



This is the approved form to report a marine incident in Queensland. A ship's master must report a marine incident to a shipping inspector within 48 hours of the incident taking place, except in cases where the ship is lost or presumed lost in which case the incident must be reported by the ship's owner. If the initial report is not in the approved form a further report must be submitted using this form at the earliest opportunity. You should fill in all fields that are applicable. This form, and all supporting documents, should be returned to a Maritime Safety Queensland office, the Queensland Police Service or a Queensland Boating and Fisheries Patrol Office. Penalties apply for failing to report a marine incident.

### Incident description

#### Position of incident

Date 28/7/17 Time 1:00 am Body of water/Landmark Flinders Reef

#### Location

☐ Inland waters (non-tidal) ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore Latitude            Longitude           

#### Type of incident

- ☐ Capsizing  
☐ Swamping  
☐ Flooding  
☐ Person overboard  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Structural/equipment failure  
☐ Loss of ship <sup>1</sup>

#### Collision:

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

#### Grounding:

- ☒ unintentional  
☐ intentional

#### Onboard incident:

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

#### Other incident:

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

<sup>1</sup> 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown. If the ship is an economic write-off this should be checked marked as 'Ship lost' below and on the next page.

#### Incident Severity Rating

- ☐ Fatality Number of persons            ☐ Serious injury <sup>2</sup> Number of persons            ☒ Ship lost <sup>3</sup> ☒ Damage to property only <sup>4</sup>  
☐ Ship damaged ☐ No damage  
<sup>2</sup> Requiring admission to hospital <sup>3</sup> Economic write-off or not recovered <sup>4</sup> No damage to any ships

#### Environmental conditions

##### Weather

☐ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood

##### Visibility

☐ Good ☐ Fair ☐ Poor

##### Water conditions

☒ Calm ☐ Choppy ☐ Rough ☐ Very rough ☐ Strong current or tidal flow Swell height (metres) 0-1

##### Wind speed

☐ None ☐ Light (1-6kts) ☒ Moderate (7-15kts) ☐ Strong (16-33kts) ☐ Gale (>33kts) Wind coming from           

### Ships involved

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

#### Own ship

Name of ship

Big Schott

Official registration number Registering authority

Length (metres) Beam (metres) Year built

12.7 3.4 1978

Number of passengers on board Number of crew on board

           4

#### Registration type

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

#### Other ship

Name of ship

Official registration number Registering authority

Length (metres) Beam (metres) Year built

Number of passengers on board Number of crew on board

#### Registration type

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

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

#### Office use only

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



## Ships involved - continued

### Own ship

#### Ship description

- ☐ Motorboat ☐ PWC ☐ Rowing boat  
☒ Sailing boat ☐ House boat  
☐ Other (describe) \_\_\_\_\_

#### Engine

- ☐ Outboard ☐ Inboard (petrol) ☐ none  
☐ Inboard/outboard ☒ Inboard (diesel)  
☐ Other (describe) \_\_\_\_\_

Number of engines Total engine power

1 45 HP

#### Hull material

- ☐ Steel ☐ Timber ☐ Ferro-cement  
☒ Marine alloy ☐ Fibreglass/GRP  
☐ Other (describe) \_\_\_\_\_

#### Damage to ship

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

### Other ship

#### Ship description

- ☐ Motorboat ☐ PWC ☐ Rowing boat  
☐ Sailing boat ☐ House boat  
☐ Other (describe) \_\_\_\_\_

#### Engine

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

Number of engines Total engine power

HP KW

#### Hull material

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

#### Damage to ship

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

## People involved

### Own ship

#### Ship owner's details

Owner's name

AS above

Dedicated person ashore/operations manager (commercial only)

\_\_\_\_\_

Telephone (business hours)

Telephone (after hours)

\_\_\_\_\_

Address

\_\_\_\_\_

Email address

\_\_\_\_\_

#### Master's details

Master's name

\_\_\_\_\_

Gender

☐ Male ☐ Female

Date of birth

\_\_\_\_\_

Licence type and grade (for example, Master 5)

\_\_\_\_\_

Licence number

Issuing authority

\_\_\_\_\_

Issue date

Expiry date (if applicable)

/ /

Telephone (business hours)

Telephone (after hours)

\_\_\_\_\_

Address

\_\_\_\_\_

Email address

\_\_\_\_\_

### Other ship

#### Ship owner's details

Owner's name

\_\_\_\_\_

Dedicated person ashore/operations manager (commercial only)

\_\_\_\_\_

Telephone (business hours)

Telephone (after hours)

\_\_\_\_\_

Address

\_\_\_\_\_

Email address

\_\_\_\_\_

#### Master's details

Master's name

\_\_\_\_\_

Gender

☐ Male ☐ Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

\_\_\_\_\_

Licence number

Issuing authority

\_\_\_\_\_

Issue date

Expiry date (if applicable)

/ /

Telephone (business hours)

Telephone (after hours)

\_\_\_\_\_

Address

\_\_\_\_\_

Email address

\_\_\_\_\_

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## Persons involved - continued

### Own ship

#### Watchkeeper/person at the helm

Role

☒ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Part Refuse Sch.4 Part 4 s.6 PI

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Witnesses

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

### Deceased or injured person

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

Name

Gender

☐ Male ☐ Female

Date of birth

Address

Telephone

Which ship was this person associated with?

### Deceased or injured person

Name

Gender

☐ Male ☐ Female

Date of birth

Address

Telephone

Which ship was this person associated with?

### Other ship

#### Watchkeeper/person at the helm

Role

☐ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Injury status

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

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

Nature of injury

Name of hospital

### Activity of injured or deceased person

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

### Injury status

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

Nature of injury

Name of hospital

### Activity of injured or deceased person

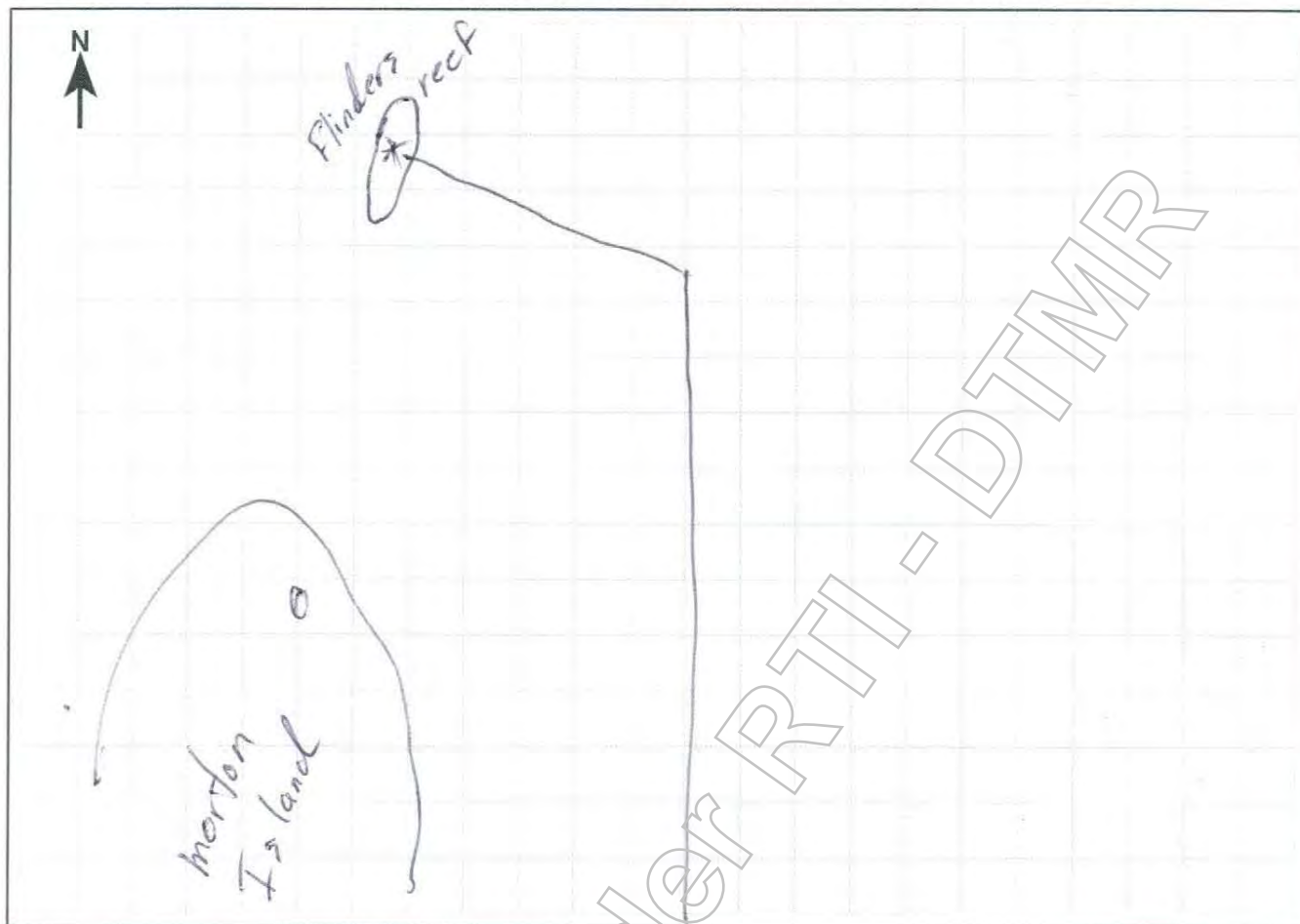
☐ Person in charge (Master) ☐ Surfboard/surf-ski rider  
☐ Person at helm ☐ Swimmer  
☐ Crew ☐ Para-flier  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other

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

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 Friday July 2017 Approx 1-30 am  
While Sailing North at the top end of Morton Island  
A Calmination of unfortunate events Lead to a  
Collision between the boat & Flinders reef. A navigation  
light Beacon on the reef was not functioning on the  
night due to recent bad Weather. I read ✓ the  
position on G.P.S checked Where we were on the  
chart and then Set my course five ~~minutes~~ minutes  
later impacted with the reef.

Assistance rendered/received at incident

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

Signature (Owner/Master)

Date 31.17.2017

Owner/Master name (please print)

Part Refuse Sch.4 Part 4 s.6 PI

Page 4 of 4 TRB Forms Area  
Form F3071 CFD V01 Aug 2016



# Marine Incident Report

Maritime Safety Queensland

22 SEP 2009



Queensland Government

This form is to be completed by the ship owner/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 25° 55' S Longitude 153° 12' E Body of water/Landmark 2.4 NM NORTH WEST WOLF ROCK Bearing  Distance

### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date 21 9 09 Time 2 PM am pm

### Type of incident

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Collision                 | <input type="checkbox"/> Grounding          | <input checked="" type="checkbox"/> Loss of ship | <input type="checkbox"/> Onboard incident                                  |
| <input type="checkbox"/> between ships             | <input type="checkbox"/> unintentional      | <input type="checkbox"/> Structural failure      | <input type="checkbox"/> falls within ship                                 |
| <input type="checkbox"/> with a fixed object       | <input type="checkbox"/> intentional        | <input type="checkbox"/> Loss of stability       | <input type="checkbox"/> crushing or pinching                              |
| <input type="checkbox"/> with floating object      | <input type="checkbox"/> Capsizing          | <input type="checkbox"/> Fire                    | <input type="checkbox"/> other onboard injury                              |
| <input type="checkbox"/> with an animal            | <input checked="" type="checkbox"/> sinking | <input type="checkbox"/> Explosion               | <input checked="" type="checkbox"/> Other personal injury                  |
| <input type="checkbox"/> with overhead obstruction | <input type="checkbox"/> swamping           | <input type="checkbox"/> Person overboard        | <input type="checkbox"/> hit by propeller or ship                          |
| <input type="checkbox"/> with submerged object     | <input type="checkbox"/> flooding           |  | <input type="checkbox"/> water ski incident                                |
| <input type="checkbox"/> with wharf                |   |  | <input type="checkbox"/> parasailing incident                              |
|  |   |  | <input type="checkbox"/> diving incident                                   |
|  |   |  | <input type="checkbox"/> other personal injury caused by operation of ship |

### Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach 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

#### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☒ Day ☐ Night ☐ Twilight

#### Wind direction

Wind coming from SE

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Part Refuse Sch.4 Part 4 s.6 Pl

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

JE PETER 111

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

6.8 2.4 2005

No. of passengers on board

No. of crew on board

1 1

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board

No. of crew on board

Continued over page...



## Ships involved - continued

### Own ship

#### Type

- |  |   |                                       |
|--|---|---------------------------------------|
| <input type="checkbox"/> passenger     | <input type="checkbox"/> PWC (jetski)             | <input type="checkbox"/> sailing boat |
| <input type="checkbox"/> non passenger | <input checked="" type="checkbox"/> motorboat     | <input type="checkbox"/> houseboat    |
| <input type="checkbox"/> fishing       | <input type="checkbox"/> speedboat (planing hull) | <input type="checkbox"/> rowing boat  |
| <input type="checkbox"/> hire & drive  |   | <input type="checkbox"/> catamaran    |

☐ Other (describe)

☐ Commercial USL Class ☒ Recreational  
☐ Fishing

#### Engine

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Outboard | <input type="checkbox"/> Inboard/Outboard       |
| <input type="checkbox"/> Inboard Petrol      | <input type="checkbox"/> None                   |
| <input type="checkbox"/> Inboard Diesel      | <input type="checkbox"/> Other (please specify) |

No. of engines

Engine power

1

200

HP

#### Hull material

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> Steel                   | <input type="checkbox"/> Ferro-cement |
| <input type="checkbox"/> Fibreglass/GRP          | <input type="checkbox"/> Timber       |
| <input checked="" type="checkbox"/> Marine alloy |                                       |
| <input type="checkbox"/> Other (describe)        |                                       |

#### Damage to ship

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Lost                 | <input type="checkbox"/> Moderate damage (damaged but ship remains seaworthy) |
| <input type="checkbox"/> Major damage (ship unseaworthy) | <input type="checkbox"/> No damage  |

## Persons involved

### Own ship

#### Deceased or injured persons

Name of deceased or injured person

Gender

☐ Male ☐ Female

Date of birth

/ /

Address

Telephone (business hours)

Telephone (after hours)

#### Injury status

- |   |  |
|---|--|
| <input type="checkbox"/> Fatality       | <input type="checkbox"/> Missing person                                  |
| <input type="checkbox"/> Serious injury | <input type="checkbox"/> Minor injury (not requiring hospital treatment) |

#### Activity of injured or deceased

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

### Other ship

#### Type

- |  |   |                                       |
|--|---|---------------------------------------|
| <input type="checkbox"/> passenger     | <input type="checkbox"/> PWC (jetski)             | <input type="checkbox"/> sailing boat |
| <input type="checkbox"/> non passenger | <input type="checkbox"/> motorboat                | <input type="checkbox"/> houseboat    |
| <input type="checkbox"/> fishing       | <input type="checkbox"/> speedboat (planing hull) | <input type="checkbox"/> rowing boat  |
| <input type="checkbox"/> hire & drive  |   | <input type="checkbox"/> catamaran    |

☐ Other (describe)

☐ Commercial USL Class ☐ Recreational  
☐ Fishing

#### Engine

- |   |   |
|---|---|
| <input type="checkbox"/> Outboard       | <input type="checkbox"/> Inboard/Outboard       |
| <input type="checkbox"/> Inboard Petrol | <input type="checkbox"/> None                   |
| <input type="checkbox"/> Inboard Diesel | <input type="checkbox"/> Other (please specify) |

No. of engines

Engine power

HP KW

#### Hull material

- |   |                                       |
|---|---------------------------------------|
| <input type="checkbox"/> Steel            | <input type="checkbox"/> Ferro-cement |
| <input type="checkbox"/> Fibreglass/GRP   | <input type="checkbox"/> Timber       |
| <input type="checkbox"/> Marine alloy     |                                       |
| <input type="checkbox"/> Other (describe) |                                       |

#### Damage to ship

- |  |   |
|--|---|
| <input type="checkbox"/> Lost                            | <input type="checkbox"/> Moderate damage (damaged but ship remains seaworthy) |
| <input type="checkbox"/> Major damage (ship unseaworthy) | <input type="checkbox"/> No damage  |

### Other ship

#### Deceased or injured persons

Name of deceased or injured person

Gender

☐ Male ☐ Female

Date of birth

/ /

Address

Telephone (business hours)

Telephone (after hours)

#### Injury status

- |   |  |
|---|--|
| <input type="checkbox"/> Fatality       | <input type="checkbox"/> Missing person                                  |
| <input type="checkbox"/> Serious injury | <input type="checkbox"/> Minor injury (not requiring hospital treatment) |

#### Activity of injured or deceased

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



## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Part Refuse Sch.4 Part 4 s.6 PI

#### Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Continued over page . . .

#### 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 space provided below (If insufficient space, please use separate pages, each extra page that is used is to be signed.)

N  
↑

Released under RTI - DTMR

### Owner/Master's Report

On Fish pinnacle off reef rock  
went to pull up anchor stuck to  
pull anchor of by driving forward and  
pull the boat under.  
Set Eperle off get into rubber boat  
and get picked up by rescue mob

### Assistance rendered/received at incident

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date

17.9.09

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)



## Summary Report

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

To Area Manager (Brisbane)

Subject Marine incident investigation file – (File No. PBP42591)

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

Incident type Unintentional Grounding

Participant ship/s Big Schott – AAF529N

Participant person(s) Part Refuse Sch.4 Part 4 s.6 PI

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

Approved/Not 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

10159381  
RECEIVED

19 NOV 2012



Queensland  
Government

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 27° 00' 00" S Longitude 153° 24' 46" E Body of water/Landmark Kaiauga Channel - west Moreton Is Bearing 240° Distance   

### Location

☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore

Date 14/11/12 Time 2.20 am/pm

### Type of incident

- |   |  |   |  |
|---|--|---|--|
| <input checked="" type="checkbox"/> Collision <ul style="list-style-type: none"><li><input type="checkbox"/> between ships</li><li><input type="checkbox"/> with a fixed object</li><li><input type="checkbox"/> with floating object</li><li><input type="checkbox"/> with an animal</li><li><input type="checkbox"/> with overhead obstruction</li><li><input type="checkbox"/> with submerged object</li><li><input type="checkbox"/> with wharf</li></ul> | <input type="checkbox"/> Grounding <ul style="list-style-type: none"><li><input type="checkbox"/> unintentional</li><li><input type="checkbox"/> intentional</li></ul> <input type="checkbox"/> Capsizing <ul style="list-style-type: none"><li><input type="checkbox"/> sinking</li><li><input type="checkbox"/> swamping</li><li><input type="checkbox"/> flooding</li></ul> | <input type="checkbox"/> Loss of ship <ul style="list-style-type: none"><li><input type="checkbox"/> Structural failure</li><li><input type="checkbox"/> Loss of stability</li></ul> <input type="checkbox"/> Fire <ul style="list-style-type: none"><li><input type="checkbox"/> Explosion</li></ul> <input type="checkbox"/> Person overboard | <input checked="" type="checkbox"/> Onboard incident <ul style="list-style-type: none"><li><input type="checkbox"/> falls within ship</li><li><input type="checkbox"/> crushing or pinching</li><li><input type="checkbox"/> other onboard injury</li></ul> <input checked="" type="checkbox"/> Other personal injury <ul style="list-style-type: none"><li><input type="checkbox"/> hit by propeller or ship</li><li><input type="checkbox"/> water ski incident</li><li><input type="checkbox"/> parasailing incident</li><li><input type="checkbox"/> diving incident</li><li><input checked="" type="checkbox"/> other personal injury caused by operation of ship ?</li></ul> |
|---|--|---|--|

### Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet  
☐ Fatality No. of persons    ☒ Injury No. of persons 1 ☒ Ship lost ☐ Damage to property only  
☐ Ship damaged ☒ No damage

### Environmental Conditions

#### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☐ Good ☐ Fair ☐ Poor

#### Time of day

☐ Day ☐ Night ☐ Twilight

#### Wind direction

Wind coming from N

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

FIREBIRD

Official Registration no.

28594QC

Registering Authority

Brisbane

Length (metres) Beam (metres) Year built

9.4

3.0

2008

No. of passengers on board

9

No. of crew on board

2

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board

No. of crew on board

Page 1 of 4  
SSA Multimedia Services  
Form F3071 ES  
V01 July 2009

Continued over page ...



## Ships involved - continued

### Own ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

CHARTER

- ☒ Commercial USL Class ☐ Recreational  
☐ Fishing QLD 2C

#### Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines

Engine power

2

225

HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage  
(ship unseaworthy) ☒ No damage

## Persons involved

### Own ship

#### Deceased or injured persons

Name of deceased or injured person

Part Refuse Sch.4 Part 4 s.6 PI

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  
☒ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

### Other ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

- ☐ Commercial USL Class ☐ Recreational  
☐ Fishing

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines

Engine power

HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate 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

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Continued over page ...

#### 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 space provided below (If insufficient space, please use separate pages, each extra page that is used is to be signed.)

Owner/Master's Report At 2:20pm on Wednesday 4<sup>TH</sup> November heading home from a fishing charter. Hit a wave causing to fall forward onto the step.

Part Refuse Sch.4 Part 4 s.6 PI

Refer to the detailed report attached

Assistance rendered/received at incident

Signature (Owner/Ma

Date 15 / 11 / 2012

Name (please print)

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

## 14-11-2012 Incident Report

Today after a days fishing with charterers on board we were travelling home (south) between Yellow Bitch and Coubeyers Pt off Moreton Island with 15 knots of Northerly wind behind us and a strong run out tide. we were experiencing a few pressure waves, not unusual for this area with these conditions <sup>at 2:20 PM</sup>. The boat did a sudden lunge causing a customer [redacted] to slip forward off the seat and landing solidly against the step on his right buttox. We immediately attended him as he obviously appeared in pain. He was quite jovial at that stage but we decided to make him comfortable on the floor with a pillow and a bag of ice wrapped in a towel. we continued our journey home, I asked several times if he was OK, each time the answer was yes. However about 30 minutes from Scarborough he <sup>shock</sup> appeared to be shaking and a bit stressed so we covered him with a blanket. I then decided to call Coastguard Redcliffe to organise an ambulance which was waiting for us as we returned at 3.40 pm.

The Medics attended him on the boat and got him onto a stretcher to the ambulance.

As there was no marks or bruises or redness on the area the Medics assured me it was only muscular.

This incident was quite distressing for me as it was the first I have ever experienced on my boat.

I received a voice message from [redacted] a friend of [redacted] who was with us on the boat saying they had just collected [redacted] from the hospital at 6.15pm and that the Doctors had checked him over and all was OK and that he was just a bit sore. He assured me all was good and told me not to worry.

I also recall that [redacted] had consumed a couple of beers during the day.

The Medics that Attended were Mr. Wayne Reach and Mr. Clinton McKeery.

I also praise the efforts and assistance of a friend of mine who was on board [redacted] for the way he took care of the injured person.

This is my clear and honest opinion of the incident.

[redacted] Owner/Skipper





This is the approved form to report a marine incident in Queensland. A ship's master must report a marine incident to a shipping inspector within 48 hours of the incident taking place, except in cases where the ship is lost or presumed lost in which case the incident must be reported by the ship's owner. If the initial report is not in the approved form a further report must be submitted using this form at the earliest opportunity. You should fill in all fields that are applicable. This form, and all supporting documents, should be returned to a Maritime Safety Queensland office, the Queensland Police Service or a Queensland Boating and Fisheries Patrol Office. Penalties apply for failing to report a marine incident.

### Incident description

#### Position of incident

Date 26/7/2015 Time 3:30 am Body of water/Landmark MORETON BAY NORTH OF COMBOYER POINT

#### Location

☐ Inland waters (non-tidal) ☒ Smooth waters ☐ Partially smooth waters ☐ Offshore Latitude  Longitude

#### Type of Incident

☒ Capsizing  
☐ Swamping  
☐ Flooding  
☐ Person overboard  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Structural/equipment failure  
☐ Loss of ship<sup>1</sup>

Collision:  
☐ between ships  
☐ with a fixed object  
☐ with a floating object  
☐ with an animal  
☐ with an overhead obstruction  
☐ with a submerged object  
☐ with a wharf

Grounding:  
☒ unintentional  
☐ intentional

Onboard incident:  
☐ fall within ship  
☐ crushing or pinching  
☐ other onboard incident

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

<sup>1</sup> 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown. If the ship is an economic write-off this should be check marked as 'Ship lost' below and on the next page.

#### Incident Severity Rating

☐ Fatality Number of persons   
☐ Serious injury<sup>2</sup> Number of persons   
☒ Ship lost<sup>3</sup> ☐ Damage to property only<sup>4</sup>  
☐ Ship damaged ☐ No damage

<sup>2</sup> Requiring admission to hospital <sup>3</sup> Economic write-off or not recovered <sup>4</sup> No damage to any ships

#### Environmental conditions

##### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood

##### Visibility

☒ Good ☐ Fair ☐ Poor

##### Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very rough ☐ Strong current or tidal flow Swell height (metres) 1.5

##### Wind speed

☐ None ☒ Light (1-6kts) ☐ Moderate (7-15kts) ☐ Strong (16-33kts) ☐ Gale (>33kts) Wind coming from

### Ships involved

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

#### Own ship

Name of ship

THE WHARF THING

Official registration number Registering authority

FE496 Q QLD TRANSPORT

Length (metres) Beam (metres) Year built

6 2 1991

Number of passengers on board Number of crew on board

3

#### Registration type

☐ Commercial passenger ☐ Commercial fishing  
☐ Commercial non-passenger ☐ Commercial hire and drive  
☒ Recreational

#### Other ship

Name of ship

Official registration number Registering authority

Length (metres) Beam (metres) Year built

Number of passengers on board Number of crew on board

#### Registration type

☐ Commercial passenger ☐ Commercial fishing  
☐ Commercial non-passenger ☐ Commercial hire and drive  
☐ Recreational

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

#### Office use only

File number: 230/01194 Caseman number: PBP 41156 Received by (full name): Rebecca Pike Received on: / /

Continued over page... Page 1 of 4 TRB Forms Area Form F3071 CFD V01 Apr 2014

## Ships involved - continued

### Own ship

#### Ship description

- ☒ Motorboat ☐ PWC (jetski) ☐ Rowing boat  
☐ Sailing boat ☐ House boat  
☐ Other (describe) \_\_\_\_\_

#### Engine

- ☒ Outboard ☐ Inboard (petrol) ☐ none  
☐ Inboard/outboard ☐ Inboard (diesel)  
☐ Other (describe) \_\_\_\_\_

Number of engines Total engine power

1

200

HP  
KW

#### Hull material

- ☐ Steel ☐ Timber ☐ Ferro-cement  
☐ Marine alloy ☒ Fibreglass/GRP  
☐ Other (describe) \_\_\_\_\_

#### Damage to ship

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

### Other ship

#### Ship description

- ☐ Motorboat ☐ PWC (jetski) ☐ Rowing boat  
☐ Sailing boat ☐ House boat  
☐ Other (describe) \_\_\_\_\_

#### Engine

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

Number of engines Total engine power

HP  
KW

#### Hull material

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

#### Damage to ship

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

## People involved

### Own ship

#### Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

Email address

#### Master's details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours) Telephone (after hours)

Address

Part Refuse Sch.4 Part 4 s.6 PI

Email address

### Other ship

#### Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

#### Master's details

Master's name

Gender

☐ Male ☐ Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

/ /

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Continued over page... Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Apr 2014



## Persons involved - continued

### Own ship

#### Watchkeeper/person at the helm

Role

☐ Crewmember ☐ Passenger ☒ Master (details as above)

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Other ship

#### Watchkeeper/person at the helm

Role

☐ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Witnesses

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

### Deceased or injured person

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

Name

Gender

☐ Male ☐ Female

Date of birth

Address

Telephone

Which ship was this person associated with?

### Injury status

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

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

Nature of injury

Name of hospital

### Activity of injured or deceased person

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

### Deceased or injured person

Name

Gender

☐ Male ☐ Female

Date of birth

Address

Telephone

Which ship was this person associated with?

### Injury status

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

Nature of injury

Name of hospital

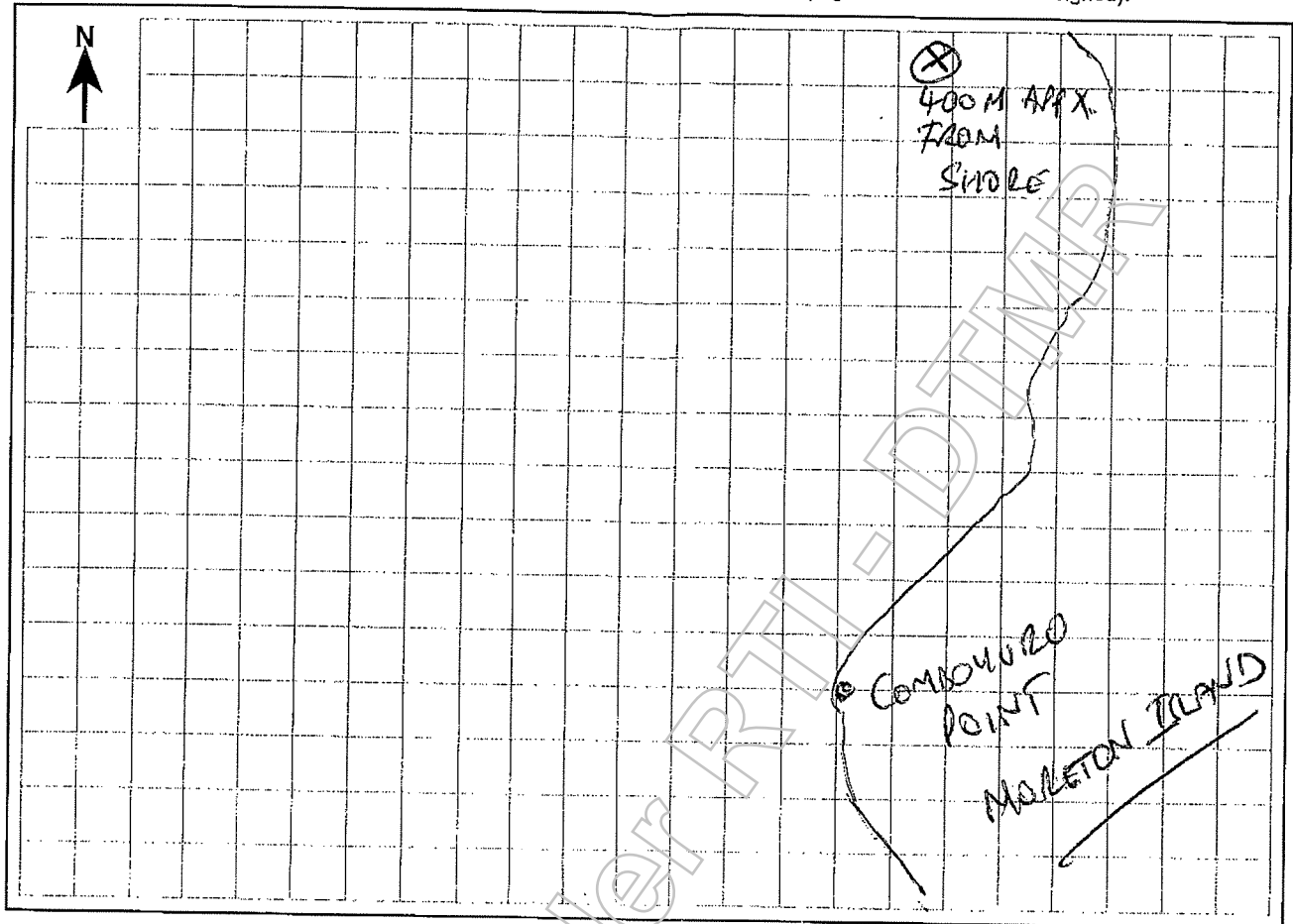
### Activity of injured or deceased person

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

**Privacy Statement:** The Department of Transport and Main Roads 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.

# 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 I WAS APPROXIMATELY 400M FROM SHORE ABOUT 2 KMS NORTH OF COMBOYUPO POINT, MORETON ISLAND WHEN I GOT STUCK ON A SANDBAR THAT I WAS UNAWARE OF. I WAS TRYING TO MOTOR OFF OF THE SANDBAR BUT WAS STUCK, AND A LARGE WAVE CAME OVER THE STERN AND SWAMPED THE BOAT, AND KNOCKED IT SIDEWAYS. SEVERAL MORE WAVES CAME OVER THE SIDE WHILE I WAS STILL TRYING TO MOTOR OFF AND THE BOAT STARTED TO LIST. WE WERE UNABLE TO GET OFF THOUGH AND BOAT WAS STARTING TO TURN OVER SO I GRABBED THE LIFE JACKETS AND WE GOT OUT OF THE BOAT AND MADE OUR WAY TO SHORE. NO BODY WAS INJURED SO WE WANTED TO BELIEVE, THEN MADE OUR WAY HOME FROM THERE. THE BOAT HAD CAPSIZED.

Assistance rendered/received at incident NONE, WE SWAM ASHORE OURSELVES.

Name, status and phone number assisted in completion of form

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 27, 7 15

Owner/Master name (please print)



**WITNESS / PASSENGER DETAILS :**

Part Refuse Sch.4 Part 4 s.6 PI

Released under RTI - DTMR

Our ref 230/00431  
Your ref PBP38727  
Enquiries 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 PI

Telephone +61 7 3860 3538  
Facsimile +61 7 3860 3540  
Website [www.msq.qld.gov.au](http://www.msq.qld.gov.au)  
Email [Justin.z.williams@msq.qld.gov.au](mailto: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 "Capricorn 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 [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

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



Captain Richard C. Johnson  
 Regional Harbour Master (Brisbane)

Released under RTI - DTMR



**Queensland  
Government**

# Marine Incident Investigation Report

Summary:

Capricorn 1 1990QB- Swamping/structural failure

Incident date: 17/01/2012

Category: Category 3

CaseMan no: PBP38727

Investigator	Luan Baldwin
Position	Shipping Inspector
Division	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



## Summary

Regional office: Pinkenba

CaseMan No: PBP38727

DMS File No: 230/00431

Incident date: 17/01/2012

Time of incident: 9:00 AM

Date reported: 17/01/2012

Category: Category 3

Incident type: 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 into the CaseMan system. All coordinates in deg/min or deg/min/sec format must be converted to decimal degree format for entry. For 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		
Owners name:			
Owners address:			
Ship type:	Fishing	Ship class:	Class 3
Ship description:	Trawler		
Reg no:	1990QB	Boat mark:	FQFE RUF: <input type="checkbox"/>
Registering authority:	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 date:	10/02/2012	Written direction:	B000204
Previous incidents:	?????		

### Master of ship 1.

Masters name:	Part Refuse Sch.4 Part 4 s.6 PI		
Masters address:			
Home phone:		Mobile phone:	
Work phone:			
Email address:			
Date of birth:		Place of birth:	

### Add deceased 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

Background	<p>Capricorn 1 is a registered commercial trawling vessel the operates between Gladstone and the Gold Coast.</p> <hr/> <p>Part Refuse Sch.4 Part 4 s.6 PI</p>
The Voyage	<p>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.</p>
The Incident	<p>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.</p> <p>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.</p>
The Investigation	<p>Brisbane Water Police responded and provided assistance at Cape Moreton.</p> <p>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 DORRAN on 22/05/12.</p>

# 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 its severity. All factors that potentially contributed to the incident should be recorded here.

## Human contributing factors

- |  |  |
|--|--|
| <input type="checkbox"/> Alcohol or drugs  | <input type="checkbox"/> Insufficient crew numbers                       |
| <input type="checkbox"/> Commercial pressure   | <input type="checkbox"/> Insufficient fuel                               |
| <input type="checkbox"/> Excessive speed   | <input type="checkbox"/> Insufficient maintenance                        |
| <input type="checkbox"/> Fatigue   | <input type="checkbox"/> Insufficient planning                           |
| <input type="checkbox"/> Inadequate training of crew                                 | <input type="checkbox"/> Navigation error—failure to keep proper lookout |
| <input type="checkbox"/> Inappropriate advice to ship—Harbour Control/Port Authority | <input type="checkbox"/> Navigation error—other                          |
| <input type="checkbox"/> Inappropriate advice to ship—Pilot                          | <input type="checkbox"/> Navigation error—violation of Colregs           |
| <input type="checkbox"/> Inappropriate advice to ship—Vessel Traffic System          | <input checked="" type="checkbox"/> Operational error—other              |
| <input type="checkbox"/> Inappropriate instructions to crew—other                    | <input type="checkbox"/> Overloading                                     |
| <input type="checkbox"/> Inappropriate instructions to crew—poor communications      | <input type="checkbox"/> Poor communications                             |
| <input checked="" type="checkbox"/> Inattention                                      | <input type="checkbox"/> Poor ship to shore communications               |
| <input type="checkbox"/> Inexperience or lack of knowledge                           | <input type="checkbox"/> Violation of standard procedures                |
| <input type="checkbox"/> Insecure mooring  | <input type="checkbox"/> Violation of statutory rules or standards       |

Other (human):

## Material contributing factors

- |  |   |
|--|---|
| <input type="checkbox"/> Bridge or navigation failure          | <input type="checkbox"/> Inadequate stability—shifting cargo                      |
| <input type="checkbox"/> Electrical failure                    | <input type="checkbox"/> Inappropriate hull or equipment—construction fault       |
| <input type="checkbox"/> Equipment failure - other             | <input type="checkbox"/> Inappropriate hull or equipment—design fault             |
| <input type="checkbox"/> Fuel or gas leak                      | <input type="checkbox"/> Inappropriate hull or equipment—insufficient maintenance |
| <input type="checkbox"/> Hull failure                          | <input type="checkbox"/> Insufficient safety equipment                            |
| <input checked="" type="checkbox"/> Inadequate stability—other | <input type="checkbox"/> Machinery failure  |
| <input type="checkbox"/> Inadequate stability—overloading      | <input type="checkbox"/> Shore structure badly designed built or maintained       |

Other (material):

## Environmental contributing factors

- |   |   |
|---|---|
| <input type="checkbox"/> Abnormal tidal conditions                    | <input type="checkbox"/> Hazardous waters—uncharted hazards |
| <input type="checkbox"/> Bar conditions                               | <input type="checkbox"/> Heavy traffic area                 |
| <input type="checkbox"/> Floating or submerged object                 | <input type="checkbox"/> Poor visibility                    |
| <input type="checkbox"/> Hazardous season (cyclones etc)              | <input checked="" type="checkbox"/> Sea state               |
| <input type="checkbox"/> Hazardous waters—coral reefs                 | <input type="checkbox"/> Wash of passing vessel             |
| <input type="checkbox"/> Hazardous waters—lack navigation aids        | <input type="checkbox"/> Wind                               |
| <input checked="" type="checkbox"/> Hazardous waters—shifting channel |   |

Other (environmental):



# Findings

Add findings

Remove last finding

1. The incident was caused by a combination of heavy sea state and operator error
2. The severity of the damage may have been reduced if the ship had maintained watertight integrity through the securing of all doors and hatches prior to operation
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	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
CaseMan file closed or reassigned	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Marine incident categorised	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
Ship inspection report (monitoring inspection completed)	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Written direction issued	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Photographic evidence taken	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Exhibits seized	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Witness statements	<input type="checkbox"/>	Attached	<input type="checkbox"/>
MIN issued	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>
Other	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
<div>Closure letter</div>			
CaseMan incident, ship and person records updated and validated	<input checked="" type="checkbox"/>	<div>Luan Baldwin</div>	

By whom (enter name)



## For consideration by Compliance Section

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

### Report completed by

Name: Luan Baldwin

Position: Marine Officer

### Report endorsed by

Name: Justin Williams

Position: Area Manager (Brisbane)

Endorsed by:.....

Area Manager

### CaseMan updated by

Name: Luan Baldwin

Position: Marine Officer

# Marine Incident Report

**RECEIVED**

**Queensland  
Government**

12/007

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

(PINKENBA)

Latitude  ° 'S Longitude  ° 'E Body of water/Landmark 5 to 6 miles NW of CAPE MORETON Bearing  Distance

### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date 17/1/12 Time 9:00 am

### Type of incident

- ☒ Collision
- ☐ between ships
  - ☐ with a fixed object
  - ☐ with floating object
  - ☐ with an animal
  - ☐ with overhead obstruction
  - ☐ with submerged object
  - ☐ with wharf
- ☒ Grounding
- ☐ unintentional
  - ☐ intentional
  - ☒ ~~capsizing~~
  - ☐ sinking
  - ☒ swamping
  - ☒ flooding
- ☐ Loss of ship
- ☒ Structural failure
  - ☐ Loss of stability
  - ☐ Fire
  - ☐ Explosion
  - ☐ Person overboard
- ☒ Onboard incident
- ☐ falls within ship
  - ☐ crushing or pinching
  - ☒ other onboard injury
  - ☒ Other personal injury
  - ☐ hit by propeller or ship
  - ☐ water ski incident
  - ☐ parasailing incident
  - ☐ diving incident
  - ☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved 1 *Note - if more than 2 ships were involved attach details on a separate sheet*

☒ Fatality No. of persons

☐ Injury No. of persons

☐ Ship lost ☒ Damage to property ~~only~~

☒ Ship damaged ☐ No damage

### Environmental Conditions

#### Weather

☐ Clear ☐ Hazy ☒ Cloudy ☒ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☐ Choppy ☐ Rough ☒ Very Rough ☒ Strong current

#### 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)

#### Visibility

☐ Good ☒ Fair ☐ Poor

#### Time of day

☒ Day ☐ Night ☐ Twilight

#### Wind direction

Wind coming from E.S.E.

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Telephone (business hours) Telephone (after hours)

Address

Part Refuse Sch.4 Part 4 s.6 PI

#### Ship details

Name of ship

CAPRICORN ONE

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

19.2 6.2 1981

No. of passengers on board

No. of crew on board

1

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board

No. of crew on board

Continued over page ...



## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☒ Crewmember ☐ Passenger

Name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Continued over page ...

#### 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.

# Cape Moreton, Queensland January 2012 Daily Weather Observations



Australian Government  
Bureau of Meteorology

Date	Day	Temps		Rain	Evap	Sun	Max wind gust			9am						3pm					
		Min	Max				Dirn	Spd	Time	Temp	RH	Cld	Dirn	Spd	MSLP	Temp	RH	Cld	Dirn	Spd	MSLP
		°C	°C					km/h	local	°C	%	eighths		km/h	hPa	°C	%	eighths		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		SE	41	1013.8
2	Mo	20.6	26.1	0			SE	48	04:25	24.4	55		SE	35	1017.3	23.6	65		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	56		ENE	19	1013.7
5	Th	22.2	26.6	0			ENE	33	18:26	24.3	66		ESE	22	1015.3	25.0	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		N	17	1013.5	26.6	65		NNE	26	1009.9
9	Mo	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		E	17	1015.5	24.6	59		E	24	1012.5
15	Su	22.3	27.0	0			ESE	63	22:29	26.0	54		E	31	1014.0	24.7	66		ESE	33	1012.3
16	Mo	20.0	23.3	1.8			E	83	09:34	21.1	95		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	92		ESE	61	1014.2	22.5	96		SE	52	1011.6
18	We	20.5	25.7	4.4			SSE	37	00:12	22.6	88		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	Fr	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	Mo	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			E	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			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			NNW	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			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			ENE	57	03:14	23.4	93		E	37	1009.6	24.9	84		E	43	1007.4
30	Mo	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	22:41	26.7	75		NNE	15	1008.8	26.1	78		ENE	19	1006.4
<b>Statistics for January 2012</b>																					
Mean		21.8	26.5							24.5	75			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
Highest		24.8	29.4	68.8			E	83		27.0	100		ESE	61	1018.9	27.5	98		#	57	1017.1
Total				268.8																	

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



# EAST CHANNEL MORETON BAY

LAT 27° 13' S LONG 153° 20' E

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

TIME ZONE -1000

JANUARY 2012

FEBRUARY 2012

MARCH 2012

APRIL 2012

Time m	Time m	Time m	Time m	Time m	Time m
01 0240 1.65 0815 0.79 SU 1425 1.73 2106 0.52	16 0216 1.82 0812 0.67 MO 1419 1.85 2048 0.45	01 0358 1.71 1001 0.92 WE 1532 1.44 2156 0.63	16 0427 2.01 1109 0.80 TH 1636 1.52 2240 0.60	01 0246 1.80 0913 0.92 TH 1440 1.44 2058 0.75	16 0404 2.09 1057 0.77 FR 1633 1.56 2226 0.74
02 0351 1.67 0927 0.87 MO 1525 1.61 2201 0.51	17 0331 1.85 0934 0.77 TU 1526 1.70 2150 0.46	02 0508 1.76 1138 0.91 TH 1655 1.41 2300 0.62	17 0539 2.08 1225 0.73 FR 1757 1.57	02 0401 1.80 1035 0.92 FR 1606 1.41 2205 0.76	17 0515 2.11 1204 0.69 SA 1749 1.66 2349 0.70
03 0459 1.74 1059 0.89 TU 1634 1.53 2259 0.49	18 0447 1.94 1109 0.78 WE 1644 1.60 2259 0.46	03 0606 1.86 1247 0.83 FR 1803 1.45	18 0001 0.57 0644 2.18 SA 1325 0.62 1906 1.67	03 0508 1.87 1149 0.86 SA 1725 1.48 2311 0.70	18 0618 2.16 1259 0.59 SU 1852 1.80
04 0557 1.84 1221 0.83 WE 1739 1.51 2355 0.46	19 0556 2.07 1232 0.72 TH 1759 1.58	04 0000 0.57 0655 1.98 SA 1334 0.74 1858 1.53	19 0108 0.50 0740 2.26 SU 1415 0.52 2002 1.79	04 0605 2.00 1244 0.75 SU 1826 1.61	19 0054 0.62 0712 2.20 MO 1344 0.50 1943 1.94
05 0647 1.95 1318 0.76 TH 1835 1.53	20 0010 0.43 0700 2.20 FR 1337 0.62 1909 1.62	05 0054 0.49 0739 2.11 SU 1413 0.65 1947 1.64	20 0202 0.43 0829 2.32 MO 1458 0.45 2049 1.89	05 0013 0.59 0655 2.14 MO 1330 0.63 1918 1.76	20 0146 0.54 0758 2.23 TU 1423 0.43 2026 2.05
06 0045 0.42 0732 2.05 FR 1403 0.69 1924 1.56	21 0114 0.37 0757 2.32 SA 1433 0.53 2011 1.68	06 0142 0.39 0820 2.24 MO 1451 0.55 2032 1.74	21 0248 0.39 0910 2.33 TU 1535 0.41 2130 1.97	06 0110 0.46 0743 2.28 TU 1412 0.51 2007 1.91	21 0228 0.49 0838 2.22 WE 1458 0.39 2104 2.14
07 0129 0.37 0812 2.15 SA 1442 0.63 2009 1.61	22 0210 0.33 0848 2.40 SU 1521 0.46 2104 1.75	07 0228 0.30 0901 2.35 TU 1529 0.47 2116 1.85	22 0328 0.37 0947 2.30 WE 1608 0.39 2207 2.02	07 0203 0.35 0829 2.38 WE 1454 0.41 2054 2.05	22 0306 0.46 0913 2.19 TH 1529 0.36 2139 2.20
08 0209 0.33 0850 2.24 SU 1519 0.57 2052 1.66	23 0259 0.30 0933 2.42 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 1020 2.24 TH 1637 0.38 2241 2.05	08 0253 0.27 0913 2.41 TH 1534 0.34 2140 2.18	23 0341 0.46 0945 2.13 FR 1557 0.35 2213 2.23
09 0249 0.28 0927 2.32 MO 1555 0.52 2133 1.71	24 0342 0.30 1014 2.40 TU 1642 0.41 2230 1.85	09 0355 0.21 1022 2.43 TH 1644 0.36 2242 2.01	24 0436 0.40 1050 2.16 FR 1704 0.38 2314 2.07	09 0341 0.25 0957 2.38 FR 1614 0.30 2225 2.26	24 0415 0.47 1016 2.06 SA 1624 0.36 2245 2.25
10 0328 0.25 1005 2.38 TU 1632 0.47 2214 1.76	25 0420 0.33 1050 2.34 WE 1715 0.41 2308 1.86	10 0439 0.23 1102 2.38 FR 1722 0.34 2326 2.05	25 0509 0.45 1118 2.06 SA 1731 0.39 2346 2.05	10 0429 0.28 1040 2.29 SA 1652 0.30 2310 2.31	25 0448 0.50 1046 1.97 SU 1652 0.38 2316 2.23
11 0407 0.24 1042 2.40 WE 1709 0.44 2256 1.79	26 0456 0.37 1122 2.24 TH 1745 0.41 2343 1.87	11 0524 0.30 1142 2.26 SA 1759 0.35	26 0543 0.52 1147 1.94 SU 1759 0.42	11 0517 0.36 1122 2.14 SU 1730 0.34 2356 2.31	26 0523 0.56 1116 1.87 MO 1720 0.44 2348 2.18
12 0448 0.26 1120 2.38 TH 1747 0.41 2338 1.81	27 0530 0.43 1152 2.13 FR 1814 0.42	12 0011 2.05 0611 0.42 SU 1222 2.10 1838 0.39	27 0020 2.01 0621 0.62 MO 1218 1.81 1831 0.49	12 0608 0.49 1205 1.98 MO 1809 0.40	27 0600 0.64 1148 1.76 TU 1751 0.53
13 0530 0.31 1159 2.31 FR 1826 0.40	28 0019 1.86 0606 0.52 SA 1222 1.99 1845 0.44	13 0100 2.04 0704 0.57 MO 1306 1.91 1922 0.44	28 0058 1.95 0705 0.73 TU 1254 1.67 1909 0.58	13 0045 2.27 0706 0.62 TU 1252 1.80 1853 0.50	28 0023 2.11 0642 0.74 WE 1224 1.65 1825 0.63
14 0024 1.82 0615 0.41 SA 1240 2.19 1908 0.41	29 0057 1.32 0646 0.62 SU 1254 1.85 1920 0.47	14 0158 2.00 0811 0.72 TU 1359 1.73 2014 0.52	29 0145 1.86 0801 0.85 WE 1338 1.53 1957 0.68	14 0142 2.19 0818 0.74 WE 1349 1.65 1948 0.60	29 0103 2.03 0733 0.82 TH 1308 1.55 1908 0.73
15 0115 1.82 0707 0.54 SU 1325 2.03 1954 0.43	30 0143 1.77 0735 0.75 MO 1332 1.69 2003 0.53	15 0309 1.98 0938 0.81 WE 1510 1.58 2121 0.58	31 0249 2.12 0939 0.79 TH 1506 1.56 2100 0.70	15 0249 2.12 0939 0.79 TH 1506 1.56 2100 0.70	30 0154 1.96 0837 0.87 FR 1406 1.49 2009 0.80
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 2119 0.81	30 0321 2.08 1005 0.65 MO 1613 1.67 2155 0.73

Datum of Predictions Lowest Astronomical Tide (Predictions - secondary port quality)

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

© The State of Queensland (DTMR) 2010

Constants: C046208B.88





Queensland  
Government

## 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 JOHN 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 CARRICORN 1, registration/boat mark 1990 QB (the Ship),

which is currently located in Queensland waters / on land adjacent to Queensland waters / elsewhere, namely:

ON THE HARDSTAND AT BRISBANE SHIPYARD

(Describe the location of the Ship, including the geographical area and whether the Ship is afloat 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 / structural damage to bulwarks / Machinery / Electrical damage from flooding

On 10<sup>th</sup> (Day) FEBRUARY (Month) 2012 (Year), I **BOARDED AND INSPECTED THE SHIP AT ITS LOCATION AND I CONSIDER IT NECESSARY THAT THE SHIP BE SURVEYED.**

I DIRECT YOU \_\_\_\_\_

of \_\_\_\_\_  
Part Refuse Sch.4 Part 4 s.6 PI

(Address of owner/master)

as the Ship's owner / master, to have the Ship surveyed as specified by me, namely (specify conditions of survey)

PROVIDE CoC for SURVEY (WHOLE of SHIP)  
PROVIDE CoC for ELV and LV  
PROVIDE CoC for MACHINERY & PROVIDE CoC for SAFETY

and to produce to \_\_\_\_\_ (identify to whom the documents must be produced)

☒ certificate/s of compliance for SURVEY / ELV and LV / MACHINERY / SAFETY EQUIPMENT for the whole of the Ship  
☐ a report from a marine surveyor, which identifies all non-compliances with the Act if the specified certificate/s of compliance cannot be raised

before close of business on 1 / 1

**IF YOU FAIL TO COMPLY WITH MY DIRECTION, YOU MAY COMMIT AN OFFENCE WHICH CARRIES A MAXIMUM PENALTY OF \$50,000 OR IMPRISONMENT FOR AN INDIVIDUAL OR \$250,000 FOR A CORPORATION. (This penalty is current at time of printing)**

Shipping inspector's signature

Number

Office

Date of issue

\_\_\_\_\_

T294

PINKENBA

10/02/12

Owner's or Master's name

Owner's or Master's signature

\_\_\_\_\_

\_\_\_\_\_

**Note:** Commercial registration will not be renewed if a Written Direction is current on the ship.

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



Released under RTI - DTMR















Released under RTI - DTMR





**MARITIME SAFETY QUEENSLAND  
STATEMENT OF WITNESS**



**Queensland Government**  
**Maritime Safety Queensland**

Statement No		Date	22/05/11
--------------	--	------	----------

**Statement of**

Name of Witness		Date of Birth	Part Refuse Sch. 4 Part 4 s.6 PI
Occupation	Master <i>Capricorn One</i>		

**Shipping Inspector 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 temporary 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**

I 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 ...22<sup>nd</sup> ...day .....May... 2012





26 April 2012

Part Refuse Sch.4 Part 4 s.6 PI

Dear

**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 Dorrn 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



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

*fer* Captain Richard Johnson  
**Regional Harbour Master (Brisbane)**

Maritime Safety Queensland  
Marine Operations  
MacArthur Ave East  
PINKENBA QLD 4008

ABN 13 200 330 520

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**



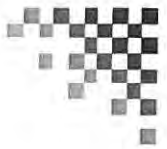




# QUEENSLAND POLICE SERVICE

## 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 QP1701312426

1. 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

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**

1. Find attached Report in relation to Marine Incident Investigation Flinders Reef Rock North of Moreton Island. QP1701312426 refers.
2. This investigation has been completed and as previously discussed the master Part Refuse Sch.4 Part 4 s.6 Pl 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.
3. 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

Telephone: (07) 3895 0333

Facsimile (07) 3895 0322

Our Ref: QP1701312426

Your Ref:

01/08/2017

**TO:** Sergeant D MOYLE, Brisbane Water Police  
**FROM:** Constable Peter GRACE  
Brisbane Water Police  
**SUBJECT:** MARINE INCIDENT - FLINDERS REEF  
QP1701312426

1. This report is in relation to a Marine Incident involving vessel 'Big Schott' bearing New South Wales registration AAF529N. The registered owner and master at the time of the incident is [redacted] of [redacted]  
Part Refuse Sch.4 Part 4 s.6 Pt [redacted]
2. At 0130hrs On Friday the 28<sup>th</sup> of July 2017, vessel 'Big Schott', has run aground and become stranded on Flinders Reef, 3 nautical miles north of Cape Moreton, Moreton Island.
3. Water Police Brisbane facilitated a Search And Rescue effort to recover all persons from the vessel.
4. On Monday the 31<sup>st</sup> of July 2017, [redacted] 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 [redacted] made admissions to navigational failures causing the vessel to come aground.
5. As a result of the outcome of the EROI, [redacted] was offered and subsequently accepted an official Police Caution, approved by Senior Sergeant EDDEN. This has been entered in to QPrime.
6. Forwarded for your consideration and approval please.

Constable Peter GRACE  
Brisbane Water Police





This is the approved form to report a marine incident in Queensland. A ship's master must report a marine incident to a shipping inspector within 48 hours of the incident taking place, except in cases where the ship is lost or presumed lost in which case the incident must be reported by the ship's owner. If the initial report is not in the approved form a further report must be submitted using this form at the earliest opportunity. You should fill in all fields that are applicable. This form, and all supporting documents, should be returned to a Maritime Safety Queensland office, the Queensland Police Service or a Queensland Boating and Fisheries Patrol Office. Penalties apply for failing to report a marine incident.

### Incident description

#### Position of incident

Date 28/9/17 Time 1:00 am Body of water/Landmark Flinders Reef

#### Location

☐ Inland waters (non-tidal) ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore Latitude            Longitude           

#### Type of incident

- ☐ Capsizing  
☐ Swamping  
☐ Flooding  
☐ Person overboard  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Structural/equipment failure  
☐ Loss of ship<sup>1</sup>

#### Collision:

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

#### Grounding:

- ☒ unintentional  
☐ intentional

#### Onboard incident:

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

#### Other incident:

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

<sup>1</sup> 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown. If the ship is an economic write-off this should be checked marked as 'Ship lost' below and on the next page.

#### Incident Severity Rating

- ☐ Fatality Number of persons            ☐ Serious injury<sup>2</sup> Number of persons            ☐ Ship lost<sup>3</sup> ☒ Damage to property only<sup>4</sup>  
☐ Ship damaged ☐ No damage  
<sup>2</sup> Requiring admission to hospital <sup>3</sup> Economic write-off or not recovered <sup>4</sup> No damage to any ships

#### Environmental conditions

##### Weather

☐ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood

##### Visibility

☐ Good ☐ Fair ☐ Poor

##### Water conditions

☒ Calm ☐ Choppy ☐ Rough ☐ Very rough ☐ Strong current or tidal flow Swell height (metres) 0-1

##### Wind speed

☐ None ☐ Light (1-6kts) ☒ Moderate (7-15kts) ☐ Strong (16-33kts) ☐ Gale (>33kts) Wind coming from           

### Ships involved

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

#### Own ship

Name of ship

Big Schoff

Official registration number            Registering authority           

Length (metres) 12.7 Beam (metres) 3.4 Year built 1978

Number of passengers on board            Number of crew on board 4

#### Registration type

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

#### Other ship

Name of ship

Official registration number            Registering authority           

Length (metres)            Beam (metres)            Year built           

Number of passengers on board            Number of crew on board           

#### Registration type

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

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

#### Office use only

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

Continued over page... Page 1 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016



## Ships involved - continued

### Own ship

#### Ship description

- ☐ Motorboat ☐ PWC ☐ Rowing boat  
☒ Sailing boat ☐ House boat  
☐ Other (describe) \_\_\_\_\_

#### Engine

- ☐ Outboard ☐ Inboard (petrol) ☐ none  
☐ Inboard/outboard ☒ Inboard (diesel)  
☐ Other (describe) \_\_\_\_\_

Number of engines  Total engine power  HP

#### Hull material

- ☐ Steel ☐ Timber ☐ Ferro-cement  
☒ Marine alloy ☐ Fibreglass/GRP  
☐ Other (describe) \_\_\_\_\_

#### Damage to ship

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

## People involved

### Own ship

#### Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

#### Master's details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Other ship

#### Ship description

- ☐ Motorboat ☐ PWC ☐ Rowing boat  
☐ Sailing boat ☐ House boat  
☐ Other (describe) \_\_\_\_\_

#### Engine

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

Number of engines  Total engine power  HP

#### Hull material

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

#### Damage to ship

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

### Other ship

#### Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

#### Master's details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Continued over page...



## Persons involved - continued

### Own ship

#### Watchkeeper/person at the helm

Role

☒ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Part Refuse Sch.4 Part 4 s.6 PI

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Witnesses

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

### Deceased or injured person

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

Name

Gender

☐ Male ☐ Female

Date of birth

Address

Telephone

Which ship was this person associated with?

### Deceased or injured person

Name

Gender

☐ Male ☐ Female

Date of birth

Address

Telephone

Which ship was this person associated with?

### Other ship

#### Watchkeeper/person at the helm

Role

☐ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

### Injury status

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

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

Nature of injury

Name of hospital

### Activity of injured or deceased person

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

### Injury status

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

Nature of injury

Name of hospital

### Activity of injured or deceased person

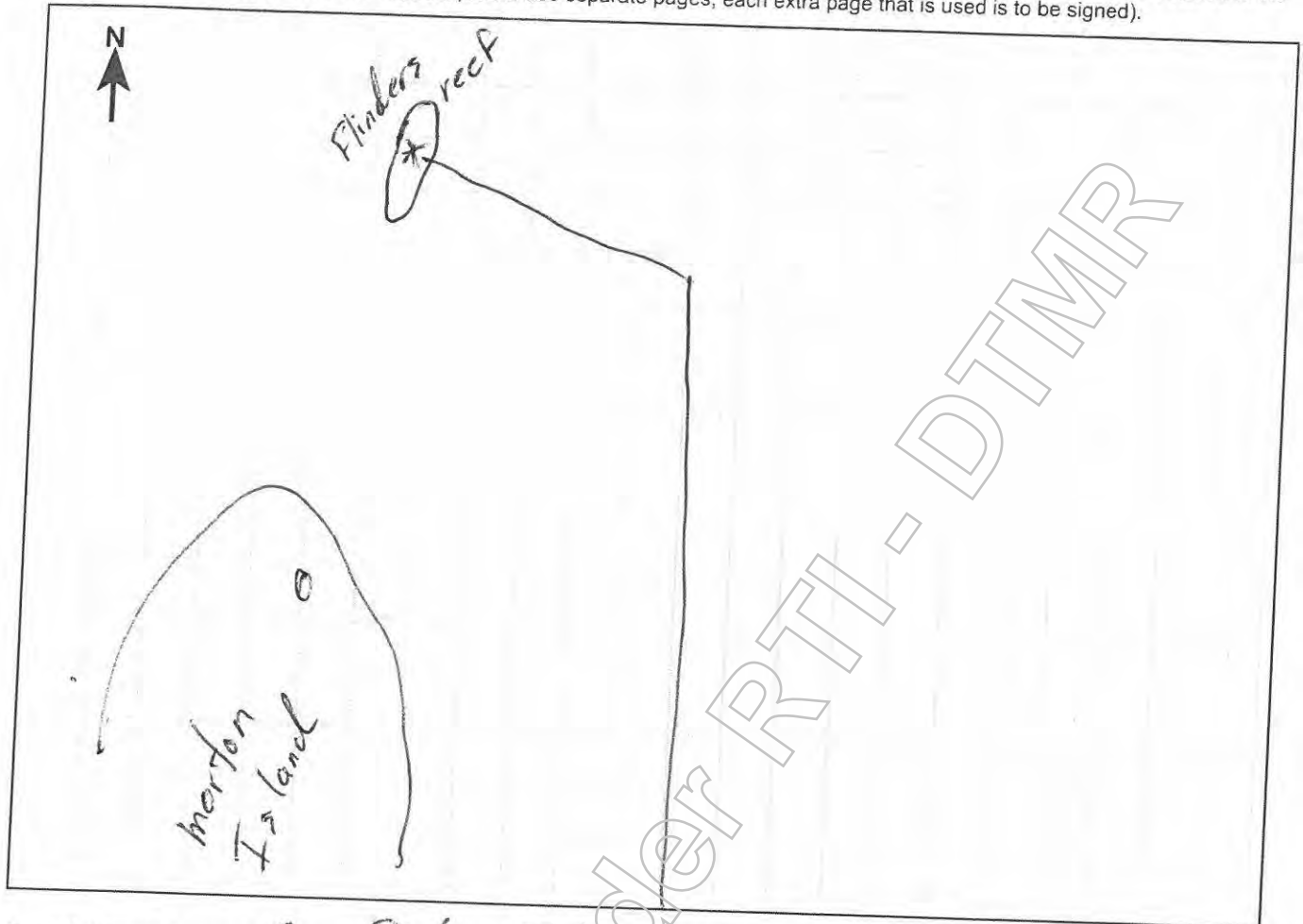
☐ Person in charge (Master) ☐ Surfboard/surf-ski rider  
☐ Person at helm ☐ Swimmer  
☐ Crew ☐ Para-flier  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other

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

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 Friday July 2017 Approx 1-30 am  
While Sailing North at the top end of Morton Island  
A culmination of unfortunate events lead to a  
collision between the boat & Flinders reef. A navigation  
light Beacon on the reef was not functioning on the  
night due to recent bad weather. I read the  
position on GPS checked where we were on the  
chart and then set my course five minutes  
later impacted with the reef.

Assistance rendered/received at incident

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

Signature (Owner/Master)

Owner/Master name (please print)

Part Refuse Sch.4 Part 4 s.6 PI

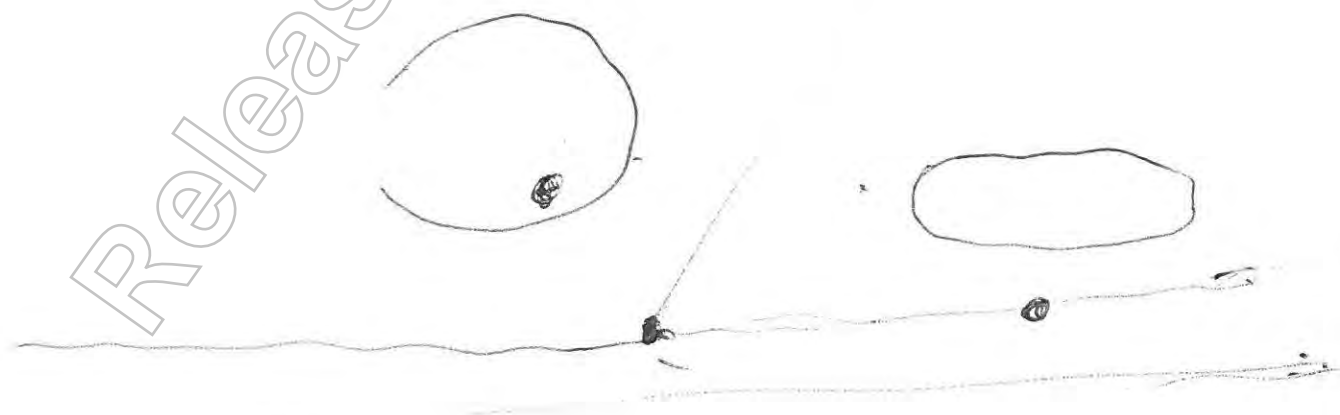
Date 31.17.2017



# Incident Report

On Friday 28th July 2017 approx 1:30 am  
While Sailing North at the top end of Morton  
Island. A culmination of unfortunate events lead  
to a collision between the boat and Flinders  
reef. A navigation light Beacon on the reef was  
not functioning on the night due to recent bad  
weather. I read the position on GPS checked  
where we ~~was~~ were on the chart and then set  
my course five minutes later impacted with  
the reef

Part Refuse Sch 4 Part 4 s.6 PI





## 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:**

Part Refuse Sch.4 Part 4 s.6 PI

**Master**

**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



Queensland Government  
Maritime Safety Queensland

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  ° 'S Longitude  ° 'E Body of water/Landmark BULWER - MANTON ISLAND Bearing  Distance

### Location

☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore

Date 23/09/07 Time 7:00 am

### Type of incident

- ☒ Collision
- ☐ between ships
  - ☐ with a fixed object
  - ☐ with floating object
  - ☐ with an animal
  - ☐ with overhead obstruction
  - ☐ with submerged object
  - ☐ with wharf
- ☐ Grounding
- ☒ unintentional
  - ☐ intentional
- ☐ Capsizing
- ☐ sinking
  - ☐ swamping
  - ☐ flooding
- ☐ Loss of ship
- ☐ Structural failure
  - ☐ Loss of stability
  - ☐ Fire
  - ☐ Explosion
  - ☐ Person overboard
- ☐ Onboard incident
- ☐ falls within ship
  - ☐ crushing or pinching
  - ☐ other onboard injury
- ☐ Other personal injury
- ☐ hit by propeller or ship
  - ☐ water ski incident
  - ☐ parasailing incident
  - ☐ diving incident
  - ☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality No. of persons

☐ Injury No. of persons

☐ Ship lost ☐ Damage to property only

☒ Ship damaged ☐ No damage

### Environmental Conditions

#### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☐ Choppy ☒ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☒ Day ☐ Night ☐ Twilight

#### Wind direction

Wind coming from SOUTH

## Ships involved

### Own ship

#### Ship owner's details

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours)  Telephone (after hours)

#### Address

#### Ship details

##### Name of ship

PRIME TIME

##### Official Registration no.

KA324Q

##### Registering Authority

QND TRANSPORT

Length (metres)  Beam (metres)  Year built

9 3-2 1982

No. of passengers on board

No. of crew on board

3

### Other ship

#### Ship owner's details

##### Owner's name

Telephone (business hours)

Telephone (after hours)

#### Address

#### Ship details

##### Name of ship

##### Official Registration no.

##### Registering Authority

Length (metres)  Beam (metres)  Year built

No. of passengers on board

No. of crew on board







**Persons involved - continued****Own ship****Masters details**

Master's name

Part Refuse Sch.4 Part 4 s.6 PI

Gender

☒ Male☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☐ Master☐ Crewmember☐ Passenger

Name

Gender

☐ Male☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Other ship****Masters details**

Master's name

Gender

☐ Male☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☐ Master☐ Crewmember☐ Passenger

Name

Gender

☐ Male☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Privacy Disclaimer**

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.



## 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/Master's Report

WE ANCHORED AT MILLER WHEELS (NORTH OF) AT APPROX. 1 PM. ON SAT. 22-09-07. A STRONG WIND WARNING WAS ISSUED FOR THE NIGHT SO A WATCH WAS KEPT DURING THE 25-30 KN SOUTHERLIES AND FAIR SWELLS. THE ANCHOR HELD FIRM ALL NIGHT THROUGH THE TIDE CHANGES. AT APPROX. 6:30 AM THE WIND APPEARED TO EASE SLIGHTLY SO I FELT THAT IT WOULD BE SAFE TO NAR BEFORE CONTINUING THE JOURNEY. ALL CREW WERE IN THE CABIN. AT APPROX 7:00 AM I FELT A SUDDEN JAR AND BANGING SOUND, AND REALISED THAT THE ANCHOR HAD DRAGGED AND THE VESSEL HAD GROUND ON THE BEACH. AN EFFORT WAS MADE TO REFLAT BUT WAS UNSUCCESSFUL. ALL POSSIBLE PRECAUTIONS WERE TAKEN TO ENSURE THE SAFETY OF THE CREW AND RADIO / TELEPHONE CONTACT REMAINED WITH BRISBANE COASTGUARD DURING THE INCIDENT CONTINUED.

Assistance rendered/received at incident

BRISBANE COASTGUARD MANAGED TO TOW THE VESSEL, REFLAT IT, AND RETURN IT TO MANLY HARBOR.

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 24/08/07

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)

NCC

Page 4 of 4  
D&M  
Form F3071 ES  
Aug 2004



COPY



Queensland  
Government

## Memorandum

Our ref: 230/01194  
Your ref: PBP41156  
Date: 10/09/2015

**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. I suggest that no further compliance action is required by your section.

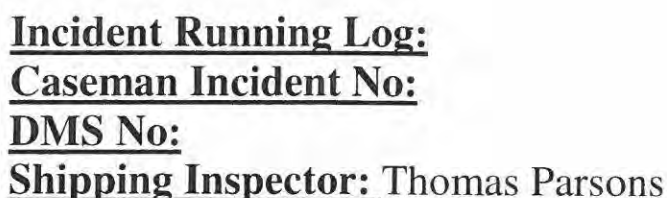
Please contact me if you have any queries about the file.

**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  
Facsimile +61 7 3632 7540  
E-mail





135-06037.pdf - Page Number: 61 of 164

6



COPY

## 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 [redacted] was intentionally beached with two persons on board. No persons were injured during the incident, however, the vessel sustained sufficient damage to render it unseaworthy.

**The incident:**

The MI report states the vessel was returning to Bribie Island on 9/07/2011 after the occupants had been fishing east of Moreton Island. The weather forecast predicted winds between 20 and 25 knots between 1300 and 1400 hrs and [redacted] decided to return to Bribie Island. The vessel was north of Moreton Island when the wind picked up and a wave rolled in smashing two windows which allowed a large amount of water to enter the vessel. [redacted] then decided to turn east and run for the beach, but 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 informed of the situation.

It appears that the vessel was not able to withstand the prevailing sea-state and weather conditions. Inadequate planning and poor navigating skills in heavy seas contributed to this accident.

It is recommended that [redacted] be asked (a) to “show cause” why his RMDL should not be suspended, OR (b) be cautioned regards his safety obligation under s43 of TOMSA 1994

**Note:** It appears that this vessel was unregistered at the time of the incident. MSQ should investigate this situation with a view of prosecuting [redacted] for contravening s57 (1) TOMSA 1994

Part Refuse Sch.4 Part 4 s.6 PI

D. Mainwaring  
Shipping Inspector T028

Department of Transport and Main Roads

Enquiries 3120 7165  
Telephone +61 7  
Facsimile +61 7



# Marine Incident Report

PBP38323



Queensland  
Government

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 0° S	Longitude 0° E	Body of water/Landmark Comboyura Point / Morton Bay	Bearing	Distance
Location <input type="checkbox"/> Inland waters <input type="checkbox"/> Smooth waters <input type="checkbox"/> Partially smooth waters <input checked="" type="checkbox"/> Offshore				
Date 9/7/2011		Time 10:00 am		

### Type of incident

<input checked="" type="checkbox"/> Collision <input type="checkbox"/> between ships <input type="checkbox"/> with a fixed object <input type="checkbox"/> with floating object <input type="checkbox"/> with an animal <input type="checkbox"/> with overhead obstruction <input type="checkbox"/> with submerged object <input type="checkbox"/> with wharf	<input type="checkbox"/> Grounding <input type="checkbox"/> unintentional <input type="checkbox"/> intentional <input checked="" type="checkbox"/> Capsizing <input checked="" type="checkbox"/> sinking <input checked="" type="checkbox"/> swamping <input checked="" type="checkbox"/> flooding	<input type="checkbox"/> Loss of ship <input type="checkbox"/> Structural failure <input checked="" type="checkbox"/> Loss of stability <input type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Person overboard	<input type="checkbox"/> Onboard incident <input checked="" type="checkbox"/> falls within ship <input type="checkbox"/> crushing or pinching <input type="checkbox"/> other onboard injury <input type="checkbox"/> Other personal injury <input type="checkbox"/> hit by propeller or ship <input type="checkbox"/> water ski incident <input type="checkbox"/> parasailing incident <input type="checkbox"/> diving incident <input type="checkbox"/> other personal injury caused by operation of ship
--	--	---	---

### Incident Severity Rating

No. of ships involved <input checked="" type="checkbox"/> Fatality No. of persons	<input type="checkbox"/> Injury No. of persons	<input type="checkbox"/> Ship lost <input checked="" type="checkbox"/> Ship damaged	<input type="checkbox"/> Damage to property only <input type="checkbox"/> No damage
---	---	--	--

### Environmental Conditions

Weather <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Hazy <input type="checkbox"/> Cloudy <input type="checkbox"/> Rain <input type="checkbox"/> Flood <input type="checkbox"/> Other	Visibility <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
Water conditions <input type="checkbox"/> Calm <input type="checkbox"/> Choppy <input checked="" type="checkbox"/> Rough <input type="checkbox"/> Very Rough <input type="checkbox"/> Strong current	Time of day <input checked="" type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> Twilight
Wind speed <input type="checkbox"/> None <input type="checkbox"/> Light (up to force 2 / 1-7 knots) <input type="checkbox"/> Moderate (force 3-4 / 8-16 knots) <input checked="" type="checkbox"/> Strong (force 5-7 / 17-33 knots) <input type="checkbox"/> Gale (force 8 and above / more than 33 knots)	Wind direction Wind coming from West

### Ships involved

#### Own ship

##### Ship owner's details

Owner's name Part Refuse Sch.4 Part 4 s.6 PI
Telephone (business hours)
Telephone (after hours)
Address

##### Ship details

Name of ship Rustup (sail + craft)		
Official Registration no. TS634Q	Registering Authority Rego	
Length (metres) 5.3	Beam (metres) 2.4	Year built 1985
No. of passengers on board 2	No. of crew on board 2	

#### Other ship

##### Ship owner's details

Owner's name
Telephone (business hours)
Telephone (after hours)
Address

##### Ship details

Name of ship
Registering Authority
Year built
No. of passengers on board
No. of crew on board

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Continued over page...

## Ships involved - continued

### Own ship

#### Type

- ☐ passenger    ☐ PWC (jetski)    ☐ sailing boat  
☐ non passenger    ☐ motorboat    ☐ houseboat  
☒ fishing    ☐ speedboat (planing hull)    ☐ rowing boat  
☐ hire & drive    ☐ catamaran

☐ Other (describe)

☐ Commercial    USL Class    ☐ Recreational  
☐ Fishing

#### Engine

- ☒ Outboard    ☐ Inboard/Outboard  
☐ Inboard Petrol    ☐ None  
☐ Inboard Diesel    ☐ Other (please specify)

No. of engines    Engine power

1

115 HP KW

Hull material

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

#### Damage to ship

- ☐ Lost    ☐ Moderate damage (damaged but ship remains seaworthy)  
☒ Major damage (ship unseaworthy)    ☐ No damage

### Persons involved

#### Own ship

#### Deceased or injured persons

Name of deceased or injured person

Gender    Date of birth

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  
☐ Passenger on vessel    ☐ Diver  
☐ Water-skier    ☐ Other  
☐ Para-flier

### Other ship

#### Type

- ☐ passenger    ☐ PWC (jetski)    ☐ sailing boat  
☐ non passenger    ☐ motorboat    ☐ houseboat  
☐ fishing    ☐ speedboat (planing hull)    ☐ rowing boat  
☐ hire & drive    ☐ catamaran

☐ Other (describe)

☐ Commercial    USL Class    ☐ Recreational  
☐ Fishing

#### Engine

- ☐ Outboard    ☐ Inboard/Outboard  
☐ Inboard Petrol    ☐ None  
☐ Inboard Diesel    ☐ Other (please specify)

No. of engines    Engine power

1

HP KW

Hull material

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

#### Damage to ship

- ☐ Lost    ☐ Moderate 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

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  
☐ Passenger on vessel    ☐ Diver  
☐ Water-skier    ☐ Other  
☐ Para-flier

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next page



## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

/ /

Expiry date (if applicable)

/ /

Address

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

/ /

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

/ /

Expiry date (if applicable)

/ /

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

/ /

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

/ /

Expiry date (if applicable)

/ /

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

/ /

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

/ /

Expiry date (if applicable)

/ /

Address

Telephone (business hours)

Telephone (after hours)

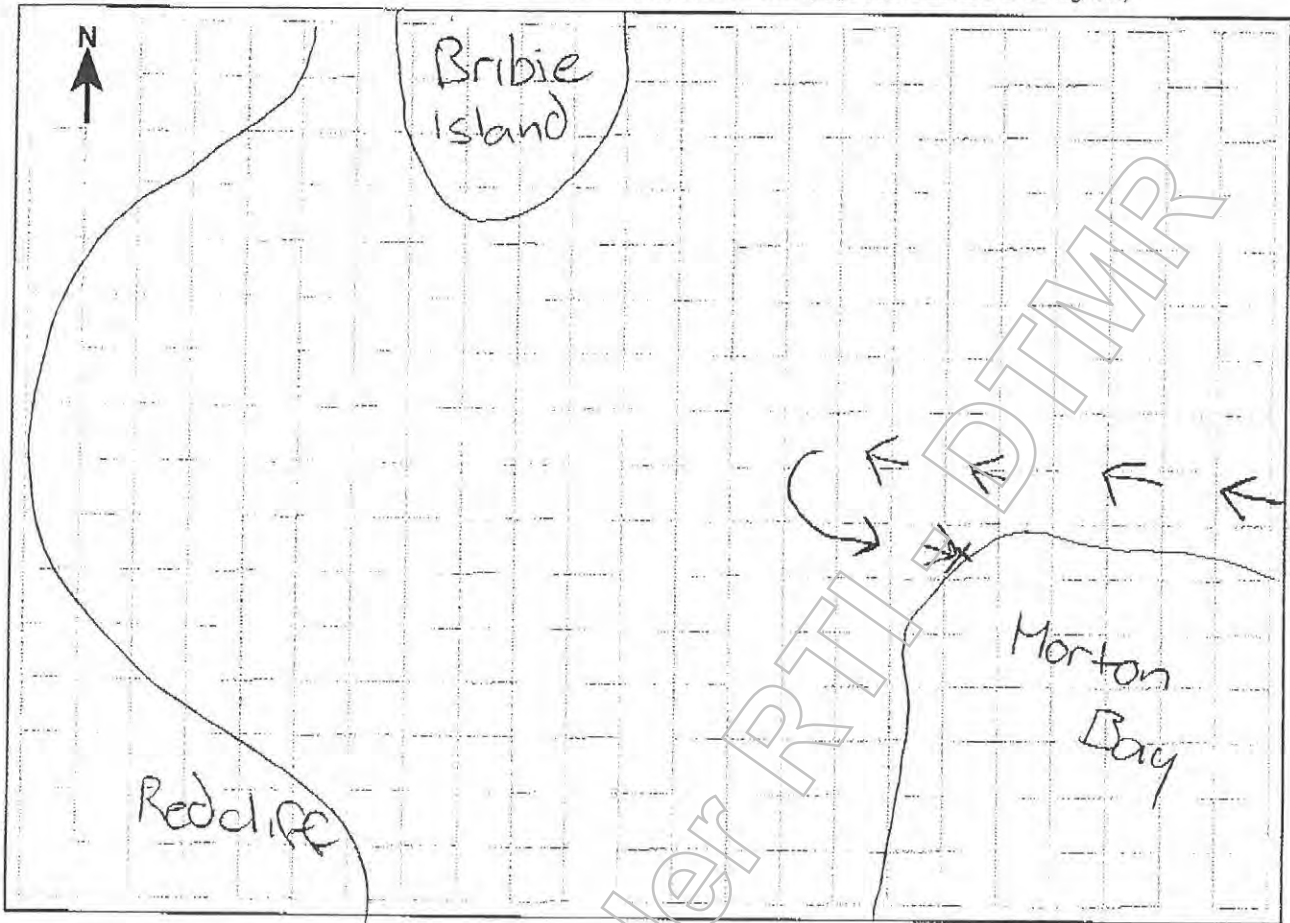
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#### Privacy Statement

The Department of Transport and Main Roads is collecting the information on this form to assist in the management 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 space provided below (If insufficient space, please use separate pages, each extra page that is used is to be signed.)



Owner/Master's Report was fishing on east side of morton. we then left to go back to bribie at about 10am as the wind was going to get stronger at 11-2pm (20-25 knots) as we got past morton the wind picked up and waves built up very quickly, a wave came over the front and blowed 2 windows in and a great amount of water came in. I turned the boat around and headed for beach, all electorical stoped working and so did motor, we got on beach when boat had bottomed out, man of beach helped us get out safely then he mad a call to Marine police.

Assistance rendered/received at incident

Part Refuse Sch.4 Part 4 s.6 PI

Signature (Owner/Master)

Date 11 / 7 / 2011

Name (please print)

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

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## 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 stated 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 not 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 chartered 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 file be forwarded to the Manager Compliance Unit Mineral House for his information and consideration.

 ELIAS JOHN MORAN  
Marine Safety Officer



PBP36352 08/137  
Sax

3305 1708

## Marine Incident Report



Queensland Government  
Maritime Safety Queensland

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
27° 00' S	153° 30' E	FLINDERS REEF - Nth MORETON IS		
Location				
<input type="checkbox"/> Inland waters	<input type="checkbox"/> Smooth waters	<input type="checkbox"/> Partially smooth waters	<input checked="" type="checkbox"/> Offshore	Date
				21/12/08 20:00 am

#### Type of incident

<input type="checkbox"/> Collision <ul style="list-style-type: none"><li><input type="checkbox"/> between ships</li><li><input type="checkbox"/> with a fixed object</li><li><input type="checkbox"/> with floating object</li><li><input type="checkbox"/> with an animal</li><li><input type="checkbox"/> with overhead obstruction</li><li><input type="checkbox"/> with submerged object</li><li><input type="checkbox"/> with wharf</li></ul>	<input checked="" type="checkbox"/> Grounding <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> unintentional</li><li><input type="checkbox"/> intentional</li></ul>	<input checked="" type="checkbox"/> Loss of ship <ul style="list-style-type: none"><li><input type="checkbox"/> Structural failure</li><li><input type="checkbox"/> Loss of stability</li><li><input type="checkbox"/> Fire</li><li><input type="checkbox"/> Explosion</li><li><input type="checkbox"/> Person overboard</li></ul>	<input checked="" type="checkbox"/> Onboard incident <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> falls within ship</li><li><input checked="" type="checkbox"/> crushing or pinching</li><li><input type="checkbox"/> other onboard injury</li></ul>	
<input type="checkbox"/> Capsizing <ul style="list-style-type: none"><li><input type="checkbox"/> sinking</li><li><input type="checkbox"/> swamping</li><li><input type="checkbox"/> flooding</li></ul>				<input type="checkbox"/> Other personal injury <ul style="list-style-type: none"><li><input type="checkbox"/> hit by propeller or ship</li><li><input type="checkbox"/> water ski incident</li><li><input type="checkbox"/> parasailing incident</li><li><input type="checkbox"/> diving incident</li><li><input type="checkbox"/> other personal injury caused by operation of ship</li></ul>

#### Incident Severity Rating

No. of ships involved	1	Note - if more than 2 ships were involved attach details on a separate sheet	
<input type="checkbox"/> Fatality	No. of persons	<input type="checkbox"/> Injury	No. of persons
		<input checked="" type="checkbox"/> Ship lost	<input type="checkbox"/> Damage to property only
		<input type="checkbox"/> Ship damaged	<input type="checkbox"/> No damage

#### Environmental Conditions

Weather	Visibility
<input type="checkbox"/> Clear <input type="checkbox"/> Hazy <input checked="" type="checkbox"/> Cloudy <input type="checkbox"/> Rain <input type="checkbox"/> Flood <input type="checkbox"/> Other	<input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
Water conditions	Time of day
<input type="checkbox"/> Calm <input checked="" type="checkbox"/> Choppy <input type="checkbox"/> Rough <input type="checkbox"/> Very Rough <input type="checkbox"/> Strong current	<input type="checkbox"/> Day <input checked="" type="checkbox"/> Night <input type="checkbox"/> Twilight
Wind speed	Wind direction
<input type="checkbox"/> None <input type="checkbox"/> Light (up to force 2 / 1-7 knots) <input checked="" type="checkbox"/> Moderate (force 3-4 / 8-16 knots)	Wind coming from
<input type="checkbox"/> Strong (force 5-7 / 17-33 knots) <input type="checkbox"/> Gale (force 8 and above / more than 33 knots)	NORTH

### Ships involved

#### Own ship

Ship owner's details		
[Redacted]		
Telephone (business hours)	Telephone (after hours)	
[Redacted]	[Redacted]	
Address		
[Redacted]		
Ship details		
Name of ship		
NAUTILUS		
Official Registration no.	Registering Authority	
[Redacted]	BRISBANE	
Length (metres)	Beam (metres)	Year built
14.9		
No. of passengers on board	No. of crew on board	
15	6	

#### Other ship

Ship owner's details		
Owner's name		
[Redacted]		
Telephone (business hours)	Telephone (after hours)	
[Redacted]	[Redacted]	
Address		
[Redacted]		
Ship details		
Name of ship		
[Redacted]		
Official Registration no.	Registering Authority	
[Redacted]	[Redacted]	
Length (metres)	Beam (metres)	Year built
[Redacted]	[Redacted]	[Redacted]
No. of passengers on board	No. of crew on board	
[Redacted]	[Redacted]	

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## Ships involved - continued

### Own ship

#### Type

- ☒ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non-passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran  
☐ Other (describe) \_\_\_\_\_

- ☒ Commercial ☐ USL Class ☐ Recreational  
☐ Fishing \_\_\_\_\_

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☐ Other (please specify) \_\_\_\_\_

No. of engines  Engine power  HP  
KW

#### Hull material

- ☐ Steel ☐ Ferro-cement  
☒ Fibreglass/GRP ☐ Timber  
☐ Marine alloy  
☐ Other (describe) \_\_\_\_\_

#### Damage to ship

- ☒ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☐ No damage

### Other ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non-passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran  
☐ Other (describe) \_\_\_\_\_

- ☐ Commercial ☐ USL Class ☐ Recreational  
☐ Fishing \_\_\_\_\_

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify) \_\_\_\_\_

No. of engines  Engine power  HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☐ No damage

## Persons involved

### Own ship

#### Deceased or injured persons

Name of deceased or injured person \_\_\_\_\_

Gender ☐ Male ☐ Female Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

### Other ship

#### Deceased or injured persons

Name of deceased or injured person \_\_\_\_\_

Gender ☐ Male ☐ Female Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

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## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male

☐ Female

Date of birth

Part Refuse Sch.4 Part 4 s.6 PI

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☒ Master

☐ Crewmember

☐ Passenger

Name

As Above

Gender

☒ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master

☐ Crewmember

☐ Passenger

Name

Gender

☒ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

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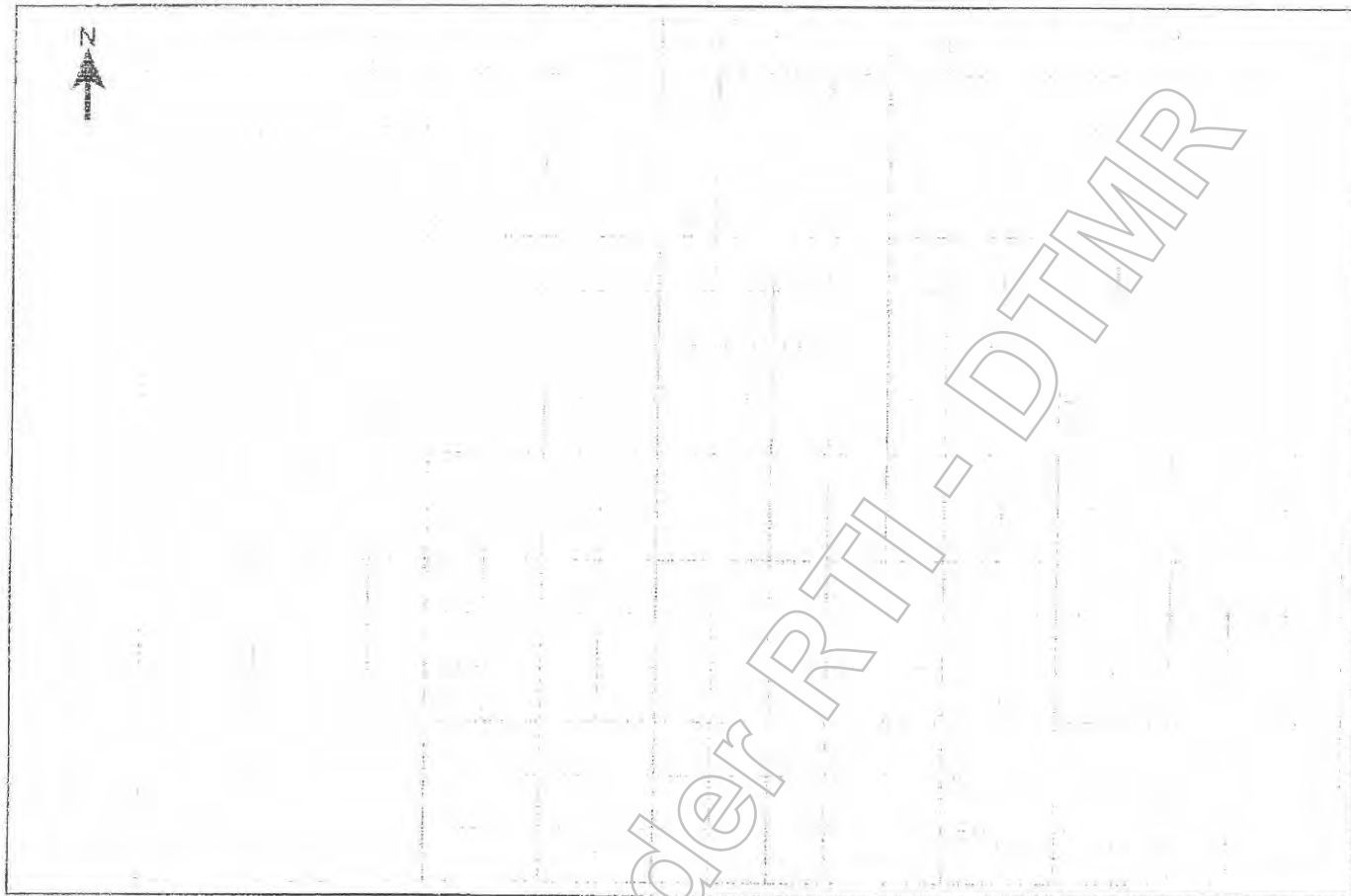
#### Privacy Disclaimer

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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.)



### Owner/Master's Report

Picked up mooring inside of  
Flinders Reef - vessel aground & lost.  
Detailed report following

Assistance rendered

Part Refuse Sch.4 Part 4 s.6 PI

Signature (Owner/Ma

Date

30/12/08

Name (please print)

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

Page 4 of 4  
DSTM  
Form F 3071 ES  
Aug 2004



## 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.

~~Elias~~ John MORAN  
Marine Safety Officer

Released under RTI - DTMR

# Marine Incident Report



Queensland Government  
Maritime Safety Queensland

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  °  'S Longitude  °  'E Body of water/Landmark MORETON ISLAND, TAYLOR BIGHT Bearing 170° Distance 0

### Location

☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore

Date 22/10/05 Time 2:00 ☒ am ☐ pm

### Type of incident

- ☐ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☒ Grounding  
☒ unintentional  
☐ intentional
- ☐ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☒ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☒ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet  
☐ Fatality No. of persons   
☐ Injury No. of persons   
☐ Ship lost ☐ Damage to property only  
☒ Ship damaged ☐ No damage

### Environmental Conditions

#### Weather

☐ Clear ☐ Hazy ☐ Cloudy ☒ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☐ Choppy ☒ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☐ Good ☐ Fair ☒ Poor

#### Time of day

☐ Day ☒ Night ☐ Twilight

#### Wind direction

Wind coming from NORTH

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

Part Refuse Sch.4 Part 4 s.6 PI

#### Ship details

Name of ship TIGER

Official Registration no. GQ826Q Registering Authority QLD

Length (metres) 8.9 Beam (metres) 5 Year built 1998

No. of passengers on board 0 No. of crew on board 1

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.  Registering Authority

Length (metres)  Beam (metres)  Year built

No. of passengers on board  No. of crew on board

Continued  
over page ...



## Ships involved - continued

### Own ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☒ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☒ catamaran

☐ Other (describe)

☐ Commercial USL Class ☐ Recreational  
☐ Fishing

#### Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power  
  HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☒ Major damage ☐ No damage  
(ship unseaworthy)

## Persons involved

### Own 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

### Other ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☐ Recreational  
☐ Fishing

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power  
  HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☐ 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)

#### 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier



## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Part Refuse Sch.4 Part 4 s.6 PI

Licence no.

Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

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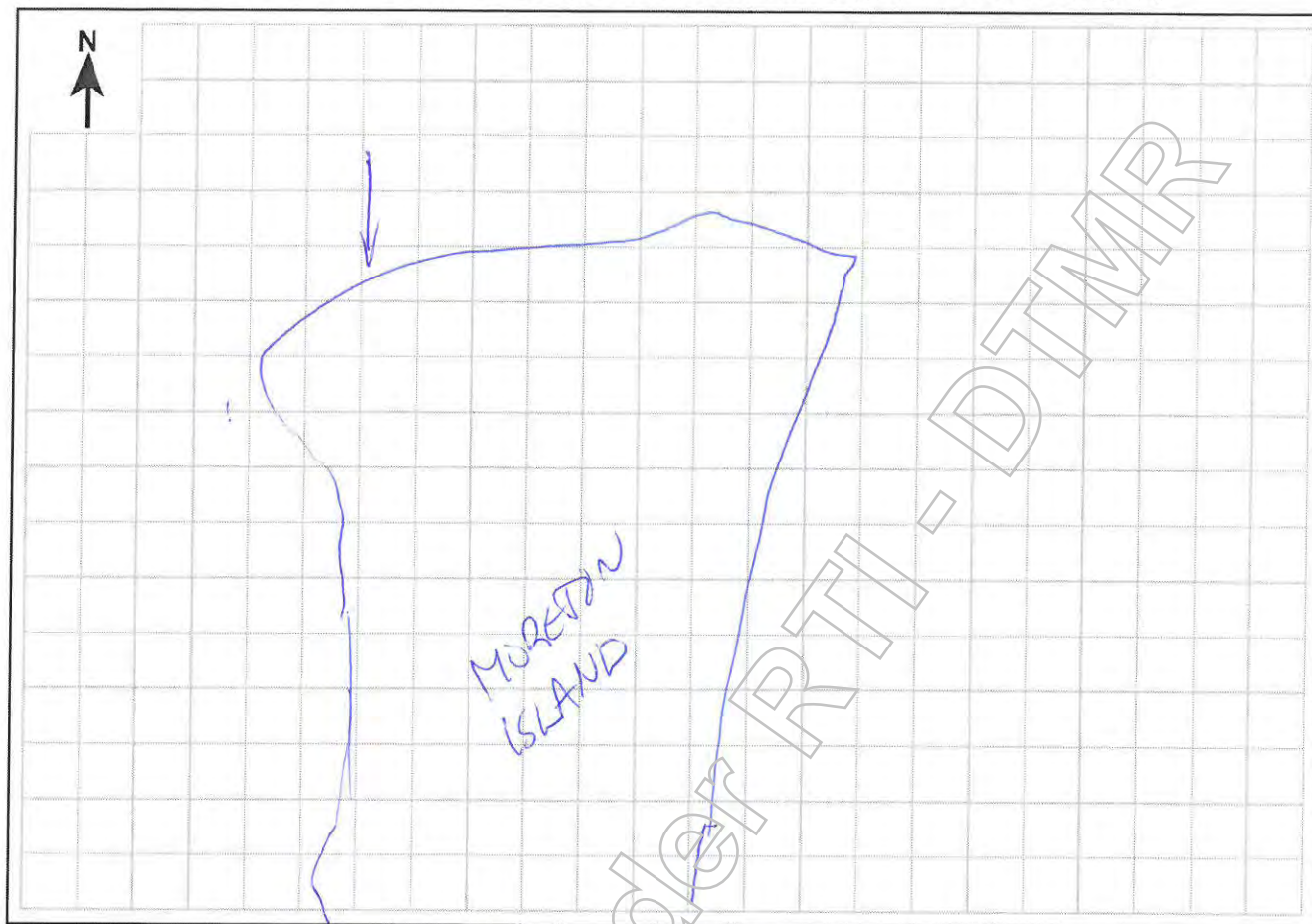
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## Report details

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.)



### Owner/Master's Report

I ACCIDENTALLY GROUNDING THE BOAT TO THE MORETON ISLAND. VISIBILITY WAS VERY POOR. I DID NOT SEE THE LAND UNTIL IT WAS TOO LATE. KEELS STARTED TOUCH THE BOTTOM WHILE I TRIED TO TURN AND THEN I LOST STEERING AFTER WHICH THE WAVES AND WIND KEPT BOUNCING THE BOAT AGAINST THE BEACH. THE NORTHERLY WIND AND WAVES SPED THE BOAT DURING MY WAY TO MORETON BAY FASTER THAN I IMAGINED, WHICH IS WHY I WAS NOT EXPECTING TO EVEN SEE THE ISLAND YET. ALSO MY GPS HAD BROKEN DAYS EARLIER ON THE SAME TRIP FROM AIRLIE BEACH TO BRISBANE.

### Assistance rendered/received at incident

SES OFFICER CAME TO PICK ME UP. MY LOCATION WAS ALSO ESTABLISHED WITH THE HELP OF BRISBANE'S WATER POLICE

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 24/10/08

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)



## MARINE INCIDENT COVERING REPORT

Maritime Safety  
Queensland

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).

Master

Part Refuse Sch.4 Part 4 s.6 PI

Injured Person

Weather/Tide conditions: cloudy, visibility good, rough seas and moderate winds SE

Circumstances: The owner [redacted] stated that the ship was approx 200 north of Flinders Reef on a spear fishing expedition and three persons were in the water and [redacted] remained on the ship. [redacted] stated 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. [redacted] stated that he had sustained injuries during the overturning process and he then hung onto the stern of the ship. [redacted] 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

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Facsimile +61 7 38603540



He stated that at about 1500 he saw a helicopter approaching and released a red flare and then an orange flare. He stated that three of the divers were taken to Archerfield Airfield and [redacted] was taken to the P.A.Hospital.

Information re [redacted] medical condition was that he had sustained a cracked vertebrae and was kept overnight at the P.A for observation. [redacted] has since returned to work.

The overturned ship was subsequently recovered and handed back to [redacted] Part Refuse Sch.4 Part 4 s.6 PI The incident was initially investigated by Senior Constable Andrew HOWIE of the Brisbane Water Police and he stated that there will be no further action taken by the water police.

**Recommendations:** It would appear that the positioning of the ship (approx 200 m) north of Flinders Reef was too close given the rough sea conditions from the moderate winds.

I recommend that a cautionary letter is issued to [redacted] outlining his general safety obligations in relation to the operation of the ship.

I further recommend that a cautionary letter is issued to [redacted] in relation to his safety obligations as the owner of the ship.

This report has been attached to Caseman.

~~Elías~~ John MORAN  
Marine Safety Officer



# Marine Incident Report



Queensland Government  
Maritime Safety Queensland

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 FLINDERS REEF NORTH OF CADA MOKATON Bearing  Distance

### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date 24/3/08 Time 1:00 am pm

### Type of incident

- ☒ Collision
- ☐ between ships
  - ☐ with a fixed object
  - ☐ with floating object
  - ☐ with an animal
  - ☐ with overhead obstruction
  - ☐ with submerged object
  - ☐ with wharf
- ☐ Grounding
- ☐ unintentional
  - ☐ intentional
- ☒ Capsizing
- ☐ sinking
  - ☐ swamping
  - ☐ flooding
- ☐ Loss of ship
- ☐ Structural failure
  - ☐ Loss of stability
  - ☐ Fire
  - ☐ Explosion
  - ☐ Person overboard
- ☒ Onboard incident
- ☐ falls within ship
  - ☐ crushing or pinching
  - ☐ other onboard injury
  - ☒ Other personal injury
    - ☐ hit by propeller or ship
    - ☐ water ski incident
    - ☐ parasailing incident
    - ☐ diving incident
    - ☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality

No. of persons

☒ Injury

No. of persons 1

☒ Ship lost

☐ Ship damaged

☐ Damage to property only

☐ No damage

### Environmental Conditions

#### Weather

☐ Clear ☐ Hazy ☒ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☐ Choppy ☒ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☒ Day ☐ Night ☐ Twilight

#### Wind direction

Wind coming from SE

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

Part Refuse Sch.4 Part 4 s.6 PI

#### Ship details

Name of ship

Official Registration no. OM977Q

Registering Authority QLD TRANSPORT

Length (metres) 5.2m Beam (metres) 2.03m Year built 1977

No. of passengers on board 4

No. of crew on board —

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres)  Beam (metres)  Year built

No. of passengers on board

No. of crew on board

Continued  
over page...

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MMS



## Ships involved - continued

## Own ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☒ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ Fishing ☐ USL Class ☒ Recreational

## Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

1 115 HP HP KW

## Hull material

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

## Damage to ship

- ☒ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☐ No damage

## Persons involved

## Own ship

## Deceased or injured persons

Name of deceased or injured person

Part Refuse Sch.4 Part 4 s.6 PI

## Gender

☒ Male ☐ Female

Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ Fishing ☐ USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate 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

☐ Male ☐ Female

Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

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Continued  
next page...



## Persons involved - continued

## Own ship

## Masters details

Master's name

Part Refuse Sch.4 Part 4 s.6 PI

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☒ Passenger

Name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Other ship

## Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Continued over page ...

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DATE: 24-3-08

TIME: approx 1.00 pm

Boat was a 5.2m Haines Hunter V17R single hull powered by a 115hp yamaha 4 stroke outboard. Conditions were cloudy at times with a 15 knot SE wind blowing and a 1.5m easterly swell. We were on the northern side of Flinders reef spearfishing, three people were in the water, and one remained in the boat. The driver of the boat, [redacted] reported a large wave propped and crashed over the boat and in doing so overturned the boat. [redacted] was injured by the boat and has a cracked vertabrae in his lower back. Some moments later, I [redacted] owner of the boat) saw the overturned boat with [redacted] clinging to the back of the boat. I immediately swam to the boat and checked [redacted] condition where he informed me of his injury but was otherwise ok. I then anchored the boat to stop us drifting out to sea. I then retrieved the safety kit from inside the bow of the boat and activated the epirb and released one orange flare.

We were then joined by the other two divers [redacted] and [redacted]. We then retrieved pdfs from the bow of the boat and put them on [redacted] and [redacted]. The three guys who were spearfishing had full length wetsuits on and mask, snorkels and fins which made it comfortable in the water. [redacted] was in distress by this stage and we had him positioned over the hull of the boat to try and ease his pain and discomfort.

At approx 3.00-3.30, we spotted the rescue helicopter and released one red and then one orange flare. The rescue helicopter took us one by one to the exposed reef and once we were all ok then onto the helipad on cape moreton where a second helicopter joined the rescue. [redacted] was treated by the paramedic and then flown to the PA hospital and the rest of us were taken to the rescue helicopters Archerfield base.

25-3-08.



Maritime Safety  
Queensland

Queensland Transport

Our ref: 20/01397

Your ref

Date 14-8-06

14 August 2006

**To** Mr David ADAMS  
Manager Marine Safety Pinkenba

**Subject** Vessel capsizing at Northern end Moreton Island

**Investigating Officer** Elias John MORAN Marine Safety Officer

---

**Caseman Number:** PBP 34591

**Date & Time:** 15 /6/06 @ 1300

**Location:** Inner Freeman Channel near the Venus Banks north of Moreton Island

**Ship/s involved:** 4.5 m fibreglass runabout Reg. No BY966Q with 60 HP outboard

**Owner/s:**

**Master**

**Weather/Tide conditions:** Clear weather , choppy seas, winds force 4 from N/E

**Circumstances:** The master [redacted] stated that he purchased the boat in September 2005 and due to his limited experience had used the boat in sheltered water within Moreton Bay. He stated that he was informed by another boat operator that during the winter months the seas were calmer and he and a friend proceeded to the northern end of Moreton Island to fish the open waters.

He stated that when they departed Redcliffe the seas were calm and he had anchored near the Freeman Channel for fishing. He stated that he thought he was far enough away from the Venus Banks that his anchorage was safe if the weather became rough.

---

Enquiries Elias John MORAN

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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. [REDACTED]

Part Refuse Sch.4 Part 4 s.6 PI

[REDACTED] stated that neither he or his mate were injured during the incident.

**Recommendations:** It would appear the [REDACTED] has limited boating experience given the size of the boat and the location he was fishing in.

[REDACTED]

I submit that [REDACTED] 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 34591



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

Location ☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore

Date  Time

### Type of incident

☐ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf

☐ Grounding  
☐ unintentional  
☐ intentional  
☒ Capsizing  
☐ sinking  
☒ swamping  
☐ flooding

☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☒ Person overboard

☐ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury  
☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved  Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality No. of persons  ☐ Injury No. of persons

☐ Ship lost ☐ Damage to property only  
☒ Ship damaged ☐ No damage

### Environmental Conditions

Weather ☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

Water conditions ☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

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)

Visibility ☒ Good ☐ Fair ☐ Poor

Time of day ☒ Day ☐ Night ☐ Twilight

Name	Action	Note	File
RHM			
AHM			
MMC			
MMS			
MBS			
AMS			
AMS			

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.  Registering Authority

Length (metres)  Beam (metres)  Year built

No. of passengers on board  No. of crew on board

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.  Registering Authority

Length (metres)  Beam (metres)  Year built

No. of passengers on board  No. of crew on board



## Ships involved - continued

### Own ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☒ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☒ Recreational

#### Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☒ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☐ No damage  
(ship unseaworthy)

## Persons involved

### Own 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

### Other ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☐ Recreational

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

HP  
KW

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☐ 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)

#### 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

**Persons involved - continued****Own ship****Masters details**

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Part Refuse Sch.4 Part 4 s.6 PI

**Other ship****Masters details**

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

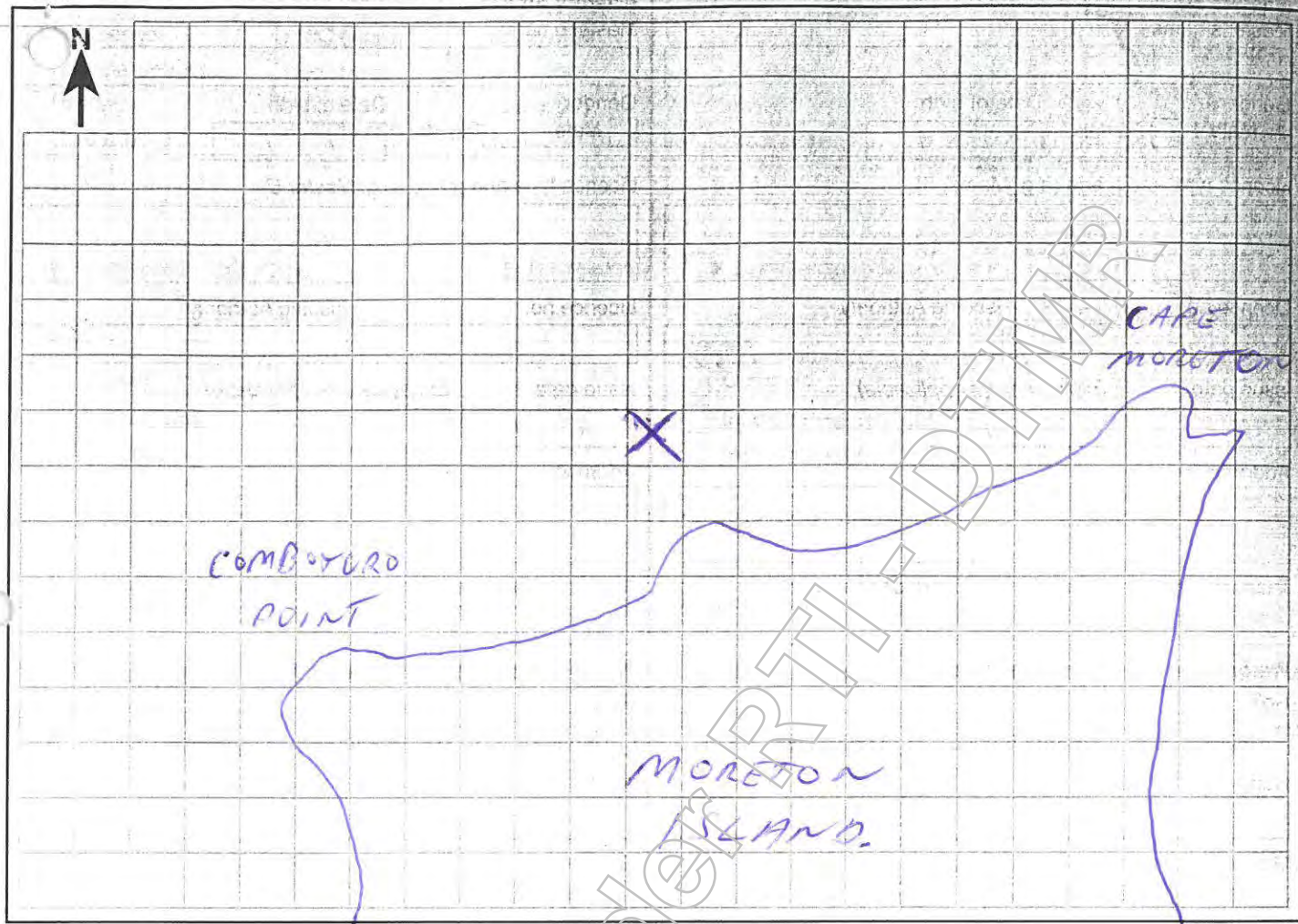
Telephone (after hours)

Continued over 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.)



## Owner/Master's Report

WHILE ANCHORED AND FISHING ABOUT 400 METRES FROM LAND, THE BOAT WAS HIT 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 FISHING BOAT IN THE AREA AND THEN TRANSFERRED TO BRIBIE VMR WHICH THEN RECOVERED THE BOAT.

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 16 / 6 / 06

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)





## 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

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### 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.

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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 Allan 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**

<b>Ship Name</b>	LB1
<b>Rego No</b>	2936QD (Rego cancelled on 3/8/05 due to sale of ship)
<b>Master</b>	[REDACTED]
<b>Crew</b>	[REDACTED]
<b>MSQ staff</b>	J. PREDDEGAST, R. MEIKLE and A.BROWN
<b>Owner</b>	Bowen Tug and Barge 323 Paringa Road Murarrie
<b>Description</b>	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**

Allan BROWN

Part Refuse Sch.4 Part 4 s.6 PI

### Incident No 1

On the 10 May 2005 Bowen Tug and Barge had anchored the barge LB1 near the N/E 1 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 channel where the LB1 was anchored the three MOO'S were transferred to the LB1 in preparation for the changing of the buoys in the N/E channel. As noted in the attached statement by [REDACTED] a safety briefing was given to all personal onboard the LB1 prior to commencing the operation. [REDACTED] states that particular attention was given to the wire cabling used in connection with the anchoring of the barge and all personal to be careful when there was a need to cross the cable.

In the statement supplied by PRENDERGAST he states that the wire cable was dark brown to black in colour which made it difficult to see and was running fore and aft and was approx 40mm in diameter and approx 100mm above the main deck.

At about 0635 on that date as BROWN was going about his duties on the deck of LB1 he came into contact with the wire anchoring cable and fell to the deck of the LB1 resulting in a [REDACTED]

[REDACTED] The fall to the deck further resulted [REDACTED]  
[REDACTED]

[REDACTED] immediately rendered first aid to BROWN'S injury and placed a bandage [REDACTED]  
[REDACTED] 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 [REDACTED]  
[REDACTED] 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 LBI records reveal that the LBI 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 supplied by PRENDERGAST he sates that approx one hour after BROWN sustained the injuries Part Refuse Sch.4 Part 4 s.6 PI BROWN was then allowed to continue working and remained in the deck of the LBI until approx 1700 when the 'Bellara' transported the crew back to Pinkenba. This is clearly not acceptable and BROWN should have been directed to rest and immediate plans put in place to medivac him back to Brisbane to seek medical attention.

With regards to the failure by   to submit a marine incident report he stated that as BROWN was not a member of his ships crew and assumed that the senior member from MSQ onboard the LBI would submit the report.   was then informed of his legislative requirements under section 125 of the TOMSA and subsequently submitted a marine incident report in relation to the incident on the 11 May 2005 and this report was dated the 19 January 2007.

BROWN has not been contacted with regards to an interview given the current circumstances surrounding the incident.

-----

#### Ship and Crew details for incident No 2. - PBP 34978

Ship Name	George Kerr
Rego No	4493QC
Master	<span style="border: 1px solid red; padding: 0 100px;"> </span>
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' stated that on the 11 May 2005 he was rostered to transport three MSQ employees from Marine Operations Base Pinkenba to the barge LB1 which was anchored near N/E 1 at Comboyuro Point Moreton Island.

He stated that during that operation his rostered crew was Maritime Operations Officers Mark NEILL, Philip BARRALET and Maritime Operations Technical Officer Paul JAGER who was not part of the crew, but onboard in relation to the maintenance on the buoys in the north east channel.

He stated that the operation entailed the transfer of MSQ personal from the stern open deck of the 'George Kerr' to the port lateral mark N/E 2 in the north east channel to attend to navigational light maintenance.

He stated that this operation had been under taken on numerous occasions without incident and on arrival at N/E 2 and plan was developed between the crew and himself to execute the procedure in the safety method possible. He stated that the seas condition were favourable and after a safety briefing to ensure all crew members had a thorough understanding of their duties and the methods they were to go about their duties he commenced to bring the stern of the 'George Kerr' towards N/E 2. This buoy is approx 2 metres in diameter 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 [redacted] 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 [redacted] 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

[redacted] 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. [redacted]

### Conclusion

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 buoy when preparing to undertake 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

05/150  
18034979



Queensland Government  
Maritime Safety Queensland

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  °  'S Longitude  °  'E Body of water/Landmark VICINITY OF N.I.S BOUY Bearing  Distance

### Location

☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore Date 11/1/07 Time 0635 am

### Type of incident

- ☒ Collision
- ☐ between ships
  - ☐ with a fixed object
  - ☐ with floating object
  - ☐ with an animal
  - ☐ with overhead obstruction
  - ☐ with submerged object
  - ☐ with wharf
- ☐ Grounding
- ☐ unintentional
  - ☐ intentional
- ☐ Capsizing
- ☐ sinking
  - ☐ swamping
  - ☐ flooding
- ☐ Loss of ship
- ☐ Structural failure
- ☐ Loss of stability
- ☐ Fire
- ☐ Explosion
- ☐ Person overboard
- ☒ Onboard incident
- ☒ falls within ship
  - ☐ crushing or pinching
  - ☐ other onboard injury
- ☐ Other personal injury
- ☐ hit by propeller or ship
  - ☐ water ski incident
  - ☐ parasailing incident
  - ☐ diving incident
  - ☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved  Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality No. of persons

☒ Injury No. of persons ONE

☐ Ship lost ☐ Damage to property only

☐ Ship damaged ☐ No damage

### Environmental Conditions

#### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☒ Calm ☐ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☒ Day ☐ Night ☐ Twilight

#### Wind direction

Wind coming from

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

BOWEN TUG & BARGE CO. PT

Telephone (business hours)

07 33904729

Telephone (after hours)

Part Refuse Sch.4 Part 4 s.6 PI

Address

323 PARINGA ROAD  
MURRAY

#### Ship details

Name of ship

DUMPS BARGE A.B.1

Official Registration no.

2936 QD.

Registering Authority

M.S.Q

Length (metres) Beam (metres) Year built

40.96

10.66

1972.

No. of passengers on board

1

No. of crew on board

3 B.T.B. 2.MSQ

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board

No. of crew on board

Continued over page...







# Persons involved - continued

## Own ship

### Masters details

Master's name

Gender

☒ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Part Refuse Sch.4 Part 4 s.6 PI

### Watchkeeper / Person at the helm

Role

☒ Master

☐ Crewmember

☐ Passenger

Name

AS ASOUT

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Other ship

### Masters details

Master's name

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Watchkeeper / Person at the helm

Role

☐ Master

☐ Crewmember

☐ Passenger

Name

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

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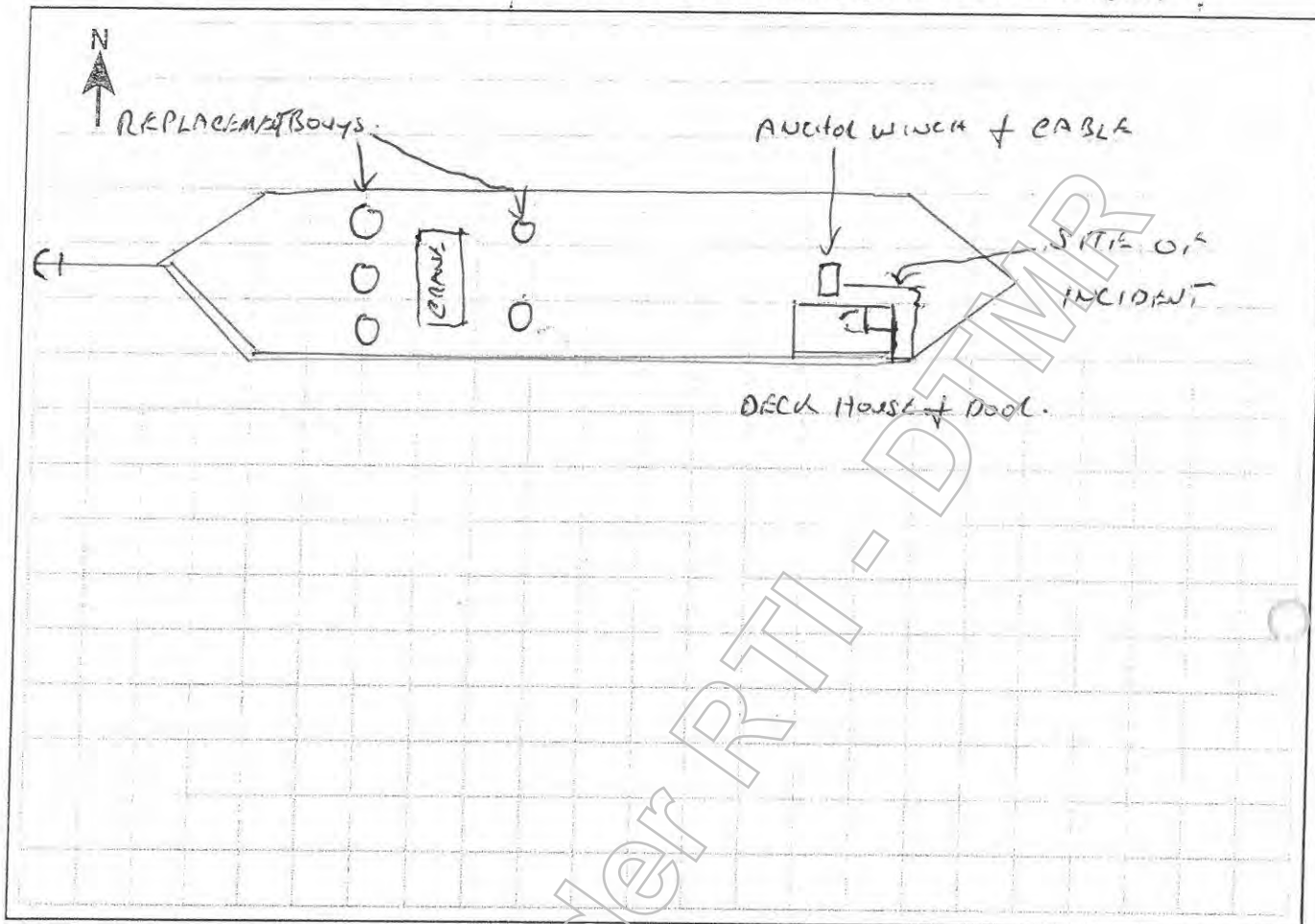
### Privacy Disclaimer

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.



# 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/Master's Report ON WEDNESDAY 11TH MAY 2005 AT 0615 HRS THE DUMP BARGE L.B.1 WHICH WAS LOADED WITH FIVE NK CHANNEL EXCHANGER BOYS WAS ANCHORED IN THE VICINITY OF NK BOUY No.1. THREE PERSONAL FROM M.S.Q TRANSFERRED TO BARGE L.B.1. BEFORE COMMENCEMENT OF WORK A SAFETY MEETING WAS HELD BY [REDACTED] AND THE OPERATIONAL AND SAFETY ISSUES WERE DISCUSSED. IN PARTICULAR, THE ANCHOR WIRE WHICH RAN THROUGH A SYSTEM OF BLOCKS FROM THE WINCH TO THE BOW, WAS POINTED OUT TO ALL PERSONAL AND CAUTION URGED IF THERE WAS ANY NEED TO CROSS THE WIRE. ATTENDING MEETING - B.T.D. [REDACTED] M.S.Q J. PENDLECAST, R. MEIKAL, A. BROWN. 0625 HRS ATTENDING TUG "TARALGA" DEPARTS TO PICK UP No.2 BOUY. 0635 HRS APPROXIMATELY ALLEN BROWN (M.S.Q) TRIPS OVER THE ANCHOR CABLE WHICH HE HAD BEEN CAUTIONED ABOUT AT THE SAFETY MEETING.

Assistance rendered/received at incident HE SUSTAINED UNSPECIFIED INJURIES AND WAS GIVEN FIRST AID BY [REDACTED] ALLEN BROWN ELECTED TO REMAIN ON BOARD AND CARRIED OUT DUTIES. TO HIS ABILITY.

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 19/01/07.

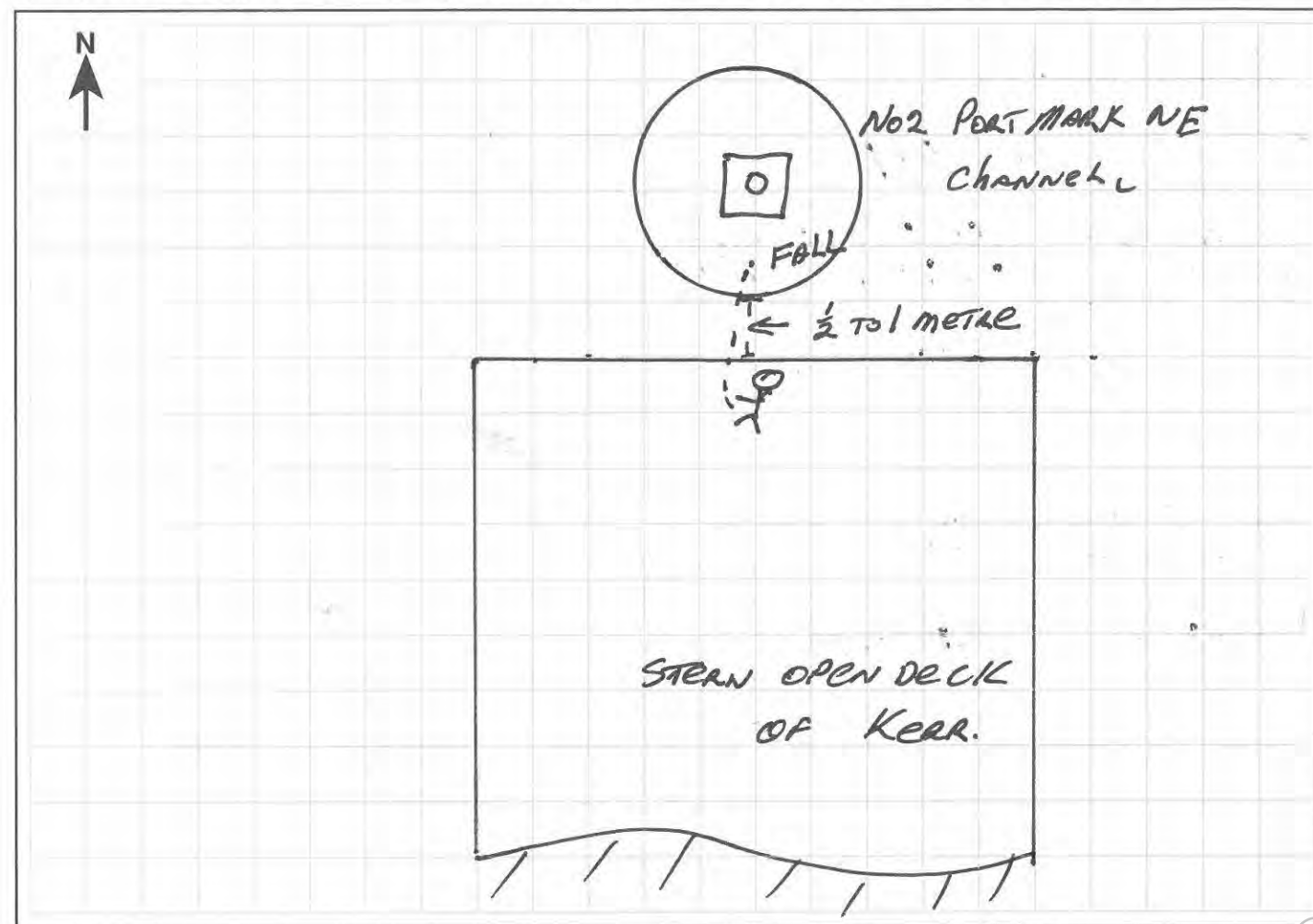
Name (please print)

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



## 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/Master's Report

I was rostered to attend maintenance work on  
V/E 8 Burey. - Came alongside with stern to buoy. This  
distance was approx 500m - 1000m. Went back to  
jump on Burey to effect repairs as he landed on buoy he  
slipped on fresh paint on buoy

Part Refuse Sch.4 Part 4 s.6 PI

and brought back onto Kerr and first aid given.

Assistance rendered/received at incident

Signature (Owner/Master)

Date 30 / JAN / 07

Name (please print)

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

## Marine Incident Report

Queensland Government  
Maritime Safety Queensland

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 0 'S Longitude 0 'E Body of water/Landmark N/E channel NO2. Moreton bay Bearing  Distance

## Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☐ Offshore

Date 11 / 5 / 05 Time 0745 am/pm

## Type of incident

- ☐ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☐ Grounding  
☐ unintentional  
☐ intentional  
☐ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☐ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury  
☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☒ other personal injury caused by operation of ship

## Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet  
☐ Fatality No. of persons  ☒ Injury No. of persons 1 ☐ Ship lost ☐ Damage to property only  
☐ Ship damaged ☐ No damage

## Environmental Conditions

## Weather

☐ Clear ☐ Hazy ☒ Cloudy ☐ Rain ☐ Flood ☐ Other

## Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

## 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)

## Visibility

☒ Good ☐ Fair ☐ Poor

## Time of day

☒ Day ☐ Night ☐ Twilight

## Wind direction

Wind coming from

## Ships involved

## Own ship

## Ship owner's details

Owner's name

MARTIN & OLD TONGA

Telephone (business hours)

Telephone (after hours)

Address

P.O. Box 2595  
BRISBANE

## Ship details

Name of ship

KERR! George KERR

Official Registration no.

Registering Authority

44930CDOT

Length (metres) Beam (metres) Year built

13.84.121988No. of passengers  
on boardNo. of crew  
on boardContinued  
over page ...

## Other ship

## Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

## Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers  
on boardNo. of crew  
on boardContinued  
over page ...D&FM  
Form F3071  
Jan 2003



## Ships involved - continued

## Own ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☒ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

☒ Commercial ☐ USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

2 HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage  
(ship unseaworthy) ☒ No damage

## Persons involved

## Own ship

## Deceased or injured persons

Name of deceased or injured person

MARK NEIL

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive ☐ (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate 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 / /

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Persons involved - continued

## Own ship

## Masters details

Master's name

Gender Date of birth

☒ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Issue date Expiry date (if applicable)

/ / / /

Address

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth

☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

/ / / /

Address

Telephone (business hours) Telephone (after hours)

## Privacy Disclaimer

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.

Continued over page ...

## Other ship

## 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 (if applicable)

/ / / /

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth

☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

/ / / /

Address

Telephone (business hours) Telephone (after hours)



## Ships involved - continued

## Own ship

## Type

- ☒ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☒ Recreational

## Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power  
1 175 HP  
KW

## Hull material

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

## Damage to ship

- ☐ Lost ☒ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☐ No damage  
(ship unseaworthy)

## Persons involved

## Own 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power  
HP  
KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☐ 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)

## 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Persons involved - continued

## Own ship

## 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 (if applicable)

Address

Part Refuse Sch.4 Part 4 s.6 P1

Telephone (business hours) Telephone (after hours)

## Role

- ☒ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth  
☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

Continued over page ...

## Other ship

## 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 (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

## Role

- ☐ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth  
☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

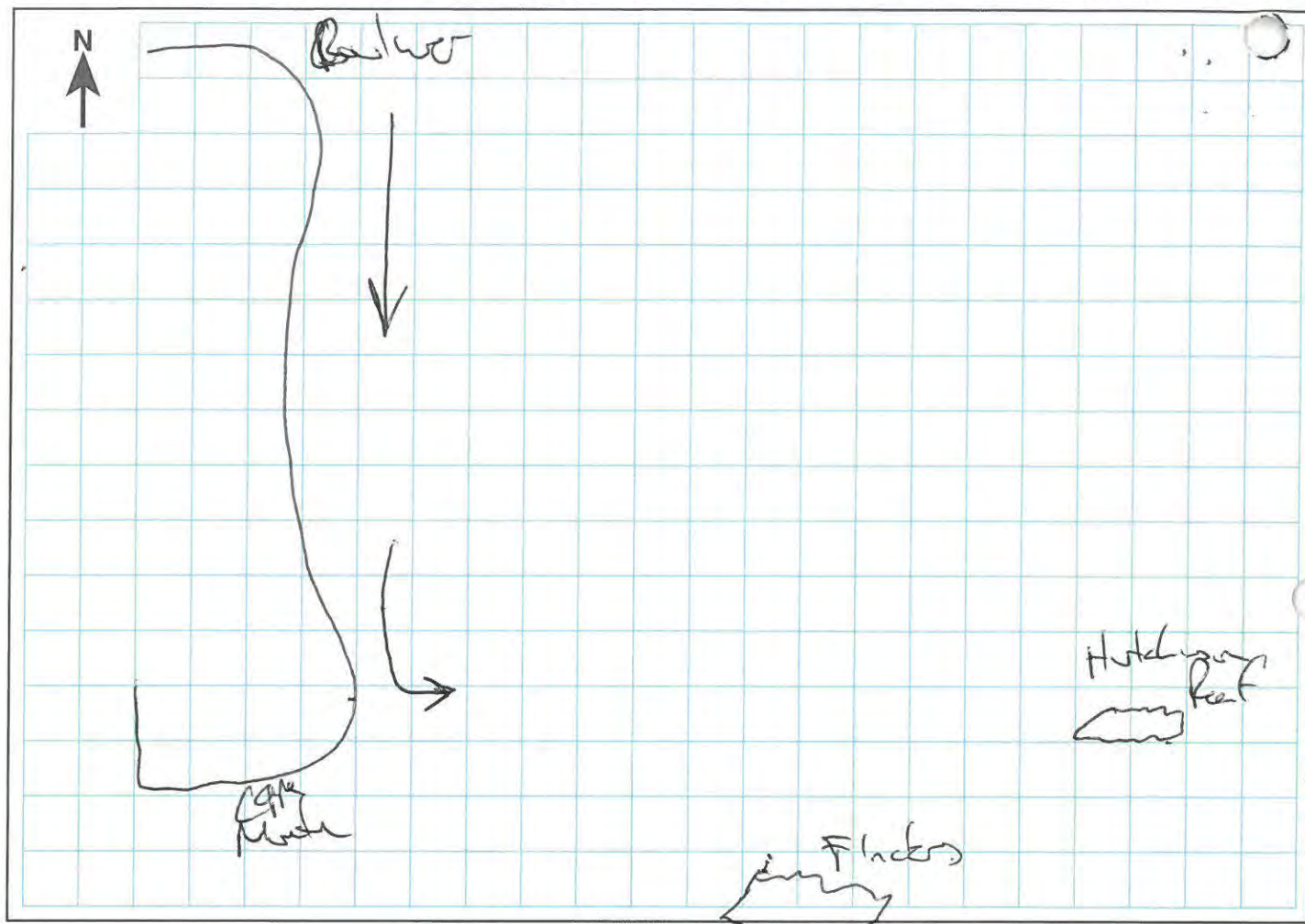
Address

Telephone (business hours) Telephone (after hours)



## 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/Master's Report

Left Scarborough (Newport) approx 3.15am - made for pearl channel, up pearl channel to Bulwer along parallel with beach at yellow patch, took course for Hutchinson reef on hand held G.P.S. Continued on that course, saw white water on left side, tried to veer off, hit reef, became stuck. Called May -09 on 27 May Radio, waited for assistance rendered/received at incident assistance

Assistance rendered/received at incident

Part Refuse Sch.4 Part 4 s.6 PI

Signature (Owner/Master)

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable) */s/ BILL STANLEY BRIS. WATER POLICE.*

Date *28, 03, '05.*

## Marine Incident Report



Queensland Government  
Queensland Transport

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 *26° 58' 08"* Longitude *153° 29' 05"E* Body of water/Landmark *FLINDERS REEF* Bearing  Distance

### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☐ Offshore

Date *28/03/05* Time *5.05* *am*

### Type of incident

- ☐ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☒ Grounding  
☒ unintentional  
☐ intentional
- ☐ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☐ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved *ONE* Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality No. of persons  ☐ Injury No. of persons  ☐ Ship lost ☐ Damage to property only

☒ Ship damaged ☐ No damage

### Environmental Conditions

Weather ☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

Water conditions ☒ Calm ☐ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

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)

Visibility ☐ Good ☐ Fair ☒ Poor

Time of day ☐ Day ☒ Night ☐ Twilight

### Ships involved

#### Own ship

##### Ship owner's details

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

Part Refuse Sch.4 Part 4 s.6 PI

##### Ship details

Name of ship *IGNITE*

Official Registration no. *NV 6934* Registering Authority *QT*

Length (metres) *6.5* Beam (metres) *2.4* Year built *2000*

No. of passengers on board *2* No. of crew on board

Continued over page...

#### Other ship

##### Ship owner's details

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

##### Ship details

Name of ship

Official Registration no.  Registering Authority

Length (metres)  Beam (metres)  Year built

No. of passengers on board  No. of crew on board

Continued over page...



05/012  
PBP 33713



Queensland  
Government

## Memorandum

Maritime Safety  
Queensland

Queensland Transport

Our ref  
Your ref  
Date 18 February 2005

**To** Mr David ADAMS  
Manager Marine Safety

**Subject** Whittley cruiser sunk off North Point Moreton Island on 4 February 2005

**Investigating Officer** Elias John MORAN Marine Safety Officer Pinkenba

On the 7 February 2005 I was directed by Mr David ADAMS manager marine safety to investigate a marine incident which occurred on the 4 February 2005 off North Point Moreton Island. The incident involved a 7.3 metres Whittley cruiser Reg. No QK 493Q which is owned by [redacted] of

Part Refuse Sch.4 Part 4 s.6 PI

[redacted] stated that he and his wife [redacted] had departed Scarborough Harbour at about 0500 hrs for a days fishing at Hutchinson Reef. He stated that he arrived at the reef at about 0630 hrs and drifted over the reef until 0900 hrs. He stated that to the best of his recollection the sea cock which allows water into the kill box was closed.

[redacted] stated that about 0930 hrs she noticed sea water was covering the deck in the forward accommodation space and informed her husband. An inspection was then made of the under floor buoyancy compartments and all compartments were flooded. The ship was then driven back to Moreton Island and beached in the North Point area.

Brisbane Water Police was advised of the incident on the 4 February and directed the Raby Bay VMR to attend and assist in the rescue operation. The VMR ships RB2 and RB3 then towed the vessel from the beach and in the process the bow of the vessel broke away from the vessel. This allowed a high volume of water to enter the vessel and the vessel subsequently sunk in approx 12 metres of water.

The vessel was refloated with the assistance of divers and towed back to Scarborough Harbour where it was placed on a trailer and towed back to Northside Marine Sandgate Rd Boondall. [redacted]

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 [redacted] 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.

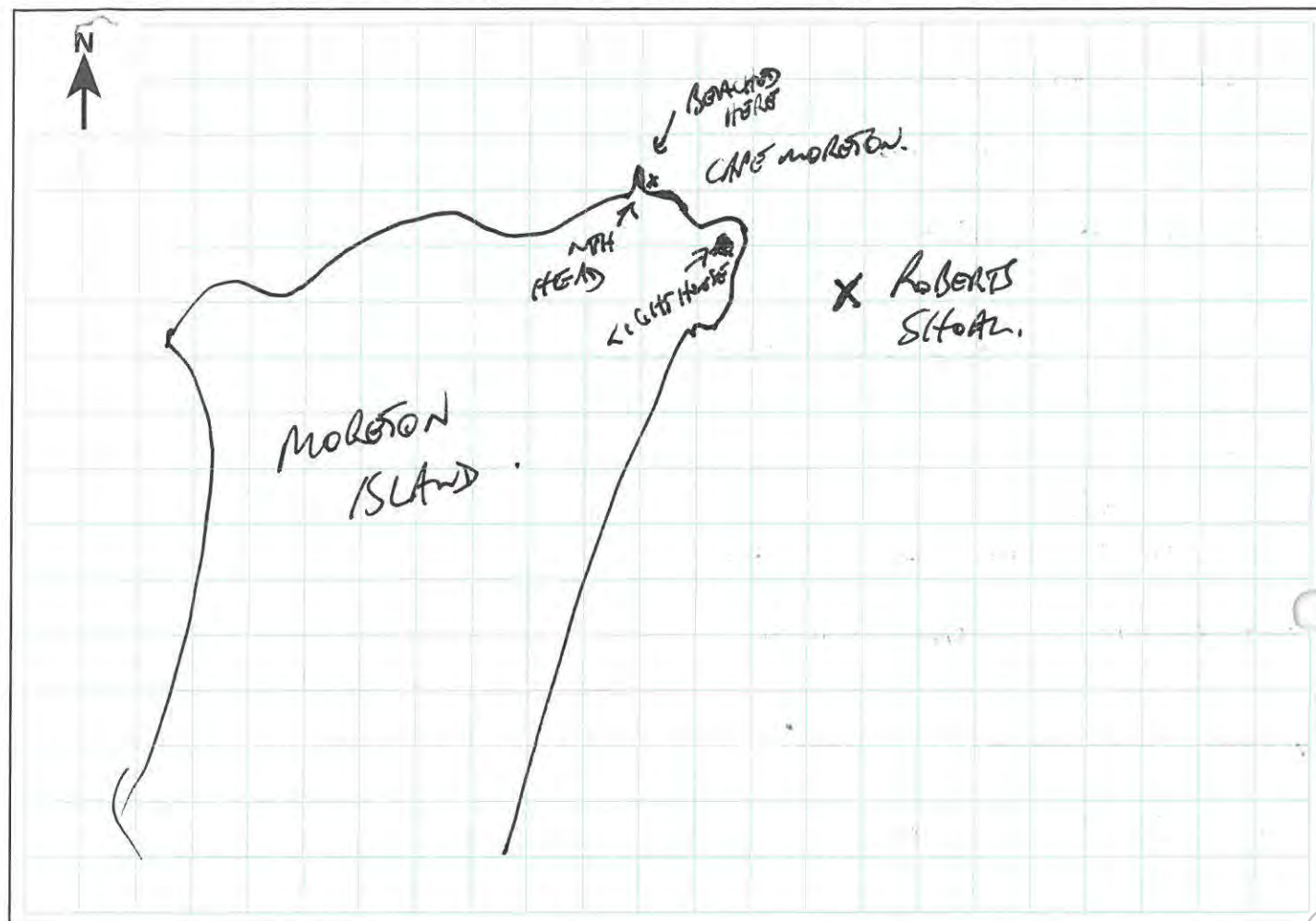
It is my opinion that [redacted] actions when he drove the vessel to Hutchinson Reef and then to North Point beach did not contributed to the sinking of his vessel. I recommend that no further action is taken in relation to this matter and the matter is filed.

Elias John MORAN  
Marine Safety Officer



## 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/Master's Report ARRIVED AT ROBERTS SHOAL ABOUT 0600, FISHED FOR 1-1 1/2 HOURS. AUTOMATIC BILGE PUMP WAS RUNNING BUT NO WATER WAS BEING PUMPED OUT. I NOTICED WATER IN THE CABIN, SO IMMEDIATELY STARTED THE MOTOR, DECIDING TO TRY TO LAND AT YELLOWPATCH ON MORETON IS. MY WIFE PUT OUT A MAYDAY CALL, WHICH WAS RESPONDED TO BY A SMALL VESSEL. THIS ACCOMPANIED US TO SHORE AND TOOK MY WIFE FOR ASSISTANCE. WE COULD NOT REACH YELLOWPATCH, SO MANAGED TO BEACH THE BOAT ON A SMALL BEACH, BETWEEN THE TWO LIGHTHOUSES ON THE NORTH END OF MORETON IS. I WAS ASSISTED BY THE WATER POLICE AND PHONED MY INSURERS TO ARRANGE SALVAGE.

Assistance rendered/received at incident 2 UNKNOWN MEN IN A SMALL RUNABOUT ENSURED WE REACHED LAND ETC. QLD WATER POLICE BOAT UNDER CMD OF SENIOR CONSTABLE BRUCE FLETCHER ALSO ASSISTED.

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



Queensland Government  
Maritime Safety Queensland

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 27° 01' S Longitude 153° 29' E Body of water/Landmark OFF MORETON IS LIGHTHOUSE Bearing 280° M Distance 2.00 Km

#### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date

4/2/05

Time

7:30 am

#### Type of incident

##### Collision

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

##### Grounding

- ☐ unintentional
- ☐ intentional
- ☒ Capsizing
- ☐ sinking
- ☐ swamping
- ☒ flooding

##### Loss of ship

- ☐ Structural failure
- ☐ Loss of stability
- ☐ Fire
- ☐ Explosion
- ☐ Person overboard

##### Onboard incident

- ☐ falls within ship
- ☐ crushing or pinching
- ☐ other onboard injury

##### Other personal injury

- ☐ hit by propeller or ship
- ☐ water ski incident
- ☐ parasailing incident
- ☐ diving incident
- ☐ other personal injury caused by operation of ship

#### Incident Severity Rating

No. of ships involved

Note - if more than 2 ships were involved attach details on a separate sheet

##### Fatality

No. of persons

##### Injury

No. of persons

☐ Ship lost

☐ Damage to property only

☐ Ship damaged

☐ No damage

#### Environmental Conditions

##### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

##### Water conditions

☒ Calm ☐ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

##### 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)

##### Visibility

☒ Good ☐ Fair ☐ Poor

##### Time of day

☒ Day ☐ Night ☐ Twilight

##### Wind direction

Wind coming from

#### Ships involved

##### Own ship

###### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

###### Ship details

Name of ship

SATISFACTION

Official Registration no.

Registering Authority

QK 493 Q

QLD TRANSPORT

Length (metres) Beam (metres)

Year built

7-3

2004

No. of passengers on board

No. of crew on board

Continued over page...

##### Other ship

###### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

###### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres)

Year built

No. of passengers on board

No. of crew on board

Continued over page...



## Ships involved - continued

## Own ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☒ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☒ Recreational

## Engine

- ☐ Outboard ☒ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

1 260 HP

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☐ No damage

## Persons involved

## Own 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-ski  
☐ Person at helm ☐ Surf ski/surf board rider  
☐ Crew ☐ Swimmer  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate 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 / /

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-ski  
☐ Person at helm ☐ Surf ski/surf board rider  
☐ Crew ☐ Swimmer  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Persons involved - continued

## Own ship

## Masters details

Master's name

Part Refuse Sch.4 Part 4 s.6 PI

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Continued over page ...

## Other ship

## Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

## Privacy Disclaimer

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.





## Memorandum

Maritime Safety  
Queensland

Queensland Transport

Our ref. 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 north-western shore of Moreton Island.
2. The Combie Trader II lost its bow door, as attached Marine Incident Report submitted by the master.

3. 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.
5. 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 injuries 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.

1. 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)**





Ship involved - continued

## Own ship

## Type

- ☒ passenger    ☐ PWC (jetski)    ☐ sailing boat  
☐ non passenger    ☐ motorboat    ☐ houseboat  
☐ fishing    ☐ speedboat (planing hull)    ☐ rowing boat  
☐ hire & drive    ☐ catamaran  
☐ Other (describe)

VEHICULAR/PASSENGER FERRY

- ☐ Commercial    ☐ USL Class    ☐ Recreational

## Engine

- ☐ Outboard    ☐ Inboard/Outboard  
☐ Inboard Petrol    ☐ None  
☒ Inboard Diesel    ☐ Other (please specify)

No. of engines

Engine power

2 x

246.18

HP  
KW

## Hull material

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

## Damage to ship

- ☐ Lost    ☒ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy)    ☐ No damage

## Persons involved

## Own ship

## Deceased or injured persons

Name of deceased or injured person

Gender

☐ Male    ☐ Female

Date of birth

/ /

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  
☐ Passenger on vessel    ☐ Diver  
☐ Water-skier    ☐ Other  
☐ Para-flier

Continued  
next page ...

## Other ship

## Type

- ☐ passenger    ☐ PWC (jetski)    ☐ sailing boat  
☐ non passenger    ☐ motorboat    ☐ houseboat  
☐ fishing    ☐ speedboat (planing hull)    ☐ rowing boat  
☐ hire & drive    ☐ catamaran  
☐ Other (describe)

- ☐ Commercial    ☐ USL Class    ☐ Recreational

## Engine

- ☐ Outboard    ☐ Inboard/Outboard  
☐ Inboard Petrol    ☐ None  
☐ Inboard Diesel    ☐ Other (please specify)

No. of engines

Engine power

HP  
KW

## Hull material

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

## Damage to ship

- ☐ Lost    ☐ Moderate 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

☐ Male    ☐ Female

Date of birth

/ /

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  
☐ Passenger on vessel    ☐ Diver  
☐ Water-skier    ☐ Other  
☐ Para-flier

Continued  
next page ...

**Own ship**

**Masters details**

Master's name

Gender

☒ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☒ Master

☐ Crewmember

☐ Passenger

Name

AS ABOVE

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Other ship**

**Masters details**

Master's name

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☐ Master

☐ Crewmember

☐ Passenger

Name

Gender

☐ Male

☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

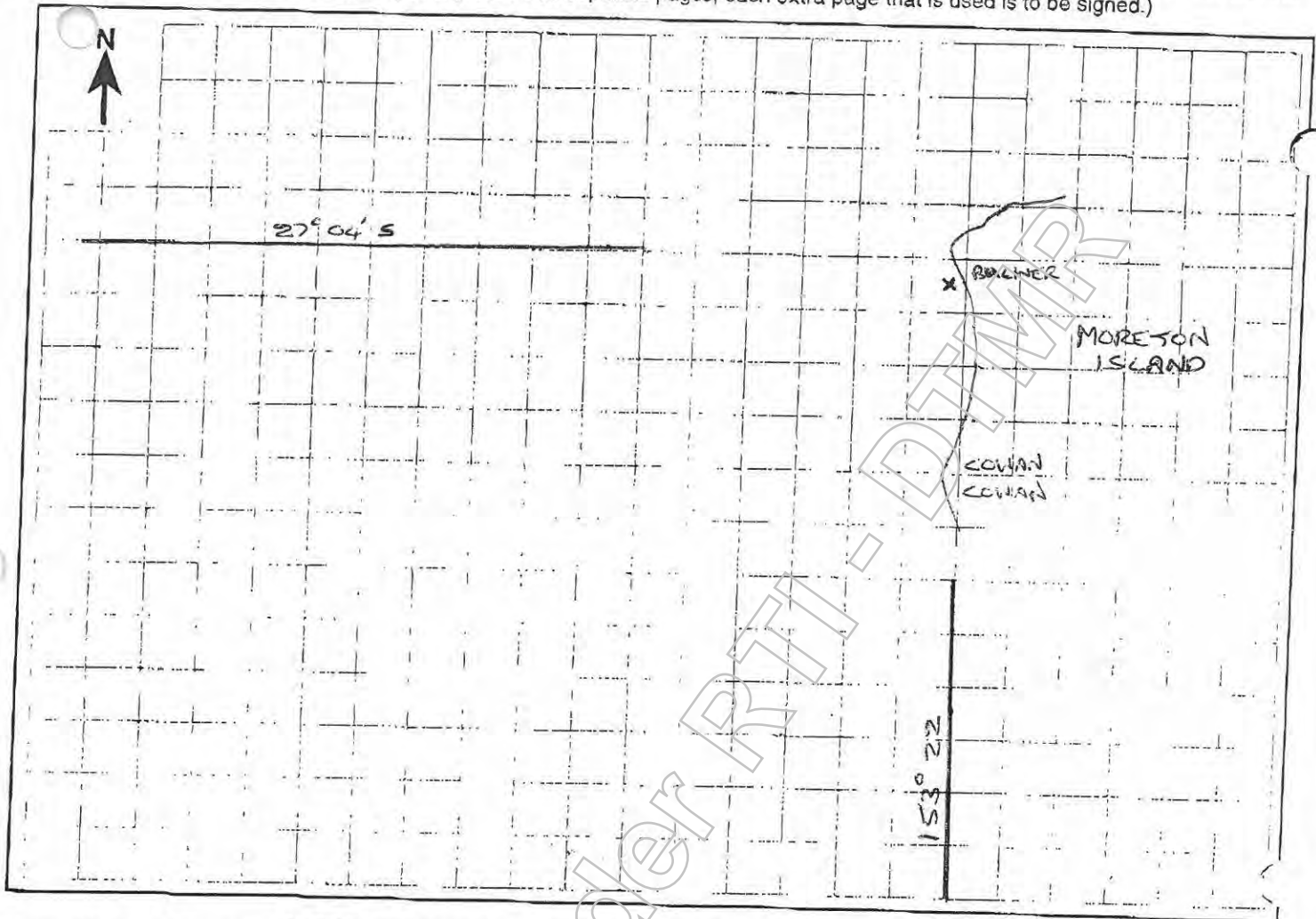
Telephone (business hours)

Telephone (after hours)

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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.)



Owner/Master's Report DEPARTED BULWER WRECKS 1530 AND BACKED OFF BEACH WASHING SAND OFF DOOR AND SWUNG TO STD. WHILST RAISING DOOR. AS DOOR REACHED LIMIT AND CONTACTED THE BOW THE PORT WINCH DRIVE PIN FAILED TO ENGAGE THE CABLE SPOOL RESULTING IN THE DOOR DROPPING ON THE PORT SIDE. THE RESULTING MOMENTUM AND LOAD CAUSED THE CABLE ON THE STD. WINCH TO PART. THE DOOR FELL AND WENT UNDER THE BOW AND THE LUGS LOCATING THE PIVOT PINS PARTED FROM THE VESSEL. THE DOOR WENT TO THE BOTTOM APPROX. 27° 04.493'S / 153° 21.768'E. AFTER ASSESSING THE HULL INTEGRITY A TRUCK ON THE BOW WAS CHAINED DOWN, ROPE BARRIER PUT ACROSS VESSEL TO STOP ANY 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 SCARBOROUGH AND CONTACTED PORT CONTROL WHEN UNDER WAY. ARRIVED SCARBOROUGH AT 1805 WITH NO INCIDENT AND UNLOADED. VESSEL INSPECTED BY JOHN KIRKHER AND ACCEPTED WRITTEN DIRECTION 001601 Assistance rendered/received at incident N/A.

Signature (Owner/Ma

Part Refuse Sch.4 Part 4 s.6 PI

Date 02 / 10 / 03

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable) N/A



# Marine Incident Report

PBP 31924



Queensland Government  
Queensland Transport

01/168 726/00338

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 26° 59' S Longitude 153° 29' E Body of water/Landmark BETWEEN CAPE MORETON & FLINDERS REEF Bearing 105 Distance 10

### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date 18/11/01 Time 11:50 am

### Type of incident

- ☐ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☐ Grounding  
☐ unintentional  
☐ intentional
- ☐ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☐ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality ☐ Injury OVERDUE/LOST ☐ Ship lost ☐ Damage to property only  
No. of persons 2 No. of persons 2 ☐ Ship damaged ☒ No damage

### Environmental Conditions

#### Weather

☐ Clear ☐ Hazy ☒ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☒ Day ☐ Night ☐ Twilight

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Part Refuse Sch.4 Part 4 s.6 Pl

Telephone (business hours) Telephone (after hours)

Address

#### Ship details

Name of ship

PRO DIVER

Official Registration no.

Registering Authority

12819 PC

QUEENSLAND TRANSPORT

Length (metres) Beam (metres) Year built

12.09

4.87

1997

No. of passengers on board

16

No. of crew on board

5

Continued over page

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board

No. of crew on board

Continued over page

Corporate Forms  
Form F3071  
Sep 98



## Ships involved - continued

### Own ship

#### Type

- ☒ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☒ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☒ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☐ Recreational

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☐ Other (please specify)

No. of engines  Engine power  HP ~~KW~~

#### Hull material

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

#### Damage to ship

- ☐ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☒ No damage

### Other ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☐ Recreational

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☒ Other (please specify)

No. of engines  Engine power  HP ~~KW~~

#### Hull material

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

#### Damage to ship

- ☒ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☒ Major damage (ship unseaworthy) ☐ No damage

## Persons involved

### Own ship

#### Deceased or injured persons

Part Refuse Sch.4 Part 4 s.6 PI

Gender ☒ Male ☒ Female Date of birth

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  
☒ Passenger on vessel ☒ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

### Other ship

#### Deceased or injured persons

Name of deceased or injured person

Gender ☐ Male ☐ Female Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page . . .

Continued  
next page . . .

**Persons involved - continued****Own ship****Masters details**

Master's name

Gender

☒ Male ☐ Female

Date of birth

Part Refuse Sch.4 Part 4 s.6 PI

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

Role

☒ Master ☒ Crewmember ☐ Passenger

Name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Other ship****Masters details**

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

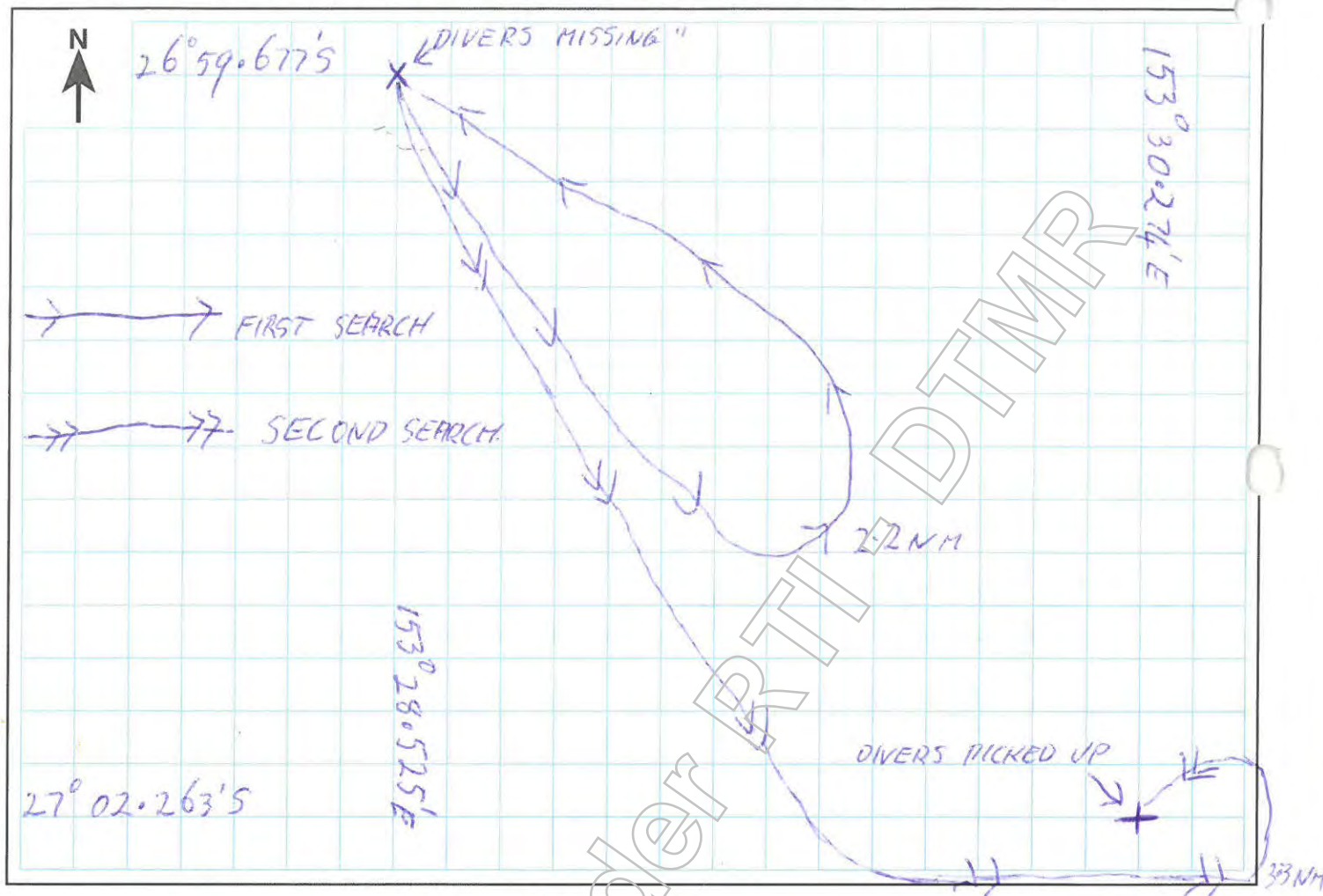
Telephone (after hours)

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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.)



Owner/Master's Report

PLEASE SEE ATTACHED SHEETS.

Assistance rendered/received at incident

REDCLIFFE COAST GUARD,  
RESCUE 500; GJ OLIVE BRISBANE WATER POLICE;  
VARIOUS OTHER COAST GUARD VESSELS WERE DISPATCHED BUT  
DIVERS WERE LOCATED BY RESCUE 500 BEFORE THEIR ARRIVAL.

Signature (Owner/M)

Date 21/11/07

Part Refuse Sch.4 Part 4 s.6 PI

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)



## Ships involved - continued

## Own ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☒ non passenger ☐ motorboat ☐ houseboat  
☒ fishing ☒ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☒ Recreational

## Engine

- ☐ Outboard ☒ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power  
1 135 HP

## Hull material

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

## Damage to ship

- ☒ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☐ No damage

## Persons involved

## Own 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page . . .

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat (planing hull) ☐ rowing boat  
☐ hire & drive ☐ catamaran

☐ Other (describe)

☐ Commercial USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power  
HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate 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 / /

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page . . .

## Persons involved - continued

## Own ship

## Masters details

Master's name

Part Refuse Sch.4 Part 4 s.6 PI

Gender Date of birth  
☒ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

- ☒ Master ☐ Crewmember ☐ Passenger

Name

As Above

Gender Date of birth  
☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Other ship

## 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 (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

- ☐ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth  
☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

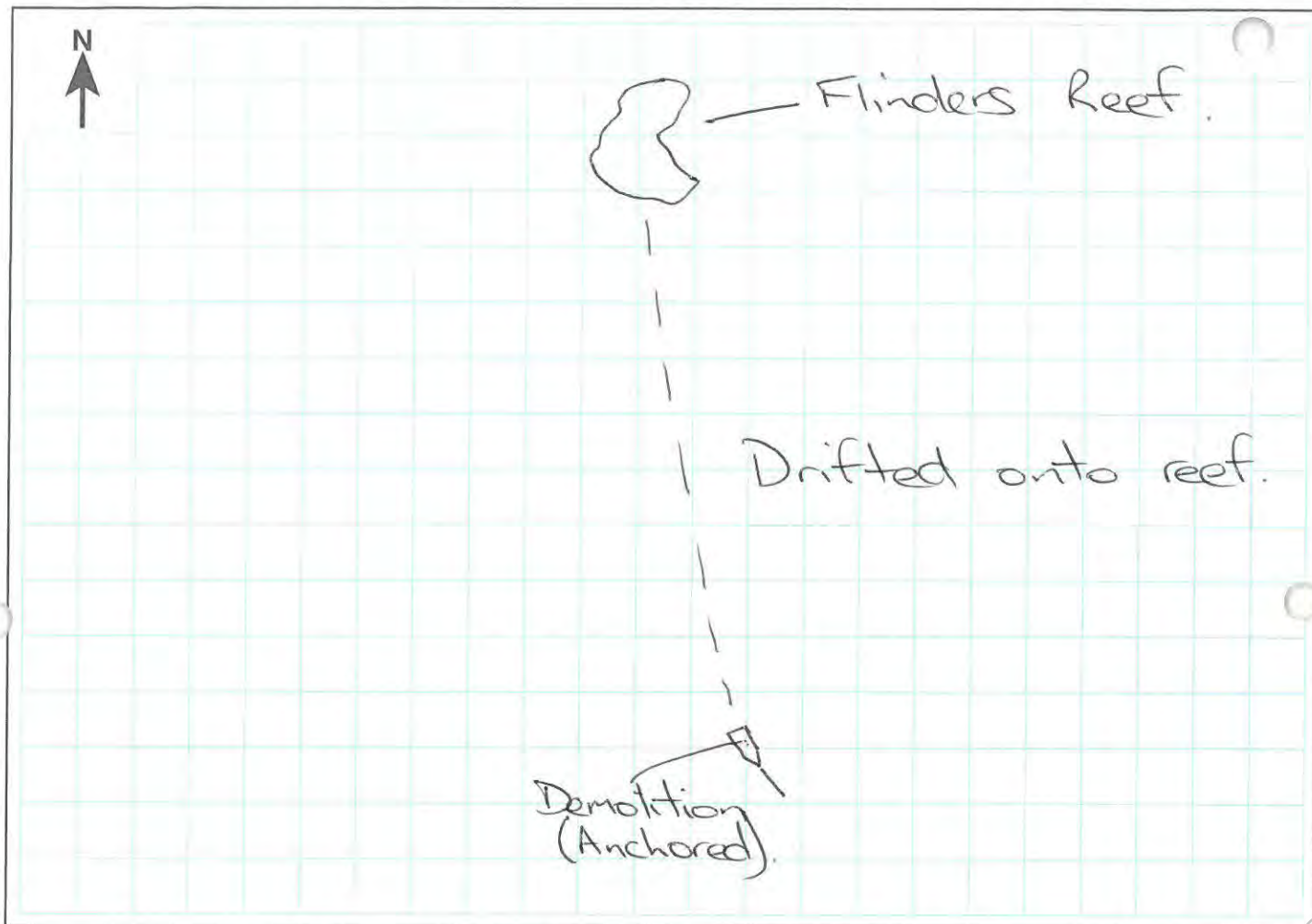
Telephone (business hours) Telephone (after hours)

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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.)



## Owner/Master's Report

Vessel anchored approximately 1000 metres off the southern side of Flinders Reef at approximately 5pm.

Sometime between 5pm & 12:30am on 8/12/99 the vessel's anchor gave & the vessel started drifting. The master & other persons on board were not aware the vessel was drifting.

At about 12:30am 8/12/99 the master heard the sound of waves breaking on Flinders. He attempted to start the motor, however on starting it the vessel ran aground on the reef. No person were injured.

Assistance rendered/received at incident All five persons on board were rescued by helicopter Rescue 500. Vessel holed & subsequently sank.

Signature (Owner/Master) \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Name (please print) \_\_\_\_\_

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

G.P. THOMAS S/C 7273  
Brisbane Water Police



## 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 26° 58' S Longitude 153° 29' E Body of water/Landmark FLINDERS REEF Bearing \_\_\_\_\_ Distance \_\_\_\_\_

## Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date 8/12/99 Time 12:30 am

## Type of incident

- ☒ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☒ Grounding  
☒ unintentional  
☐ intentional  
☒ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☒ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☒ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☒ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

## Incident Severity Rating

No. of ships involved 1 Note - if more than 2 ships were involved attach details on a separate sheet  
☒ Fatality No. of persons 0 ☒ Injury No. of persons 0 ☒ Ship lost ☐ Damage to property only  
☐ Ship damaged ☐ No damage

## Environmental Conditions

## Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

## Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

## 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)

## Visibility

☐ Good ☐ Fair ☒ Poor

## Time of day

☐ Day ☒ Night ☐ Twilight

## Ships involved

## Own ship

## Ship owner's details

Owner's name \_\_\_\_\_

Telephone (business hours) \_\_\_\_\_ Telephone (after hours) \_\_\_\_\_

Address \_\_\_\_\_

Part Refuse Sch.4 Part 4 s.6 PI

## Ship details

Name of ship \_\_\_\_\_

Demolition

Official Registration no. \_\_\_\_\_ Registering Authority \_\_\_\_\_

HL 0800 Q Qld. Transport

Length (metres) \_\_\_\_\_ Beam (metres) \_\_\_\_\_ Year built \_\_\_\_\_

7m ?

No. of passengers on board \_\_\_\_\_ No. of crew on board \_\_\_\_\_

4

1

Continued over page ...

## Other ship

## Ship owner's details

Owner's name \_\_\_\_\_

Telephone (business hours) \_\_\_\_\_ Telephone (after hours) \_\_\_\_\_

Address \_\_\_\_\_

## Ship details

Name of ship \_\_\_\_\_

Official Registration no. \_\_\_\_\_ Registering Authority \_\_\_\_\_

Length (metres) \_\_\_\_\_ Beam (metres) \_\_\_\_\_ Year built \_\_\_\_\_

\_\_\_\_\_

No. of passengers on board \_\_\_\_\_ No. of crew on board \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Continued over page ...

Form F3071 Sep 98





# Marine Incident Report

QUEENSLAND  
TRANSPORT

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 26° 56'S Longitude 153° 29'E Body of water/Landmark FLINDERS REEF Bearing 110 Distance 10

### Location

☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore

Date 01/06/99 Time 0130 am

### Type of incident

- ☒ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☐ Grounding  
☒ unintentional  
☐ intentional
- ☐ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☒ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☒ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

### Incident Severity Rating

No. of ships involved ONE Note - if more than 2 ships were involved attach details on a separate sheet

☒ Fatality No. of persons    ☐ Injury No. of persons    ☒ Ship lost ☐ Damage to property only  
☐ Ship damaged ☐ No damage

### Environmental Conditions

#### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☐ Day ☒ Night ☐ Twilight

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Part Refuse Sch.4 Part 4 s.6 Pl

Telephone (business hours) Telephone (after hours)

Address

#### Ship details

Name of ship

W199Y

Official Registration no. Registering Authority

S.S.R. UK

Length (metres) Beam (metres) Year built

9.5

2.5

1964

No. of passengers on board No. of crew on board

—

ONE

Continued  
over page

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board No. of crew on board

Continued  
over page ...

Form  
F3071  
Sep 98



**next page . . .**

**Persons involved - continued****Own ship****Masters details**

Master's name

Part Refuse Sch.4 Part 4 s.6 PI

Gender

☒ Male☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☒ Master☐ Crewmember☐ Passenger

Name

Gender

☒ Male☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Other ship****Masters details**

Master's name

Gender

☐ Male☐ Female

Date of birth

/ /

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

**Watchkeeper / Person at the helm**

Role

☐ Master☐ Crewmember☐ Passenger

Name

Gender

☐ Male☐ Female

Date of birth

/ /

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

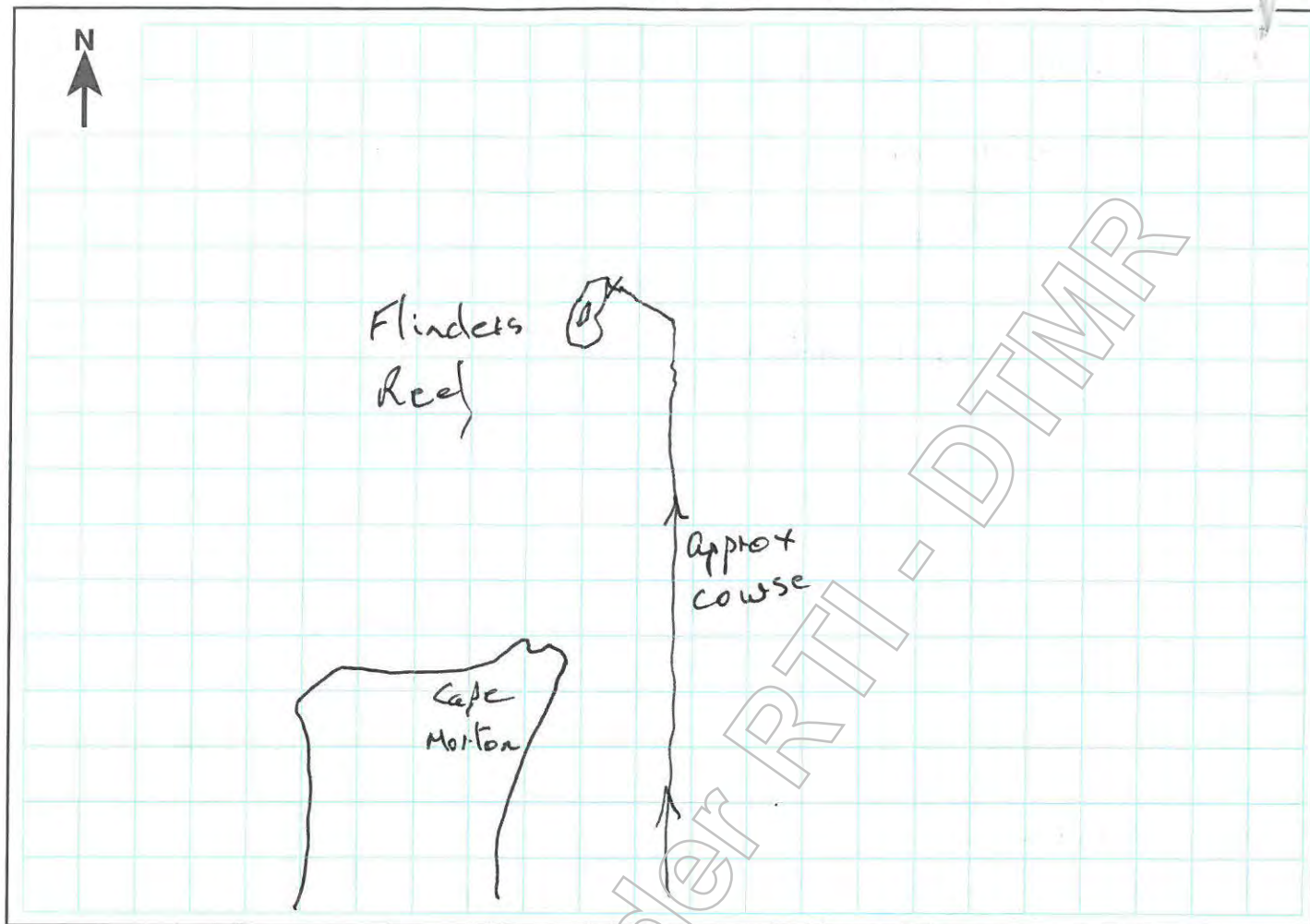
Telephone (after hours)

Continued over 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.)



### Owner/Master's Report

Altered course too soon due to  
error in navigation. Hit reef.

### Assistance rendered/received at incident

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Date 02/06/99

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.

## Incident description

### Position of incident

Latitude 26° 58' S Longitude 153° 29' E Body of water/Landmark Flinders Reef Bearing 120 Distance 1

### Location

☐ Inland waters ☐ Smooth waters ☒ Partially smooth waters ☐ Offshore

Date 01/06/99 Time 0130 approx am pm

### Type of incident

- |   |   |  |   |
|---|---|--|---|
| <input checked="" type="checkbox"/> Collision <ul style="list-style-type: none"><li><input type="checkbox"/> between ships</li><li><input type="checkbox"/> with a fixed object</li><li><input type="checkbox"/> with floating object</li><li><input type="checkbox"/> with an animal</li><li><input type="checkbox"/> with overhead obstruction</li><li><input type="checkbox"/> with submerged object</li><li><input type="checkbox"/> with wharf</li></ul> | <input type="checkbox"/> Grounding <ul style="list-style-type: none"><li><input checked="" type="checkbox"/> unintentional</li><li><input type="checkbox"/> intentional</li></ul> <input type="checkbox"/> Capsizing <ul style="list-style-type: none"><li><input type="checkbox"/> sinking</li><li><input type="checkbox"/> swamping</li><li><input type="checkbox"/> flooding</li></ul> | <input checked="" type="checkbox"/> Loss of ship <ul style="list-style-type: none"><li><input type="checkbox"/> Structural failure</li><li><input type="checkbox"/> Loss of stability</li><li><input type="checkbox"/> Fire</li><li><input type="checkbox"/> Explosion</li><li><input type="checkbox"/> Person overboard</li></ul> | <input type="checkbox"/> Onboard incident <ul style="list-style-type: none"><li><input type="checkbox"/> falls within ship</li><li><input type="checkbox"/> crushing or pinching</li><li><input type="checkbox"/> other onboard injury</li></ul> <input type="checkbox"/> Other personal injury <ul style="list-style-type: none"><li><input type="checkbox"/> hit by propeller or ship</li><li><input type="checkbox"/> water ski incident</li><li><input type="checkbox"/> parasailing incident</li><li><input type="checkbox"/> diving incident</li><li><input type="checkbox"/> other personal injury caused by operation of ship</li></ul> |
|---|---|--|---|

### Incident Severity Rating

No. of ships involved ONE Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality No. of persons          ☐ Injury No. of persons          ☒ Ship lost ☐ Damage to property only ☐ Ship damaged ☐ No damage

### Environmental Conditions

#### Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

#### Water conditions

☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current

#### 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)

#### Visibility

☒ Good ☐ Fair ☐ Poor

#### Time of day

☐ Day ☐ Night ☐ Twilight

## Ships involved

### Own ship

#### Ship owner's details

Owner's name

Part Refuse Sch.4 Part 4 s 6 PL

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

WIGGY

Official Registration no.

Registering Authority

RYA SSR

Length (metres) Beam (metres) Year built

9.5

2.5

1964

No. of passengers on board

No. of crew on board

ONE

Continued over page

### Other ship

#### Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

#### Ship details

Name of ship

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board

No. of crew on board

Continued over page



## Ships involved - continued

### Own ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☒ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☒ Recreational

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

ONE 13 HP

#### Hull material

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

#### Damage to ship

- ☒ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage  
(ship unseaworthy) ☐ No damage

## Persons involved

### Own ship

#### Deceased or injured persons

Name of deceased or injured person

NONE

Gender

☐ Male ☐ Female

Date of birth

/ /

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  
☐ Passenger on vessel ☐ Diver  
☒ Water-skier ☐ Other  
☐ Para-flier

### Other ship

#### Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☐ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☐ Recreational

#### Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☒ Other (please specify)

No. of engines Engine power

HP KW

#### Hull material

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

#### Damage to ship

- ☒ Lost ☐ Moderate 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

☐ Male ☐ Female

Date of birth

/ /

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page

Continued  
next page ...

## Persons involved - continued

### Own ship

#### Masters details

Master's name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Part Refuse Sch.4 Part 4 s.6 PI

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender

☒ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

### Other ship

#### Masters details

Master's name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

Telephone (after hours)

#### Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender

☐ Male ☐ Female

Date of birth

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

Address

Telephone (business hours)

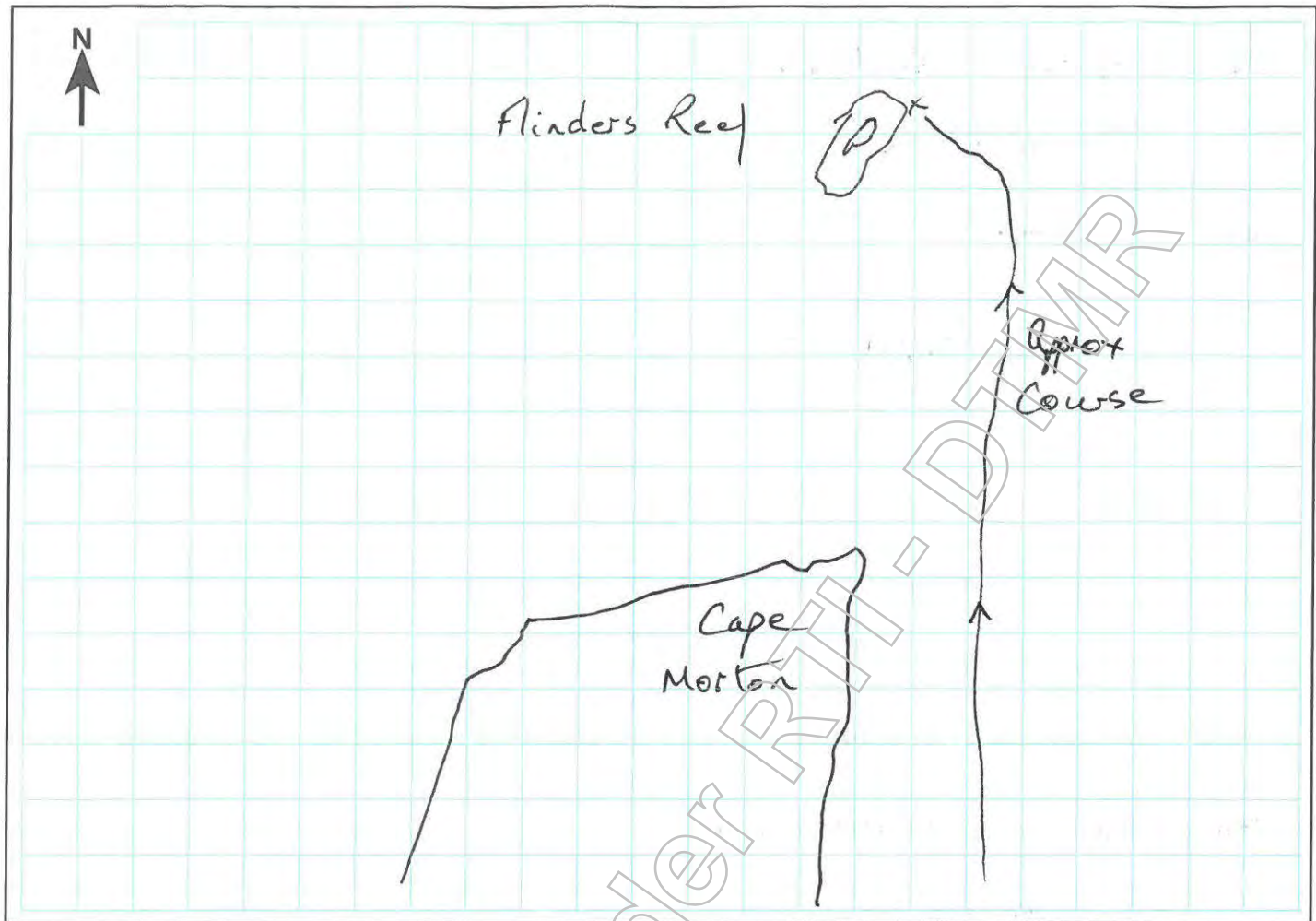
Telephone (after hours)

Continued over 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.)



### Owner/Master's Report

Altered course too soon due to error in navigation  
Hit reef.

### Assistance rendered/received at incident

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

02/06/99

Name (please print)

Name and Status of person who

assisted in completion of form (if applicable)

**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 [REDACTED] of [REDACTED]

[REDACTED] 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 contact 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 offence 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  
SHIPPING INSPECTOR

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



# Marine Incident Investigation Report

1 The attached report referring to the ship " Pro Duier / Aleyss " and dated 25/02/02 + 25/02/02 has been sighted and all relevant sections have been completed and checked.

Signature \_\_\_\_\_  
(Please print)

Date 22 / 03 / 02

Name P. E. KLEINIG

Title Shipping Inspector

2 Is any action recommended?

Yes ☒ Go to 3

No ☐ No action is recommended because:-

Cause of the incident is considered to be:-

Go to 6

3 Further action recommended:-

Interviews/Statements

Inspections/Reports

☒ Master/s/Operator/s

☐ Surveyor/s

☐ Crew

☒ Ship/Scene/Equipment

☐ Witnesses

☐ Other

Action completed as recommended

Signature \_\_\_\_\_  
(Please print)

Date 22 / 03 / 02

Name P. E. KLEINIG

Title Shipping Inspector

4 Is any further action recommended?

Yes ☐ Go to 5

No ☒ The incident has been further investigated and no further action is recommended because:-

Cause of the incident is considered to be:-

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 pursuant to Section \_\_\_\_\_ of \_\_\_\_\_  
because \_\_\_\_\_

Cause of the incident is considered to be:- \_\_\_\_\_

(iii) ☐ Suspension/Cancellation/Amendment to licence - name of holder \_\_\_\_\_  
because \_\_\_\_\_

Cause of the incident is considered to be:- \_\_\_\_\_

(iv) ☐ Refer to Regional Harbour Master, because \_\_\_\_\_

Cause of the incident is considered to be:- \_\_\_\_\_

(v) ☐ Refer to Senior Shipping Inspector, because \_\_\_\_\_

Cause of the incident is considered to be:- \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_  
(Please print)

6 The following documents accompany this report:-

☒ Report from Investigating Officer P. E. KLEINIG  
(Name of officer)

☒ Marine Incident Report/s ☐ Chart Extract/s

Record/s of Interview:- ☐ Owner ☐ Operator ☐ Master ☐ Crew

Interview/Statements:- ☐ Owner ☐ Operator ☐ Master ☐ Crew ☐ Witness/s

Reports:- ☐ Surveyor ☐ Inspection

Photographs:- ☐ Identification List ☐ Photographs Nos. 1 to \_\_\_\_\_

Other relevant documents:- ☐ \_\_\_\_\_ (Specify) ☐ \_\_\_\_\_ (Specify)

7 A copy of this report has been forwarded to:

☐ Senior Shipping Inspector ☒ QDOT Prosecutions ☐ Police Prosecutions ☒ Regional Harbour Master BRISBANE

Signature \_\_\_\_\_ Date 22/03/02

Name P. E. KLEINIG Title Shipping Inspector  
(Please print)



## Ships involved - continued

## Own ship

## Type

- ☒ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☒ speedboat ☐ rowing boat  
☒ hire & drive (planing hull) ☒ catamaran

☐ Other (describe)

☒ Commercial ☐ USL Class ☐ Recreational

## Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☒ Other (please specify)

No. of engines  Engine power  HP  
KW

## Hull material

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

## Damage to ship

- ☐ Lost ☒ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☐ No damage  
(ship unseaworthy)

## Persons involved

## Own ship

## Deceased or injured persons

Name of deceased or injured person

Gender ☐ Male ☐ Female Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☒ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☒ catamaran

☐ Other (describe)

☐ Commercial ☐ USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☒ Other (please specify)

No. of engines  Engine power  HP  
KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage ☒ No damage  
(ship unseaworthy)

## Other ship

## Deceased or injured persons

Name of deceased or injured person

Gender ☐ Male ☐ Female Date of birth

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Persons involved - continued

## Own ship

## Masters details

Master's name

Gender ☒ Male ☐ Female Date of birth

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

- ☒ Master ☒ Crewmember ☐ Passenger

Name

Gender ☒ Male ☐ Female Date of birth

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Other ship

## Masters details

Master's name

Gender ☐ Male ☐ Female Date of birth

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

- ☒ Master ☒ Crewmember ☐ Passenger

Name

Gender ☐ Male ☐ Female Date of birth

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

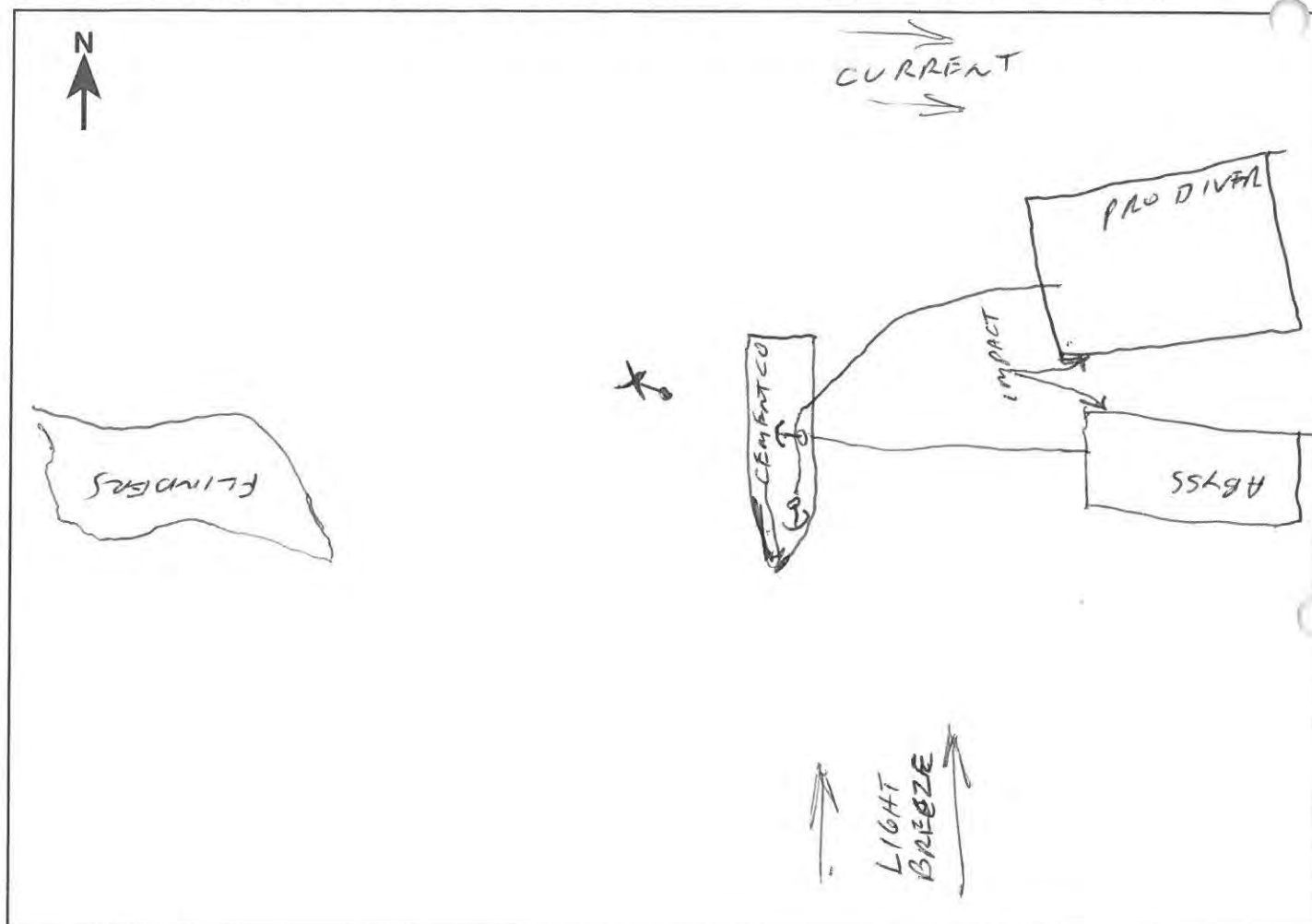
Telephone (business hours) Telephone (after hours)

Continued over 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.)



## Owner/Master's Report

## Assistance rendered/received at incident

Signature (Owner/M

Date 25, 2, 02

Name (please print)

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

AS ABOVE

## Marine Incident Report

RECEIVED

25 FEB 2002

Queensland Government  
Queensland Transport

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  ° 'S Longitude  ° 'E Body of water/Landmark  CEMENTO NEAR FLINDERS REEF Bearing  Distance

## Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date  23/2/02 Time  10:00 am

## Type of incident

- ☒ Collision  
☒ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☐ Grounding  
☐ unintentional  
☐ intentional
- ☒ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☐ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

## Incident Severity Rating

No. of ships involved  2 Note - if more than 2 ships were involved attach details on a separate sheet

☐ Fatality No. of persons   
☐ Injury No. of persons   
☐ Ship lost ☐ Damage to property only  
☒ Ship damaged ☐ No damage

## Environmental Conditions

## Weather

☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other

## Water conditions

☒ Calm ☐ Choppy ☐ Rough ☐ Very Rough ☒ Strong current

## 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)

## Visibility

☒ Good ☐ Fair ☐ Poor

## Time of day

☒ Day ☐ Night ☐ Twilight

## Ships involved

## Own ship

## Ship owner's details

Owner's name

Telephone (business hours)

Telephone (after hours)

Address

Part Refuse Sch.4 Part 4 s.6 PI

## Ship details

Name of ship

ABYSS

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

7.8 3

No. of passengers on board No. of crew on board

9 2

Continued over page ...

## Other ship

## Ship owner's details

Owner's name

PRO DIVE MILTON

Telephone (business hours)

Telephone (after hours)

33683766

Address

MILTON

## Ship details

Name of ship

PRO DIVER

Official Registration no.

Registering Authority

Length (metres) Beam (metres) Year built

13

No. of passengers on board No. of crew on board

Continued over page ...



## Ships involved - continued

## Own ship

## Type

- ☒ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☒ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☒ catamaran

☐ Other (describe)☒ Commercial USL Class ☐ Recreational

IC

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

2 420 HP

## Hull material

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

## Damage to ship

- ☐ Lost ☒ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage  
(ship unseaworthy) ☒ No damage

## Other ship

## Type

- ☒ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☒ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☒ catamaran

☐ Other (describe)☒ Commercial USL Class ☐ Recreational

## Engine

- ☒ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

2 HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☒ Moderate damage  
(damaged but ship remains seaworthy)  
☐ Major damage  
(ship unseaworthy) ☐ No damage

## Persons involved

## Own ship

## Deceased or injured persons

Name of deceased or injured person

N/A

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Other ship

## Deceased or injured persons

Name of deceased or injured person

N/A

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page ...

## Persons involved - continued

## Own ship

## 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 (if applicable)

Address

Part Refuse Sch.4 Part 4 s.6 Pl

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☒ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth

☒ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Other ship

## 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 (if applicable)

Address

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☐ Crewmember ☐ Passenger

Name

Gender Date of birth

☐ Male ☐ Female / /

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Telephone (business hours) Telephone (after hours)

Continued over 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.)

N

FLINDERS REEF

PRO DIVER

ANCHOR & CHAIN

FLINDERS REEF

Owner/Master's Report

SEE ATTACHED SHEET.  
ALSO STATEMENT FROM CREW MEMBER & SUPERVISOR.

Assistance rendered/received at incident

Signature (Owner/Master)

Part Refuse Sch.4 Part 4 s.6 PI

Name (please print)

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

N/A.

## 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  ° 'S Longitude  ° 'E Body of water/Landmark  WRECK OF CRUSADER III ADJACENT FLINDERS REEF Bearing  Distance

#### Location

☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore

Date  23/02/02 Time  1020 am

#### Type of incident

- ☒ Collision
 

☒ between ships
 ☐ with a fixed object
 ☐ with floating object
 ☐ with an animal
 ☐ with overhead obstruction
 ☐ with submerged object
 ☐ with wharf
- ☐ Grounding
 

☐ unintentional
 ☐ intentional
- ☐ Loss of ship
 

☐ Structural failure
 ☐ Loss of stability
 ☐ Fire
 ☐ Explosion
 ☐ Person overboard
- ☐ Onboard incident
 

☐ falls within ship
 ☐ crushing or pinching
 ☐ other onboard injury
- ☐ Other personal injury
 

☐ hit by propeller or ship
 ☐ water ski incident
 ☐ parasailing incident
 ☐ diving incident
 ☐ other personal injury caused by operation of ship
- ☐ Capsizing
 

☐ sinking
 ☐ swamping
 ☐ flooding

#### Incident Severity Rating

No. of ships involved  2 Note - if more than 2 ships were involved attach details on a separate sheet  
☐ Fatality No. of persons   
☐ Injury No. of persons   
☐ Ship lost ☐ Damage to property only  
☒ Ship damaged ☐ No damage

#### Environmental Conditions

Weather ☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other  
 Water conditions ☒ Calm ☐ Choppy ☐ Rough ☐ Very Rough ☒ Strong current  
 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)  
 Visibility ☒ Good ☐ Fair ☐ Poor  
 Time of day ☒ Day ☐ Night ☐ Twilight

#### Ships involved

##### Own ship

##### Ship owner's details

Owner's name  PRO DIVE MILTON  
 Telephone (business hours)  07-33683766 Telephone (after hours)  07-33690636  
 Address  Cnr MILTON RD & BAROON RD  
 MILTON, QLD

##### Ship details

Name of ship  PRO DIVER  
 Official Registration no.  12819 QC Registering Authority  QLD TRANSPORT  
 Length (metres)  12.4 Beam (metres)  Year built  1997  
 No. of passengers on board  18 No. of crew on board  5

Continued over page ...

##### Other ship

##### Ship owner's details

Owner's name  BLV ZONE SCUBA  
 Telephone (business hours)  Telephone (after hours)   
 Address

##### Ship details

Name of ship  ABYSS  
 Official Registration no.  3423 QC Registering Authority  QLD TRANSPORT  
 Length (metres)  Beam (metres)  Year built   
 No. of passengers on board  No. of crew on board

Continued over page ...



On Saturday 23<sup>rd</sup> 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 vessels 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 Quarter.

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 PI

Dated 28<sup>th</sup> February 2002.



Incident Report 23.02.2002

M.V. Prodiver

Skipper: [redacted]

Trip Director [redacted]

Dive Boat Crew: Divemaster [redacted]

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. [redacted] 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. [redacted] decided to position Prodiver over the bow of the Crusader II and once we were in position, [redacted] gave me a signal to drop the anchor while [redacted] held Prodiver in position. As the rest of the boat crew and I set the rest of our dive lines, [redacted] noticed we had drifted sideways out of position and signalled us to retrieve the anchor. As we were doing this, [redacted] noticed some divers surfacing behind us on the Abyss's anchor line. [redacted] then informed [redacted] of this. [redacted] 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. [redacted] 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, [redacted] 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 PI

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 AFTER THE 1ST DIVERS WENT DOWN, THE LAST 2 DIVERS MADE THEIR WAY TO THE ANCHOR LINE TO DESCEND. THATS WHEN PRO DIVER IDLED BACK & FORWARD ACROSS OUR BOW LOOKING FOR THE WRECK. THEN THEY DROPPED THEIR ANCHOR <sup>THE WRECK &</sup> ON OUR DIVERS & COMMENCED TO BACK UP FROM OUR FRONT PORT SIDE TO OUR FRONT STARBOARD SIDE, DRAGGIN CHAIN & ANCHOR ACROSS THE WRECK & OUR 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 OUR STARBOARD SIDE. THE 2 DIVERS FORTUNATELY WENT AROUND THE PORT SIDE & WENT TO THE BACK OF OUR BOAT & HUNG ON THE MERMAID LINE APPROX 15 METRES OFF THE STERN OF OUR BOAT, OUT OF THE WAY. THE DIVE MASTER & I WERE YELLING, WHAT ARE YOU DOING, WEVE GOT DIVERS IN THE WATER AND YOUR GOING TO HIT OUR BOAT. WE TRIED TO KEEP THE BOATS APART WHILE THEY MESSED AROUND WITH THE ANCHOR CHAIN. THEN THE SWELLS CRASHED THE BOATS TOGETHER BENDING OUR BOW RAIL AND ALMOST BREAKING BOTH OF OUR LEGS BETWEEN THE GUNWHALES IF WE HADNT GOT OUT OF THE WAY QUICK ENOUGH. AFTER HOLDING THEM OFF FOR 10 MINS, THEY DROPPED THEIR CHAIN & ANCHOR & DRIFTED OFF. THE 2 DIVERS WERE QUITE STRESSED ABOUT THE WHOLE THING. PRO DIVER WENT BACK TO FLINDERS UNTIL WE FINISHE THE DIVE. THEY SENT THEIR RUBBER PUCK BACK TO US SO THEY COULD RETRIEVE THEIR ANCHOR



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 - 21.05.2001**



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 [REDACTED]

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

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  
41 George Street Brisbane Qld 4001

Enquiries: K J White  
Telephone: 322 42617  
Facsimile: 322 48718

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 PathRefuse Sch.4 Part 4 s.6 Pl it 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 [REDACTED]

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

Part Refuse Sch.4 Part 4 s.6 PI

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 [REDACTED] 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.

K J White

**ACTING SENIOR ADVISOR (INVESTIGATIONS)**





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

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:** (07) 3860 3550  
**Telephone:** (07) 3860 3502  
**Website:** [www.dpi.qld.gov.au](http://www.dpi.qld.gov.au)  
**Call Centre** 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.

2. 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 [redacted] in detail regarding the safe navigation of the ship and the maintenance of 'Madison'.

At the conclusion of the interview with the master, [redacted] informed 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 [redacted] to be very professional as he went about the repairs on the slipway and at the interview. [redacted] 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 " ..... MADISON ..... MIR ..... PBP 31500 ..... "  
and dated ..... 21 May 2001 ..... has been sighted and all relevant sections have been completed and checked.

Signature ..... Date 6 / 11 / 01  
(Please print)

Name ..... GRAHAM SHIELD ..... Title ..... FIELD OFFICER .....

## 2 Is any action recommended?

Yes ☐ Go to 3

No ☒ No action is recommended because:- .....

Cause of the incident is considered to be:- ..... STEERING FAILURE ..... LOCAL KNOWLEDGE .....

Go to 6

## 3 Further action recommended:-

Interviews/Statements

Inspections/Reports

☐ Master/s/Operator/s

☐ Surveyor/s

☐ Crew

☐ Ship/Scene/Equipment

☐ Witnesses

☐ Other .....

Action completed as recommended.

Signature ..... Date ..... / ..... / .....  
(Please print)

Name ..... Title .....

## 4 Is any further action recommended?

Yes ☒ Go to 5

No ☐ The incident has been further investigated and no further action is recommended because:- .....

Cause of the incident is considered to be:- .....

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:- .....



# 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.)



SEE ATTACHED CHART.

VIL DEPARTED SNAFSTON HOUSE TO GO TO SANCTUARY COVE. 1245/21ST.

AT 1730 AT A POSN 10'SE CAPE MORETON VIL WAS NOTED AS STEERING BADLY, UNABLE TO CONTROL VIL. VIL GOING HARD PORT TO HARD STBD. DECISION MADE TO RETURN TO PORT.

AT 1930 ON PASSAGE C. MORETON TO COMBOYURO PT VIL LOST STEERING WITH

NO WARNING AND RAN AROUND ON THE BEACH AT YELLOW PATCH.

ATTEMPTS TO TOW VIL OFF BY TENDER TO NO AVAIL.

REPORTED INCIDENT TO BRISBANE HARB.

ARRANGED TUG ASSISTANCE FOR PM 22ND.

NO INJURIES. HULL OF VIL SOUND.

DIVER'S REPORT 2 DAMAGED PROPELLERS.

Assistance rendered/received at incident BRISBANE HARBOUR, QWP, BTB "TARALGA".

Signature of Owner/Ma Part Refuse Sch.4 Part 4 s.6 PI

Name (please print)

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

CAPT. P.J. MARCIBANK DHM T080

Date 23/05/2001



## 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 27°02.18' Longitude 153°23.9'E Body of water/Landmark INNER FREEMAN CHANNEL  
Location N. MORETON ISLANDS.  
☐ Inland waters ☐ Smooth waters ☐ Partially smooth waters ☒ Offshore  
Date 21/05/01 Time 1930 am pm

#### Type of incident

- ☐ Collision  
☐ between ships  
☐ with a fixed object  
☐ with floating object  
☐ with an animal  
☐ with overhead obstruction  
☐ with submerged object  
☐ with wharf
- ☒ Grounding  
☒ unintentional  
☐ intentional
- ☒ Capsizing  
☐ sinking  
☐ swamping  
☐ flooding
- ☐ Loss of ship  
☐ Structural failure  
☐ Loss of stability  
☐ Fire  
☐ Explosion  
☐ Person overboard
- ☐ Onboard incident  
☐ falls within ship  
☐ crushing or pinching  
☐ other onboard injury
- ☐ Other personal injury  
☐ hit by propeller or ship  
☐ water ski incident  
☐ parasailing incident  
☐ diving incident  
☐ other personal injury caused by operation of ship

#### Incident Severity Rating

No. of ships involved  Note - if more than 2 ships were involved attach details on a separate sheet  
☐ Fatality No. of persons   
☐ Injury No. of persons   
☐ Ship lost  
☒ Ship damaged  
☐ Damage to property only  
☐ No damage

#### Environmental Conditions

Weather ☒ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood ☐ Other  
Water conditions ☐ Calm ☒ Choppy ☐ Rough ☐ Very Rough ☐ Strong current  
Wind speed ☐ None ☐ Light (up to force 2 / 1-7 knots) ☒ Moderate (force 3-4 / 8-16 knots) SW.  
☐ Strong (force 5-7 / 17-33 knots) ☐ Gale (force 8 and above / more than 33 knots)

Visibility ☒ Good ☒ Fair ☐ Poor  
Time of day ☐ Day ☒ Night ☐ Twilight

#### Ships involved

##### Own ship

Ship owner's details  
Owner's name LINTAC INVESTMENTS LTD.  
Telephone (business hours)  Telephone (after hours)   
Address P.O. Box 3340, ROAD TOWN, TORTOLA, BRISTISH V.I.  
Ship details  
Name of ship MADISON.  
Official Registration no. 730667 Registering Authority BRITISH VIRGIN ISLS.  
Length (metres) 23.3 Beam (metres) 7.10 Year built 1986.  
No. of passengers on board NIL No. of crew on board 4

##### Other ship

Ship owner's details  
Owner's name   
Telephone (business hours)  Telephone (after hours)   
Address   
Ship details  
Name of ship   
Official Registration no.  Registering Authority   
Length (metres)  Beam (metres)  Year built   
No. of passengers on board  No. of crew on board



## Ships involved - continued

## Own ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☐ catamaran

☐ Other (describe)

MOTOR YACHT.

☐ Commercial USL Class ☒ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☒ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

2 2000 HP KW

## Hull material

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

ALUMINIUM.

## Damage to ship

- ☐ Lost ☐ Moderate damage (damaged but ship remains seaworthy)  
☐ Major damage (ship unseaworthy) ☐ No damage

## Persons involved

## Own 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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page...

## Other ship

## Type

- ☐ passenger ☐ PWC (jetski) ☐ sailing boat  
☐ non passenger ☐ motorboat ☐ houseboat  
☐ fishing ☐ speedboat ☐ rowing boat  
☐ hire & drive (planing hull) ☐ catamaran

☐ Other (describe)☐ Commercial USL Class ☐ Recreational

## Engine

- ☐ Outboard ☐ Inboard/Outboard  
☐ Inboard Petrol ☐ None  
☐ Inboard Diesel ☐ Other (please specify)

No. of engines Engine power

HP KW

## Hull material

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

## Damage to ship

- ☐ Lost ☐ Moderate 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 / /

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  
☐ Passenger on vessel ☐ Diver  
☐ Water-skier ☐ Other  
☐ Para-flier

Continued  
next page...

## Persons involved - continued

## Own ship

## 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 (if applicable)

Telephone (business hours) Telephone (after hours)

## Watchkeeper / Person at the helm

Role

☐ Master ☒ Crewmember ☐ Passenger

Name

Gender Date of birth

☒ Male ☐ Female

Licence type and grade (e.g. Master 5)

Licence no. Issuing Authority

Issue date Expiry date (if applicable)

Address

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (business hours) Telephone (after hours)

Continued over page...

CERTIFICATE SIGNED. 09/02/23RD.



DIVE INCIDENT 18/11/2001

MASTER OF PRO DIVER 12819QC  
19/11/2001-11-19

Marine Incident 11:50, 18/11/2001.

On the 18<sup>th</sup> 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 [redacted] 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 [redacted] entered the water for their dive

I was sitting on the flybridge of the vessel doing paper work [redacted], the dive supervisor on board was carrying out the duties of surface watch.

At 11:50 [redacted] advised me that [redacted] 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 [redacted] both entered the water to search the dive site.

At 12:14 [redacted] both surfaced and advised me that there was no sign of the divers on the dive site. [redacted] 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 released 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.

[redacted] was thrown a line and pulled to the boat and on board, [redacted] was picked up by the dive rescue tender operated by [redacted]. 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 [redacted] were immediately checked out by Doctor [redacted] 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 [redacted] 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 [redacted] 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, [redacted] and Myself were interviewed by Brisbane Police at this time.

Part Refuse Sch.4 Part 4 s.6 PI





05/137 - PBP34249

## 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: **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

**Re: Marine Incident at Flinders Reef 28/03/05. Moderate Damage –  
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 G Francis  
Acting Senior Sergeant 4356  
Officer in Charge  
**BRISBANE WATER POLICE**

ph. 3895 0310



# 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: OSCR

Your Ref:

**TO: Officer in Charge, Brisbane Water Police**

**FROM: Senior Constable W G STANELY**

**Brisbane Water Police**

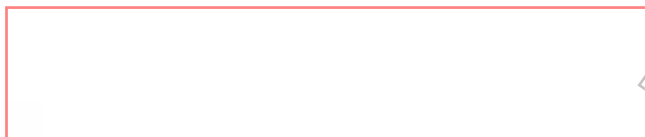
**SUBJECT: Marine Incident Investigation – Grounding of vessel at Flinders Reef, NNE of Cape Moreton**

1. I have to report that on Monday the 28<sup>th</sup> of March 2005, I 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 [redacted] of [redacted] 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, [redacted] 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 compass. [redacted] 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.
4. During questioning, [redacted] was asked how fast he was travelling and he stated that he was travelling at approximately 20 knots. [redacted] 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. Part Refuse Sch.4 Part 4 s.6 PI
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.



6. [redacted] was very co-operative and willing to assist Police with the investigation. Due to the fact that [redacted] has had no experience navigating safely through this area without the benefit of daylight, the speed nominated by [redacted] 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 lodged by [redacted]. 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



6-8 WEEKS.



# QUEENSLAND POLICE SERVICE

## OPERATIONS SUPPORT COMMAND

Specialist Services Branch  
Water Police PO Box 8301  
WYNNUM NORTH Qld 4178

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

Howard Smith Drive, LYTTON QLD 4178

**SPECIALIST SERVICES  
BRANCH**

**18 APR 2000**

Our Ref: **OSCR** 99/13733

Your Ref: **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 G 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 PI

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

## 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: 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

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

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

### 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

### 4 INCIDENT DETAILS

4.1. The circumstance of the incident are as follows.

4.2 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.

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

5.1 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 [REDACTED] gave the following version of the incident to Police.

[REDACTED] 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.

[REDACTED] 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. [REDACTED]

5.3 The other persons on board the vessel at the time of the incident are as follows.

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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 occurred 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

7.1 I recommend that no action be taken against the Master of 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