| ITEM DETAILS | | | | | |
|-----------------------------|--|------------------------------|-----------------------------------|--|--|
| Item ID: | 39843 - MOS | Item Type: | Fmail | | |
| Date Created: | 09/04/2019 | Project ID: | | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | | |
| Item Format: | Electronic | Other Reference: | | | |
| Circulation: | Internal | Copies Sent To: | | | |
| Subject: | Mail Memo - MSC348-2018 | | | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] | | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | ^ | | | |
| ACTIONS & OW | NERSHIP | \wedge | | | |
| Author: | Anthony Z Loveridge | Corporate Author: | | | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification: | | | |
| Business Unit: | Urangan Operations | 1,0 | | | |
| Action Officer: | | \Diamond | | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | | |
| SECURITY & AC | CESS | $(\sqrt{3})$ | | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS | | | | |
| ADDITIONAL IN | IFORMATION | | | | |
| Description / A | Description / Additional Info: | | | | |
| | | | | | |

DOCUMENT CONTENTS

MSC348-2018

Subject MSC348-2018

From Anthony.Z.Loveridge@msq.qld.gov.au

To

Сс

Всс

Sent 9/04/2019 10:12:01 AM

Attached

Good Morning

I'm sorry that I missed your phone call on Thursday 4 April at 2:23pm.
As stated in the Maritime Safety Queensland (MSQ) closure letter dated 21 January 2019, the other

vessel involved in the Marine Incident was operating as a Domestic Commercial Vessel (DCV). Marine incidents which involve DCV's, such as this incident, fall under the jurisdiction of the Australian Maritime Safety Authority (AMSA).

MSQ are unable to make comment on DCV related matters nor can MSQ provide comment regarding AMSA investigations. If you require further information regarding the marine Incident please contact AMSA on 1800 627 484, or via AMSA.gov.au.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Buccaneer Drive | Hervey Bay Qld 4655 (07) 41949603 | M: NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

| Item | | | |
|-----------------------------|--|------------------------------|-----------------------------------|
| ITEM DETAILS | | | |
| Item ID: | 39842 - MOS | Item Type: | Email |
| Date Created: | 09/04/2019 | Project ID: | |
| Date Captured: | 09/04/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - Automatic reply: N | /ISC348-2018 | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | ^ | \Diamond |
| Author: | | Corporate Author: | |
| Author Title / Position: | | Complaint Classification. | |
| Business Unit: | | 1,000 | |
| Action Officer: | | \Diamond | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 |
| SECURITY & AC | CESS | $(\sqrt{3})$ | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | |
| ADDITIONAL IN | IFORMATION | | |
| Description / A | Additional Info: | | |
| | | | |
| | | | |
| DOCUMENT COI | NTENTS | | |
| ıtomatic reply: | MSC348-2018 | | |

Automatic reply. MISC 340-2016

| Subject | Automatic reply: MSC348-2018 |
|---------|------------------------------------|
| From | NR (5/0) |
| То | Anthony.Z.Loveridge@msq.qld.gov.au |
| Сс | $\sim (\%)$ |
| Всс | |
| Sent | 9/04/2019 10:13:01 AM |

Hi there. I am currently away from the branch commencing 5/4/19. I will not be returning until Tuesday 23/4/2019. PI from my office will be monitoring my in-box and will deal with any matters pending my return.

| ITEM DETAILS | | | | | |
|-----------------------------|--|------------------------------|-----------------------------------|--|--|
| Item ID: | 39858 - MOS | Item Type: | Email | | |
| Date Created: | 18/06/2018 | Project ID: | | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | | |
| Item Format: | Electronic | Other Reference: | | | |
| Circulation: | Internal | Copies Sent To: | | | |
| Subject: | Mail Memo - RE | Incident report. | | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] | | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | ^ | \Diamond | | |
| ACTIONS & OW | NERSHIP | \wedge | | | |
| Author: | Anthony Z Loveridge | Corporate Author: | | | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification: | | | |
| Business Unit: | Urangan Operations | | | | |
| Action Officer: | | \Diamond | | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | | |
| SECURITY & AC | CESS | $(\sqrt{3})$ | | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | | | |
| ADDITIONAL IN | FORMATION | | | | |
| Description / A | Description / Additional Info: | | | | |
| | | | | | |
| DOCUMENT CONTENTS | | | | | |

DOCUMENT CONTENTS

RE: J

Subject RE Incident report.

From Anthony.Z.Loveridge@msq.qld.gov.au

To NR

Cc

Bcc

Sent 18/06/2018 8:37:30 AM

Attached

Hi

Thanks for the Email.

None of the photos are showing or accessible.

Can you please resend in a different format?

Regards

Anthony

Anthony Loveridge

Marine Officer

Maritime Safety Queensland | Department of Transport and Main Roads

Buccaneer Avenue Hervey Bay Qld 4655

P: <u>(07) 41949600 |</u> F: (07) 41949650

M: NR

E: anthony.z.loveridge@msq.qld.gov.au

W: www.msq.qld.gov.au

From [mailto NR

Sent: Sunday, 17 June 2018 7:14 PM

To: Anthony Z Loveridge < Anthony.Z.Loveridge@msq.qld.gov.au>

Subject: Incident report.

Hi Anthony,

Attached are the discussed photos.

Kind regards,

| ITEM DETAILS | | | | |
|-----------------------------|--|------------------------------|-----------------------------------|--|
| Item ID: | 39855 - MOS | Item Type: | Email | |
| Date Created: | 20/06/2018 | Project ID: | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | |
| Item Format: | Electronic | Other Reference: | <u> </u> | |
| Circulation: | Internal | Copies Sent To: | | |
| Subject: | Mail Memo - RE: Marine Incider | nt Report - | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | ^ | \Diamond | |
| ACTIONS & OW | NERSHIP | \triangle | | |
| Author: | | Corporate Author: | | |
| Author Title / Position: | | Complaint Classification: | | |
| Business Unit: | | | | |
| Action Officer: | | 0 | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | |
| SECURITY & AC | CESS | $(\sqrt{2})$ | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | , | | |
| ADDITIONAL IN | IFORMATION | | | |
| Description / A | Additional Info: | | | |
| | | | | |
| DOCUMENT COL | NITERITE () | | | |

DOCUMENT CONTENTS

RE: Marine Incident Report -

Subject RE: Marine Incident Report -

From NR

To Anthony.Z.loveridge@msq.qld.gov.au

Сс

Всс

Sent 20/06/2018 6:03:25 PM

Attached

Thanks for confirming same Anthony.

----Original Message-----

From: Anthony Z Loveridge [mailto:Anthony.Z.Loveridge@msq.qld.gov.au]

Sent: Wednesday, 20 June 2018 4:28 PM

NR

To:

Subject: RE: Marine Incident Repor

Thanks.

Received the photos

Anthony

Anthony Loveridge Marine Officer

Maritime Safety Queensland | Department of Transport and Main Roads

Buccaneer Avenue Hervey Bay Qld 4655

P: (07) 41949600 | F: (07) 41949650

M: NR

E: anthony.z.loveridge@msq.qld.gov.au

W: www.msq.qld.gov.au

----Original Message----

From: [mailto

Sent: Wednesday, 20 June 2018 4:25 PM

To: Anthony Z Loveridge < Anthony.Z.Loveridge @msq.qld.gov.au>

Subject: Marine Incident Report -

Hi Anthony,

Sorry for the delay in providing the attached photographic evidence we have of the vessel and the damage caused.

These photos are not showing the complete picture of all damage but is all I have on file at this stage.

We are yet to deliver boat to the repairer for a quotation for repairs but will be doing this asap.

If you need anything further don't hesitate to email me.

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| ITEM DETAILS | | | | |
|--------------------------------|--|------------------------------|-----------------------------------|--|
| Item ID: | 39856 - MOS | Item Type: | Email | |
| Date Created: | 20/06/2018 | Project ID: | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | |
| Item Format: | Electronic | Other Reference: | <u> </u> | |
| Circulation: | Internal | Copies Sent To: | | |
| Subject: | Mail Memo - RE: Marine Incider | nt Report - | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | \wedge | \Diamond | |
| ACTIONS & OW | NERSHIP | | | |
| Author: | Anthony Z Loveridge | Corporate Author: | | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification. | | |
| Business Unit: | Urangan Operations | 1,0 | | |
| Action Officer: | | <u> </u> | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | |
| SECURITY & AC | CESS | $(\sqrt{3})$ | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.NS ID | | | |
| ADDITIONAL IN | IFORMATION | | | |
| Description / Additional Info: | | | | |
| | | | | |

DOCUMENT CONTENTS

RE: Marine Incident Report -

Subject RE: Marine Incident Report -

From Anthony.Z.Loveridge@msq.qld.gov.au

To

Сс

Всс

Sent 20/06/2018 4:28:24 PM

Attached

Thanks.

Received the photos

Anthony

Anthony Loveridge
Marine Officer
Maritime Safety Queensland | Department of Transport and Main Roads

Buccaneer Avenue Hervey Bay Qld 4655

P: (07) 41949600 | F: (07) 41949650

 $M|_{NR}$

E: anthony.z.loveridge@msq.qld.gov.au

W: www.msq.qld.gov.au

----Original Message-----

From [mailto:

Sent: Wednesday, 20 June 2018 4:25 PM

To: Anthony Z Loveridge < Anthony.Z.Loveridge @msq.qld.gov.au>

Subject: Marine Incident Report -

Hi Anthony,

Sorry for the delay in providing the attached photographic evidence we have of the vessel and the damage caused.

These photos are not showing the complete picture of all damage but is all I have on file at this stage.

We are yet to deliver boat to the repairer for a quotation for repairs but will be doing this asap.

If you need anything further don't hesitate to email me.

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| ITEM DETAILS | | | |
|--|--|------------------------------|-----------------------------------|
| Item ID: | 39857 - MOS | Item Type: | Email |
| Date Created: | 20/06/2018 | Project ID: | |
| Date Captured: | 09/04/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | <u> </u> |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - Marine Incident Re | port - | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | \wedge | \Diamond |
| ACTIONS & OW | NERSHIP | \wedge | |
| Author: | | Corporate Author: | |
| Author Title / Position: | | Complaint Classification. | |
| Business Unit: | | 1,000 | |
| Action Officer: | | \triangle | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 |
| SECURITY & AC | CESS | $(\sqrt{3})$ | |
| | | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | |
| | SECURITY-IN-CONFIDENCE MSQ.DMS.Secure.Urangan.MS ID | | |
| Classification: Security | MSQ.DMS.Secure.Urangan.MS | | |
| Classification: Security Access: | MSQ.DMS.Secure.Urangan.MS | | |

DOCUMENT CONTENTS

Marine Incident Report -

Subject Marine Incident Report -

From NR

To Anthony. Loveridge@msq.qld.gov.au

Cc Bcc

Sent 20/06/2018 4:24:37 PM

Attached



Hi Anthony,

Sorry for the delay in providing the attached photographic evidence we have of the vessel and the damage caused.

These photos are not showing the complete picture of all damage but is all I have on file at this stage.

We are yet to deliver boat to the repairer for a quotation for repairs but will be doing this asap.

If you need anything further don't hesitate to email me.

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| ITEM DETAILS | | | | | |
|--------------------------------|--|------------------------------|-----------------------------------|--|--|
| Item ID: | 36810 - MOS | Item Type: | Email | | |
| Date Created: | 27/06/2018 | Project ID: | | | |
| Date Captured: | 27/06/2018 | Sub Project ID: | | | |
| Item Format: | Electronic | Other Reference: | | | |
| Circulation: | Internal | Copies Sent To: | | | |
| Subject: | Copy of Initial Marine Incident I | Report | - Master - 13/06/18 | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] | | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | | \Diamond | | |
| ACTIONS & OW | NERSHIP | \wedge | | | |
| Author: | ApeosPort-V C3373 T2 | Corporate Author: | | | |
| Author Title / Position: | | Complaint Classification. | | | |
| Business Unit: | | | | | |
| Action Officer: | | \triangle | | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 27/06/2018 | | |
| SECURITY & AC | CESS | $(\sqrt{3})$ | | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | | | |
| ADDITIONAL IN | IFORMATION | | | | |
| Description / Additional Info: | | | | | |
| | | | | | |

DOCUMENT CONTENTS

Scan Data from FX-D79596

Subject Scan Data from FX-D79E96

From HERM-MSQ-XER-APC3373@tmr.qld.gov.au

To kristine m.dale@msq.qld.gov.au

Сс

Всс

Sent 27/06/2018 12:02:13 PM

Attached

27062018120213-0001.pdf

Number of Images: 6 Attachment File Type: PDF

Device Name: ApeosPort-V C3373 T2

Device Location:



15 JUN 2018

Marine Incident Report

Transport Operations (Marine Safety) Act 1994

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

| Incident description | |
|--|--|
| Position of incident | |
| Date Time Body of water/Landmar | k /) |
| 30/05/18 1.00 pm RIVIER HE | ADS BOAT RAMP |
| Location | Latitude Longitude |
| Inland waters (non-tidal) Smooth waters Partially | smooth waters Offshore |
| Type of incident Collision: | |
| Capsizing between ships | Grounding: Other incident: unintentional person hit by propeller or ship |
| Swamping with a fixed object | intentional water skiing incident |
| ☐ Flooding ☐ with a floating object | Onboard incident: |
| ☐ Person overboard ☐ with an animal ☐ Loss of stability ☐ with an overhead obstruction | ☐ fall within ship. ☐ diving incident |
| Fire with a submerged object | crushing or pinching character of the control of th |
| | other onboard incident operation of the ship |
| Structural/equipment failure Loss of ship 1 1 'Loss of ship' should only be see of the loss are unknown. If the shand on the next page. | lected where the ship has disappeared and the location and circumstances ip is an economic write-off this should be check marked as 'Ship lost' below |
| Incident Severity Rating | |
| Fatality Serious injury ² | Ship lost ³ Damage to property only ⁴ |
| Number of persons Number of persons | Ship damaged No damage |
| ² Requiring admission to h | ospital 3 Economic write-off or not recovered 4 No damage to any ships |
| Environmental conditions | |
| Weather | Visibility |
| X Clear Hazy Cloudy Rain Flood | ▼ Good Fair Poor |
| Water conditions | |
| Calm Choppy Rough Very rough | ong current or tidal flow Swell height (metres) |
| Wind speed | * Version accordant community of security of |
| None Light (1-6kts) Moderate (7-15kts) Stron | ig (16-33kts) Gale (>33kts) Wind coming from いんらんだ |
| Ships involved | |
| Number of ships involved Note: if more than two ships | |
| | were involved attach details on a separate page. |
| Own ship | Other ship |
| Name of ship | Name of ship |
| BARGE | UH KNOWN |
| Official registration number Registering authority | Official registration number Registering authority |
| XE 208Q Queensland. | CHKHOWH UNKNOWN |
| Length (metres) Beam (metres) Year built | Length (metres) Beam (metres) Year built |
| 9 3.6 1990's | 4 105m 2nt? Unknown |
| Number of passengers on board Number of crew on board | Number of passengers on board Number of crew on board |
| HIL 3 INC MYSELF | NIL NIL |
| Registration type | Registration type |
| Commercial passenger Commercial fishing | Commercial passenger Commercial fishing |
| ☐ Commercial non-passenger ☐ Commercial hire and drive X Queensland Regulated ship | Commercial non-passenger Commercial hire and drive |
| Additional information for commercial vessels: Commercial ve | □ Queensland Regulated ship |
| passenger vessels must also attach a copy of the passenger mani- | ssels must attach master's and engine A A A A A A A A A A A A A A A A A A A |
| Office use only Caseman | INC |
| File number:number: | Received by 15 U.W. co.c. |
| | (full name): Received on N /2018 |
| | (full name): Received of N / ZU18 ntinued over pay ms Area Form F3071 CFD V01 Aug 2016 HERVEY BAY |

| Own ship Ship description Motorboat House boat House boat House boat Motorboat House boat Motorboat House boat Motorboat Motorboat Motorboat House boat Motorboat Motorbo | Ships involved - continued | | | | | |
|--|--|-------------|--------------------------------------|---|---|---|
| Motorboat PVC Rowing boat Saling boat House boat PVC Rowing boat Saling boat House boat PVC Rowing boat Saling boat House boat PVC Saling boat PVC | | | • | | | |
| Salling boat House boat Other (describe) | | | | | | |
| Other (describe) | | ig boat | | | | Rowing boat |
| Engine Coutboard Inboard (petrol) none | | | | House | boat | |
| Engine Inboard (petrol) none Inboard (petrol) none Inboard (diesel) Other (describe) Other (desc | | | Other (describe) | | *************************************** | |
| Outboard Inboard (petrol) none Inboard (petrol) none Inboardoutboard Minboard (diesel) Other (describe) Other | | | | | *************************************** | |
| Inboard/outboard Inboard (diesel) Other (describe) Other (desc | - | | | <u> </u> | -1 / - A (S | ["] |
| Dother (describe) | | | | | | none |
| Number of engines Total engine power | | | = | inboai | u (uicaci) | |
| Mult material Steel Timber Ferro-cement Steel Steel Timber Ferro-cement Marine alloy Fibreglass/GRP Other (describe) Other | Curior (database) | | Sirial (accornoc) | | / | 7 |
| Mult material Steel Timber Ferro-cement Steel Steel Timber Ferro-cement Marine alloy Fibreglass/GRP Other (describe) Other | Number of engines. Total engine newer | | Number of engines. T | istal anaina | DOMEST | |
| Hull material Steel Timber Ferro-cement Marine alloy Fibreglass/GRP Damage to ship Ship lost Shi | 7 1 2 40 | | Number of engines in | | | HP |
| Steel | | | | ONKI | NOTIN | KM |
| Marine alloy | , | | | | <u> </u> | / |
| Definer (describe) Damage to ship Ship lost Ship ramalins seaworthy) Ship owner's defails Owner's name Life person ashore/operations manager (commercial only) Ship owner's details Owner's name Life person sahore/operations manager (commercial only) Ship owner's details Owner's name Life person sahore/operations manager (commercial only) Ship owner's details Owner's name Life person (after hours) Pl Address Pl Master's details Master's details Master's details Master's details Master's details Master's name Life person agreed (for example, Master 5) Policy Address Email address Email address Licence type and grade (for example, Master 5) Licence type and grade (for example, Master 5) Licence number Licence type and grade (for example, Master 5) Licence type and grade (for example, Master 5) Licence number Licence type and grade (for example, Master 5) Licence number Licence type and grade (for example, Master 5) Licence number Salur (fi applicable) Talephone (business hours) Talephone (after hours) Licence type and grade (for example, Master 5) Licence humber | | cement | | | | rerro-cement |
| Damage to ship Ship lost S | | | | L. Fibrey | idss/GiXF | |
| Ship lost Moderate damage (damaged but ship remains seaworthy) Ship lost Major damage | | | Strict (doctrino) | $\langle \langle \rangle$ |) | *************************************** |
| Ship lost Moderate damage (damaged but ship remains seaworthy) Ship lost Major damage | Down a set a letter | | D | | // | |
| Major damage (ship unseaworthy) | | | | ~¬` | | |
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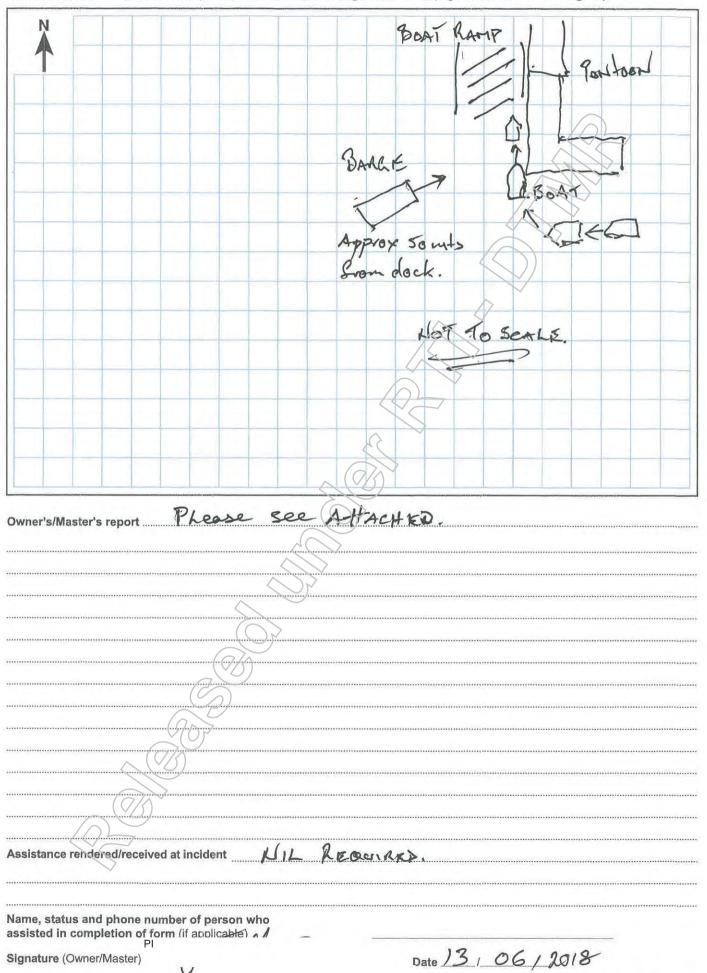
| Persons involved - continued | |
|--|--|
| Own ship | Other ship |
| Watchkeeper/person at the helm | Watchkeeper/person at the helm |
| Role | Role |
| Crewmember Passenger Master (details as above) | Crewmember Passenger Master (details as above |
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| Witnesses | |
| Note: attach name and complete contact details of any witnesses to the in- | cident on a separaté page. |
| Deceased or injured person | |
| Note: if more than two people deceased or injured attach details on a sepa | arate page. |
| Name | Injury status |
| | Fatality Missing person Serious injury 5 Minor injury |
| Gender Date of birth | ⁵ A serious injury is defined as one where the injured person was admitted to hospital. |
| Male Female / / | Nature of injury Name of hospital |
| Address | |
| | Activity of injured or deceased person |
| | Person in charge (Master) Surfboard/surf-ski rider |
| Telephone Which ship was this person associated with? | Person at helm Swimmer |
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| | Crew Para-flier |
| Telephone Which ship was this person associated with? | Passenger on vessel Diver |
| | Water-skier Other |
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Privacy Statement: The Department of Transport and Main Roads collects information on this form to administer the register of ships under the Transport Operations (Marine Safety) Act. This information may be released by the department to people who have an interest that justifies access to the register, including people proposing to buy, sell, lease or insure the ship and, when relevant, litigants in matters about marine incidents, or the insolvency, or external administration, or fraudulent activity of the registered owner, or Family Court matters. Your personal information will not be disclosed to other third parties without your consent unless authorised or required by law.

Report details

Owner/Master name (please print)

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).



Page 4 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016 Reply to marine incident.

Whilst approaching the River Heads boat ramp, which to the best of my recollection was 30th may at approx 1 pm. I am unsure of the day as at present we have been working in this area up to 6 days per week and one day rolls into the next.

On my approach to the western dock at the pontoon/jetty the other vessel came in from the opposite direction (east) cut across my path and docked at the pontoon.

I was at approx 50 metres from docking when I noticed the vessel approaching the portion. The pontoon is an "L" shape design which enables vessels to tie off on a west and south side with small tenders able to tie off on the northern side, tide depending. My thoughts were, given the direction he was travelling, and with my approach from the west he would tie off on the southern end. The operator seemingly oblivious to my approach came around to the western side when I was approx 30 metres from the pontoon, docked disembarked from his boat and walked away from the vessel leaving it in the charge of a child of approx 12 to 14 years of age.

I was committed on a path to the pontoon for a safe docking when he came across my path and docked on an otherwise empty pontoon. His action totally disrupted my approach, which left me no alternative but to immediately reverse engines in an attempt to hold off docking. However there is a strong current from the outgoing tide which creates an eddy at this area. As a vessel of this size and type cannot be stopped or redirected on a "dime" my remedial action resulted in the barge coming offcourse with the current pushing me onto the pontoon directly toward his boat leaving me no alternative but to continue docking but with no margin of error and no time or possibility to take any other action.

I endeavoured desperately to avoid a collision by forwarding and reversing engines to change course but with no room to move, low water and strong current the only course of action left to me was to attempt docking in front of the said vessel whilst calling out to the child to move their boat backwards.

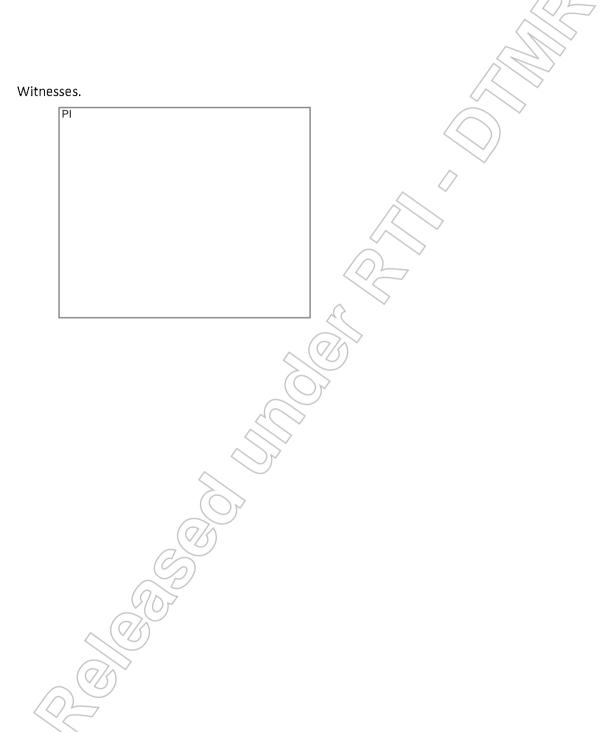
The child did nothing other than look at me bewildered. All it would have taken to avoid this minor collision was for his boat to be moved 1 meter in reverse. I called and called to the child "move the boat, move the boat" but no action was taken.

After I had docked the owner reappeared quite agitated and demanded to know what I was going to do about his boat. I tried to explain to him that he'd cut across my path and destroyed my approach for a safe docking and that if the child had moved the boat back one metre no collision would have occurred. His response was "he doesn't have a licence" to which I replied the child didn't need one to push the boat backwards. He then told me that this was a "boat" ramp in a manner which made me think he thought it was for boats and no others. To which I tried to explain the barge is also a boat and you can't just cut in front of a vessel of this size and expect it to be able to manoeuvre with the ease of a "tinny". At this point the "fellow" became more agitated and started to film myself and my vessel on his phone, then spent some time talking on the phone to I don't know who.

I reported the incident to my immediate supervisor who was at the scene within 15 minutes of the incident. This "fellow" had by then, loaded his vessel on to the trailer and with some very choice language aimed at myself and my immediate supervisor left the scene without giving me any details

as to who he was, his address, his phone number, no information from which I could follow up at any length.

My supervisor left it to my discretion as to what should be done but without the other parties details and as no significant damage had been done to either vessel and no persons injured, although I was left shaken by his attitude and actions I dismissed the event and carried on with my duties.



| ITEM DETAILS | | | |
|-----------------------------|--|------------------------------|-----------------------------------|
| Item ID: | 36811 - MOS | Item Type: | Email |
| Date Created: | 27/06/2018 | Project ID: | |
| Date Captured: | 27/06/2018 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Copy of Initial Marine Incident | Report - | Master - 15/06/18 |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [7] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | | |
| ACTIONS & OW | NERSHIP | \wedge | |
| Author: | ApeosPort-V C3373 T2 | Corporate Author: | |
| Author Title / Position: | | Complaint Classification. | |
| Business Unit: | | | |
| Action Officer: | | 0 | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 27/06/2018 |
| SECURITY & AC | CESS | $(\sqrt{3})$ | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | |
| Security | MSQ.DMS.Secure.Urangan.MS | | |

ADDITIONAL INFORMATION

Description / Additional Info:

ID

DOCUMENT CONTENTS

Access:

Scan Data from FX-D79E96

Subject Scan Data from FX-D79E96

From HERM-MSQ-XER-APC3373@tmr.qld.gov.au

To kristine m.dale@msq.qld.gov.au

Сс

Всс

Sent 27/06/2018 12:02:25 PM

Attached

27062018120225-0001.pdf

Number of Images: 6 Attachment File Type: PDF

Device Name: ApeosPort-V C3373 T2

Device Location:

MARITIME SAFETY QUEENSLAND

15 JUN 2018



Marine Incident Report Transport Operations (Marine Safety) Act 1994

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

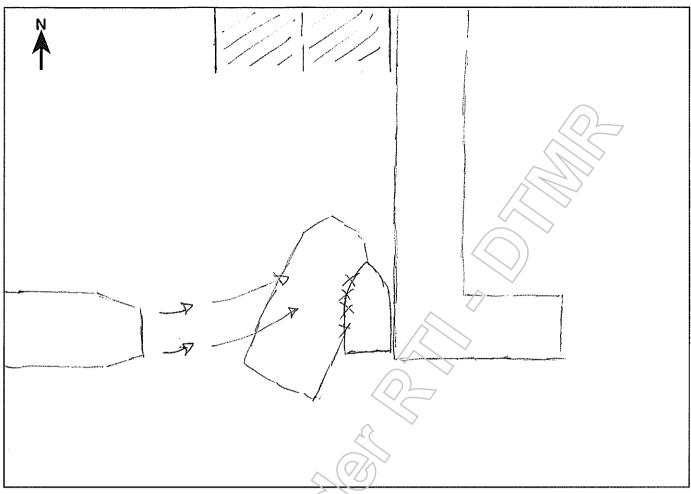
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| ocation | | | Latitude Longitude |
| Inland waters (non-tidal) | Smooth waters Partially | smooth waters Offshor | in the first of the first and the first of t |
| ype of incident | | | |
| | Collision: | Grounding: | Sthor in 1401 |
|] Capsizing | v between ships | Unintentional | Other incident: person hit by propeller or ship |
| Swamping | with a fixed object | intentional | water skiling incident |
| Flooding | with a floating object | Onboard incident: | parasailing incident |
| Person overboard Loss of stability | with an animal | [_] fall within ship | diving incident |
| Fire | with an overhead obstruction with a submerged object | crushing or pinching | close call/near miss |
| Explosion | with a wharf | other onboard incident | other incident caused by the |
| Structural/equipment failure | | lacted where the ship has discon- | operation of the ship eared and the location and circumstances |
| Loss of ship ¹ | of the loss are unknown. If the shi and on the next page. | ip is an economic write-off this sh | eared and the location and circumstances ould be check marked as 'Ship lost' below |
| icident Severity Rating | | | |
| Fatality | Serious injury ² | Ship lost ³ | Damage to property only 4 |
| Number of persons | Number of persons | Ship damaged | |
| | ² Requiring admission to he | ospital 3 Economic write-off or r | not recovered 4 No damage to any ships |
| nvironmental conditions | | | |
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| Calm Choppy Ro Ind speed None Light (1-6kts) Unmber of ships involved What ship ame of ship Indicate registration number of passengers on board number of passenger Commercial passenger Commercial non-passenger | Note: If more than two ships tering authority TRAJS PAT Year built QOIT Number of crew on board | ong current or tidal flow Sw g (16-33kts) Gale (>33k were involved attach details on a Other ship Name of ship Official registration number XEQOBQ Length (metres) Beam (metern) Number of passengers on b Registration type Commercial passenger Commercial non-passenger | Registering authority The sylventres of crew on board Commercial fishing ger Commercial hire and drive |
| Calm Choppy Ro Ind speed None Light (1-6kts) umber of ships involved wn ship ame of ship fficial registration number Regis アントシース ength (metres) Beam (metres) S・ジャー umber of passengers on board in incompassenger Commercial passenger Commercial non-passenger Queensland Regulated ship | Note: If more than two ships Note: If more than two ships Itering authority TRANS BAT Year built QOIT Number of crew on board Commercial fishing Commercial hire and drive | ong current or tidal flow Sw g (16-33kts) Gale (>33k were involved attach details on a Other ship Name of ship Official registration number XEQOBQ Length (metres) Beam (metern) Number of passengers on book Registration type Gommercial passenger Commercial non-passenger Queensland Regulated si | Registering authority The service of the service o |
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| Calm Choppy Ro Ind speed None Light (1-6kts) umber of ships involved wn ship ame of ship fficial registration number Registration for the ship umber of passengers on board for Commercial non-passenger Queensland Regulated ship Iditional information for commissenger vessels must also attack. | Note: If more than two ships Note: If more than two ships Itering authority TRANS PORT Year built 2017 Number of crew on board Commercial fishing Commercial hire and drive nercial vessels: Commercial vesh a copy of the passenger manif | ong current or tidal flow Sw g (16-33kts) Gale (>33kts) were involved attach details on a Other ship Name of ship Official registration number XEQBBC Length (metres) Beam (metrology) Number of passengers on both Registration type Commercial passenger Commercial non-passenger Queensland Regulated states. | rell height (metres) rell height (metres) rell height (metres) res) Wind coming from separate page. Registering authority でいるアルッション tres) Year built res) Year built coard Number of crew on board 「Commercial fishing ger 「Commercial hire and drive hip d engineer d engineer MANJAMESAGETICAMEENS |
| Calm Choppy Ro Ind speed None Light (1-6kts) umber of ships involved wn ship ame of ship fficial registration number of passengers on board number of passengers on board number of passenger Registration number Registration number of passenger Registration number Registration numb | Note: if more than two ships: Note: if more than two ships: Itering authority Year built 2017 Number of crew on board Commercial fishing Commercial hire and drive | ong current or tidal flow Sw g (16-33kts) Gale (>33k were involved attach details on a Other ship Name of ship Official registration number XEDBBC Length (metres) Beam (metro) Pm Number of passengers on both Registration type Commercial passenger Commercial non-passenger Commercial Regulated states and sest. | Registering authority The service of the service o |

| CANADA MARANA MA | |
|--|--|
| Own ship Ship description Motorboat PWC Rowing boat Sailing boat House boat Other (describe) | Other ship Ship description Motorboat Sailing boat House boat Other (describe) SMAN BARGE |
| Engine ☑ Outboard ☐ Inboard (petrol) ☐ none ☐ Inboard/outboard ☐ Inboard (diesel) ☐ Other (describe) | Engine Outboard Inboard (petrol) none Inboard/outboard Inboard (diesel) Other (describe) |
| Number of engines Total engine power / // 5 HP Hull material Steel | 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) ☐ Minor damage ☐ No damage | Damage to ship ☐ Ship lost ☐ Moderate damage (damaged but ☐ Major damage ship remains seaworthy) ☐ Minor damage ☑ No damage |
| | |
| Own ship Ship owner's details Owner's name | Other ship Ship owner's details Owner's name |
| Dedicated person ashore/operations manager (commercial only) | Dedicated person ashore/operations manager (commercial only) |
| Telephone (business hours) NR Telephone (after hours) NR | Telephone (business hours) Telephone (after hours) |
| Address NR | Address |
| Email address NR | Email address |
| Master's details Master's name | Master's details Master's name |
| Uate στ ριπη ✓ Male Female NR | Gender Date of birth ✓ Male Female / / |
| Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
| NR Issuing authority NR COVERUMENT | Licence number Issuing authority |
| ssue date Expiry date (if applicable) タイノノルル | Issue date Expiry date (if applicable) |
| Telephone (business hours) Telephone (after hours) NR | Telephone (business hours) Telephone (after hours) |
| Address NR | Address |
| Email address NR | Email address |
| | tinued over page Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016 |

| Own ship | Other ship | | |
|--|---|--|--|
| Watchkeeper/person at the helm Role | Watchkeeper/person at the helm | | |
| Crewmember Passenger Master (details as above) | Role (c) Crewmember Passenger Master (details as a | | |
| Name | Name | nger Master (details as above | |
| Name | INAITE | | |
| 01 | Contract | 7 1334 | |
| Gender Date of birth Male Female NR | Gender Date Male Female | of birth | |
| Viviale Female | | | |
| Licence type and grade (for example, Master 5) | Licence type and grade (for exa | ample, Master 5) | |
| | | | |
| Licence number Issuing authority | Licence number Is | ssuing authority | |
| | | | |
| Issue date | Issue date Expiry d | ate (if applicable) | |
| | 1114 | | |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) | Telephone (after hours) | |
| NR | Cicprione (business nous) | (ciceptione (and modes) | |
| A-1 | Add | <i>X y</i> | |
| Address NR | Address | | |
| | | | |
| | | | |
| Email address | Email address | | |
| | | | |
| Witnesses | | | |
| Note: attach name and complete contact details of any witnesses to the in | cident on a separate page. | | |
| Deceased or injured person | | | |
| Note: if more than two people deceased or injured attach details on a sepa | arate page. | | |
| Name | Injury status | | |
| | Fatality Missing person | Serious injury 5 Minor injury | |
| Gender Date of birth | 5 A serious injury is defined as one | | |
| Hale Female / / | admitted to hospital. | | |
| Address | Nature of injury | Name of hospital | |
| | | | |
| | Activity of injured or decease | Andread Control of the Control of th | |
| Telephone Which ship was this person associated with? | Person in charge (Master) | Surfboard/surf-ski rider | |
| | Person at helm | Swimmer | |
| Mark | Crew Passenger on vessel | Para-flier Diver | |
| $\mathcal{L}\mathcal{V}$ | Water-skier | Other | |
| (OM) | | | |
| <u>.</u> 200 | | 1 | |
| Deceased or injured person | | | |
| Name | Injury status | Minor | |
| U/DZ | Fatality Missing person | n Serious injury ⁵ Minor injury | |
| Gender Date of birth | Nature of injury | Name of hospital | |
| Male Female // | | | |
| Address | Activity of injured or decease | ed person | |
| (0/1) | Person in charge (Master) | Surfboard/surf-ski rider | |
| | Person at helm | Swimmer | |
| Telephone Which ship was this person associated with? | Crew | Para-flier | |
| William strip was this person associated with | E Fassenger on vesser | | |
| J. J. | Water-skier | Other | |
| | | 1 | |
| Privacy Statement: The Department of Transport and Main Roads collects informal | lion on this form to administer the register | of shine under the Transport Operations | |
| (Marine Safety) Act. This information may be released by the department to people | who have an interest that justifies access t | o the register, including people proposing | |
| to buy, sell. lease or insure the ship and, when relevant, litigants in matters about me the registered owner, or Family Court matters. Your personal information will not be | arine incidents, or the insolvency, or extern disclosed to other third parties without you | al adminstration, or fraudulent activity of r consent unless authorised or required by | |
| law | , | | |
| Co | ntinued over page Page 3 of 4 T | RB 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 | Our | boat wa | s pasit | ioned | at th | e end | of the | e pontoon |
|---|--|---|---|---|---|---|--------------------------|---|
| whilst being | held. | The | ottes | vessel | ०२२० | oached | from | tie |
| west, attemp | sting | to pu | qu/h | along | side | ile | pontour | n, however |
| mis calculated | He | entran | e col | liding | with | , He | left s | ite of |
| on poorstors | boat | cousin | ng Sig | nifican | t for | ce co | ompress | <u>.</u> |
| the bearing | boal | | VHe | panta | 2ე | and e | ventual | 14 |
| lifting the | boat |) <u> </u> | 009910c | دلوما | the r | حم آر | · charq | c of |
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| refuse to ta | lk fo |)~e of | ier H | -á∪ | كالبيهاكرة | , ive | Should | have |
| moved our | boot . | As Y | epreserte | عط نہ | He | diag ro | 200 y V | ve vere |
| | 7/^ | our be | pal fu | ۰+۱۰۰ | down | , nor | ~as | Here |
| time to do | //SO . | | | | | | | |
| | <u> </u> | *************************************** | | | | *************************************** | | |
| | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | *************************************** | *************************************** | *************************************** | | | | |
| | *************************************** | | *************************************** | | | | | |
| Assistance rendered/receiv | ed at incide | ent | | | | | | *************************************** |
| | ***************** | | *************************************** | | | ******************** | ************************ | |
| Name, status and phone no assisted in completion of f | | | | | *************************************** | | | |
| | NR | | | | Date 15 | 7,06(| 18 | |
| Owner/Master name (please | e print) | | | | | | | Page 4 of 4 TRB Forms Area m E3071 CED V01 Aug 2016 |



| ITEM DETAILS | | | | |
|--------------------------------|--|------------------------------|-----------------------------------|--|
| Item ID: | 39848 - MOS | Item Type: | Email | |
| Date Created: | 17/01/2019 | Project ID: | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | |
| Item Format: | Electronic | Other Reference: | | |
| Circulation: | Internal | Copies Sent To: | | |
| Subject: | Mail Memo - RTI-88 FW: Barge | Vs Dinghy River He | eads Boat Ramp.4 | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | ^ | \Diamond | |
| ACTIONS & OW | NERSHIP | \wedge | | |
| Author: | Anthony Z Loveridge | Corporate Author: | | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification. | | |
| Business Unit: | Urangan Operations | | | |
| Action Officer: | | \wedge | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | |
| SECURITY & AC | CESS | $(\sqrt{3})$ | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | | |
| ADDITIONAL IN | IFORMATION | | | |
| Description / Additional Info: | | | | |
| | | | | |

DOCUMENT CONTENTS

RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.4

Subject RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.4

From Anthony 7. Loveridge@msq.qld.gov.au

To MSQCompliance@msq.qld.gov.au

Cc Bcc

Sent 17/01/2019 12:04:50 PM

Attached

POF

https www.service.qdot.qld.govDetail

df



https www.service.qdot.qld.govRMDL





https www.service.qdot.qld.gov co details.pdf

https www.service.qdot.qld.govRego.pdf

Hi Andrea

Here is the emails sent to Tom Parsons AMSA regarding the Marine Incident.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

pdf

Buccaneer Drive | Hervey Bay Qld 4655 (07) 41949600 | M: NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Wednesday, 19 December 2018 11:48 AM

To: Thomas.Parsons (Thomas.Parsons@amsa.gov.au) < Thomas.Parsons@amsa.gov.au>

Cc: Anthony M Macfarlane < Anthony. M. Macfarlane@msq.qld.gov.au>

Subject: Barge Vs Dinghy River Heads Boat Ramp.4

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of

Transport and Main Roads

Buccaneer Drive | Hervey Bay

(07) 41949600 | M: NR

anthony.z.loveridge@msq.qld.qov.au

www.msq.qld.gov.au

| ITEM DETAILS | | | | |
|-----------------------------|--|------------------------------|-----------------------------------|--|
| ITEM DETAILS | | | | |
| Item ID: | 39851 - MOS | Item Type: | Email | |
| Date Created: | 19/12/2018 | Project ID: | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | |
| Item Format: | Electronic | Other Reference: | | |
| Circulation: | Internal | Copies Sent To: | | |
| Subject: | Mail Memo - Barge Vs Dinghy R | River Heads Boat Ra | mp.4 | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | | \Diamond | |
| ACTIONS & OW | NERSHIP | \triangle | | |
| Author: | Anthony Z Loveridge | Corporate Author: | | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification. | | |
| Business Unit: | Urangan Operations | | | |
| Action Officer: | | 0 | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | |
| SECURITY & AC | CESS | $(\sqrt{3})$ | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | | |
| ADDITIONAL INFORMATION | | | | |
| Description / A | Additional Info: | | | |
| | | | | |
| | | | | |

DOCUMENT CONTENTS

Barge Vs Dinghy River Heads Boat Ramp.4

Subject Barge Vs Dinghy River Heads Boat Ramp.4
From Anthony. Z. Loveridge@msq.qld.gov.au

To Thomas.Parsons@amsa.gov.au

Cc Anthony.M.Macfarlane@msq.qld.gov.au

Всс

Sent 19/12/2018 11:48:25 AM

Attached

POF

https www.service.qdot.qld.govDetails

pdf



https www.service.qdot.qld.govRMD

https www.service.qdot.qld.gov co details.pdf



https www.service.qdot.qld.govRego.pdf

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of

Transport and Main Roads

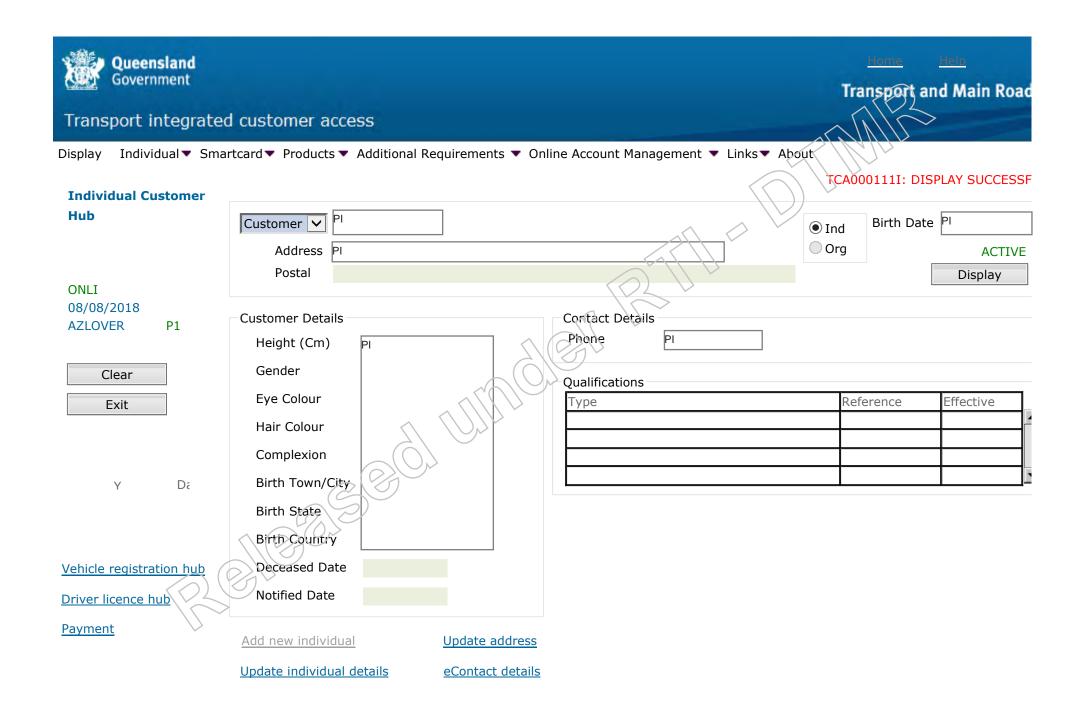
Buccaneer Drive | Hervey Bay Old 4655 (07) 41949600 | M: NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

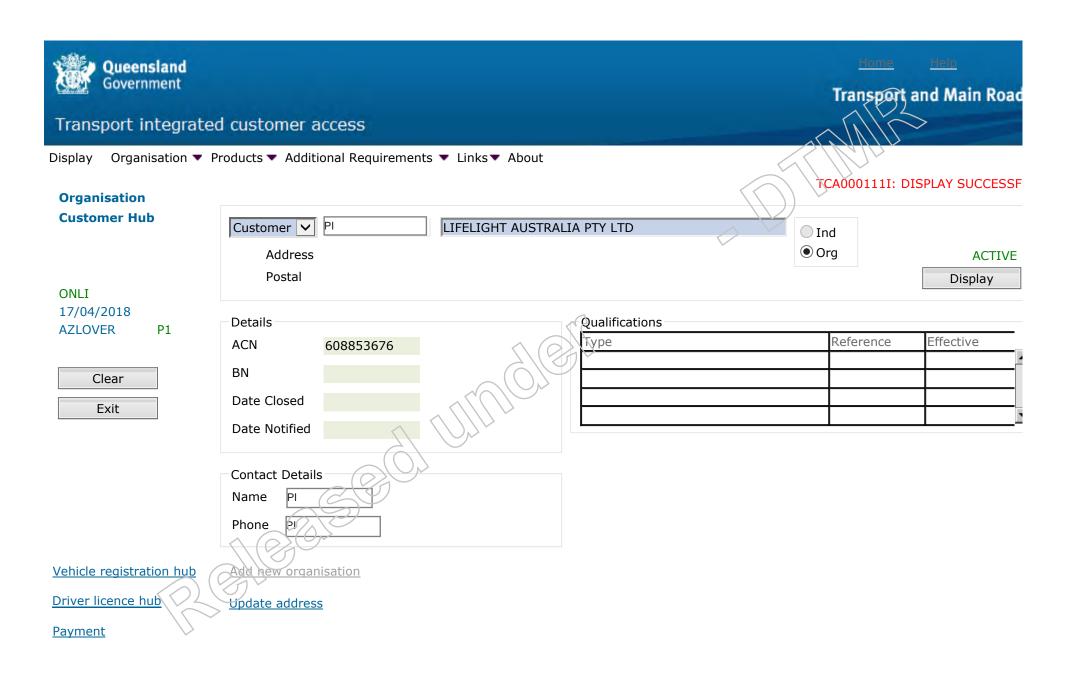
Individual Customer Hub

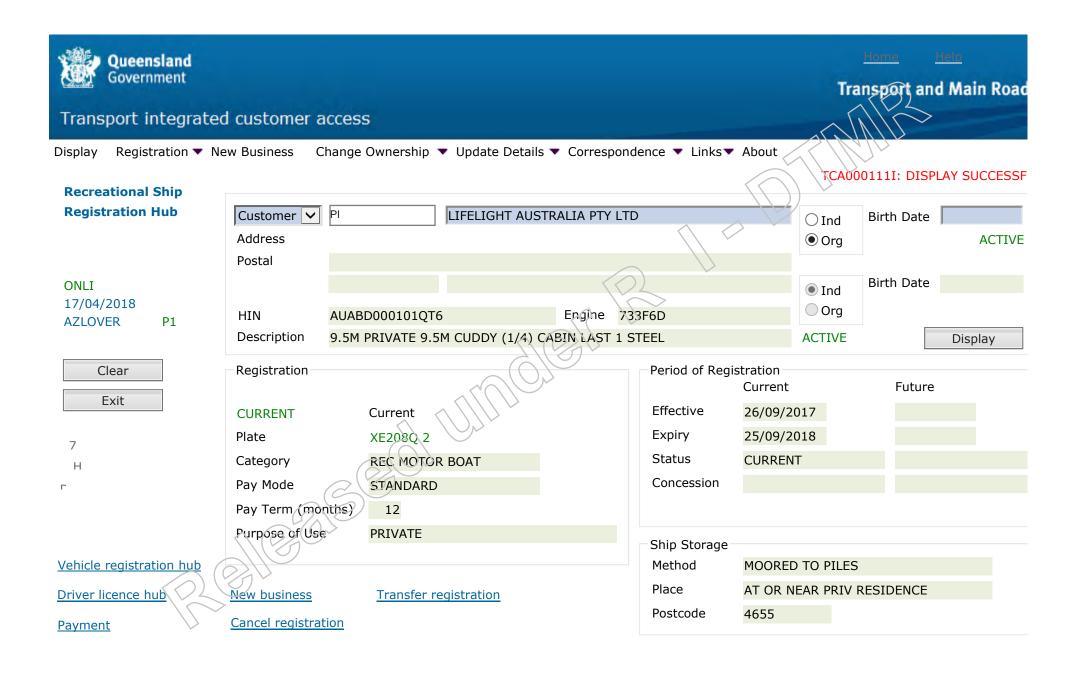
Page 1 of 2



Organisation Customer Hub

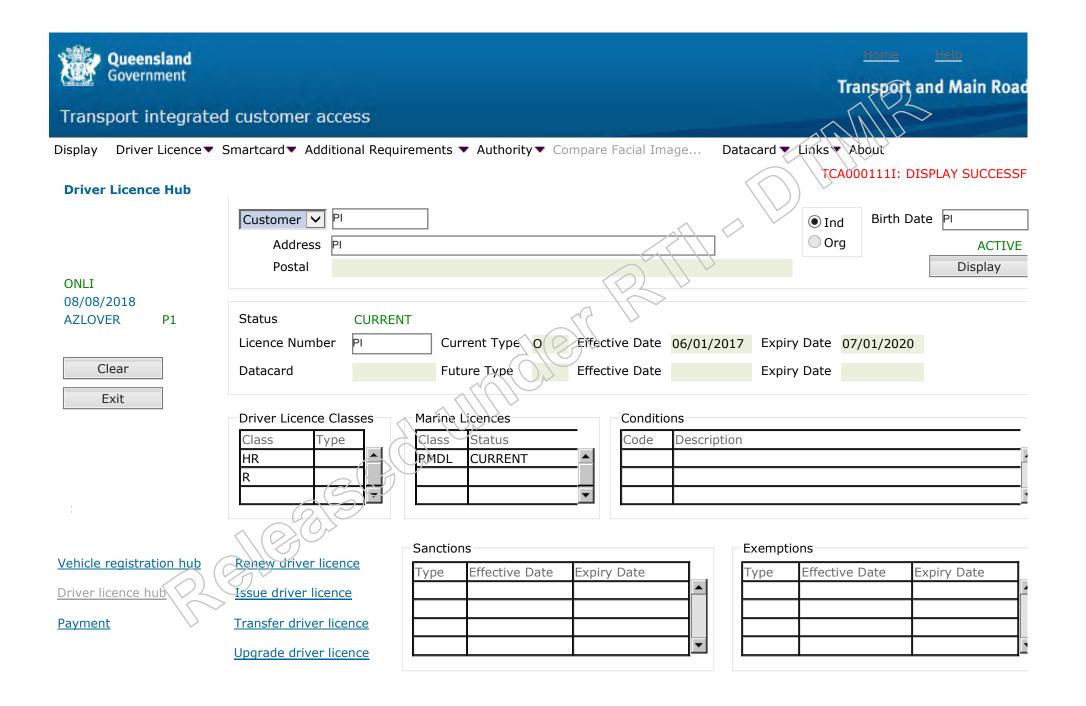
Page 1 of 1





Driver Licence Hub

Page 1 of 1



| ITEM DETAILS | | | | | |
|--------------------------------|--|------------------------------|-----------------------------------|--|--|
| Item ID: | 39849 - MOS | Item Type: | Email | | |
| Date Created: | 17/01/2019 | Project ID: | | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | | |
| Item Format: | Electronic | Other Reference: | | | |
| Circulation: | Internal | Copies Sent To: | | | |
| Subject: | Mail Memo - RTI-88 FW: Barge | Vs Dinghy River He | ads Boat Ramp.6 | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] | | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | ^ | \Diamond | | |
| ACTIONS & OW | NERSHIP | | | | |
| Author: | Anthony Z Loveridge | Corporate Author: | | | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification. | | | |
| Business Unit: | Urangan Operations | 1,00 | | | |
| Action Officer: | | <u> </u> | | | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 | | |
| SECURITY & ACCESS | | | | | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | | | |
| ADDITIONAL INFORMATION | | | | | |
| Description / Additional Info: | | | | | |
| | | | | | |

DOCUMENT CONTENTS

RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.6

Subject RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.6

From Anthony 7. Loveridge@msq.qld.gov.au

To Andrea.Z.Hariyicskane-Derhan@msq.qld.gov.au

Сс

Всс

Sent 17/01/2019 12:00:47 PM

Attached



180615_007 Version

MP3

Hi Andrea

Here is the emails sent to Tom Parsons AMSA regarding the Marine Incident.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of

Transport and Main Roads

Buccaneer Drive | Hervey Bay Qld 4655 (07) 41949600 | M: NR anthony.z.loveridge@msq.qld.gov.au www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Wednesday, 19 December 2018 11:59 AM

To: Thomas.Parsons (Thomas.Parsons@amsa.gov.au) <Thomas.Parsons@amsa.gov.au>

Cc: Anthony M Macfarlane < Anthony. M. Macfarlane@msq.qld.gov.au>

Subject: Barge Vs Dinghy River Heads Boat Ramp.6

Barge Master

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of

Transport and Main Roads

Buccaneer Drive | Hervey Bay Old 4655 (07) 41949600 | M: NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

Item

| ITEM DETAILS | | | |
|-----------------------------|--|------------------------------|-----------------------------------|
| Item ID: | 39852 - MOS | Item Type: | Email |
| Date Created: | 19/12/2018 | Project ID: | |
| Date Captured: | 09/04/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - Barge Vs Dinghy F | River Heads Boat Ra | imp. |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | | \Diamond |
| ACTIONS & OW | NERSHIP | \nearrow | |
| Author: | Anthony Z Loveridge | Corporate Author: | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification. | · · |
| Business Unit: | Urangan Operations | | |
| Action Officer: | | A | |
| Home Location: | Hervey Bay - Records | Last Movement Date; | 09/04/2019 |
| SECURITY & AC | CESS | $(\sqrt{2})$ | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | |
| ADDITIONAL IN | IFORMATION | | |
| Description / A | Additional Info: | | |
| | | | |

DOCUMENT CONTENTS

Barge Vs Dinghy River Heads Boat Ramp.

Barge Vs Dinghy River Heads Boat Ramp. Subject Anthony.Z.i.overidge@msq.qld.gov.au From То

Thomas.Parsons@amsa.gov.au

Сс Anthony.M.Macfarlane@msq.qld.gov.au

Всс

Sent 19/12/2018 11:30:30 AM

Attached





MIR Barge.pdf MIR Quintrex.pdf 180615_005 Version





180615_007 Version

180615_00

P3

Good Morning Tom

As per our phone conversation this morning I spoke with MSI Darryl Dorron, Darryl gave me Kevin Schindler's details.

3

Kev said to contact you with the details.

A QRS YZ650Q was struck while on the pontoon by QRS XE208Q.

XE208Q is a 9m Landing barge. It is being operated by Cornelius Builders to transport building materials to Kangaroo island to build a house for the owners of the Island and the Barge, Lifelight Australia.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Buccaneer Drive | Hervey Bay Qld 4655 (07) 41949600 | M: NR anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

Item

| ITEM DETAILS | | | |
|-----------------------------|--|------------------------------|-----------------------------------|
| Item ID: | 39847 - MOS | Item Type: | Email |
| Date Created: | 17/01/2019 | Project ID: | |
| Date Captured: | 09/04/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - RTI-88 FW: Barge | Vs Dinghy River He | ads Boat Ramp. |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - | Container ID: | 230/01085 [1] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | _ | |
| ACTIONS & OW | NERSHIP | | |
| Author: | Anthony Z Loveridge | Corporate Author: | |
| Author Title / Position: | Marine Officer Grade 3 | Complaint Classification. | |
| Business Unit: | Urangan Operations | 1,0 | |
| Action Officer: | | \Diamond | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 |
| SECURITY & AC | CESS | $(\sqrt{3})$ | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | |
| Security Access: | MSQ.DMS.Secure.Urangan.NS ID | | |
| ADDITIONAL IN | IFORMATION | | |
| Description / A | Additional Info: | | |
| | | | |

DOCUMENT CONTENTS

RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.

Subject RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.

From Anthony.7.Loveridge@msq.qld.gov.au

To MSQCompliance@msq.qld.gov.au

Cc Bcc

Sent 17/01/2019 12:07:24 PM

Attached

POF

A

MIR Barge.pdf MIR Quintrex.pdf

180615_005 Versio

MP3



A

180615_007 Version

P3 180615_00

P3

Hi Andrea

Here is the emails sent to Tom Parsons AMSA regarding the Marine Incident.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Buccaneer Drive | Hervey Bay Qld 4655 (07) 41949600 | M: NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Wednesday, 19 December 2018 11:31 AM

To: Thomas.Parsons (Thomas.Parsons@amsa.gov.au) < Thomas.Parsons@amsa.gov.au>

Cc: Anthony M Macfarlane < Anthony. M. Macfarlane@msq.qld.gov.au>

Subject: Barge Vs Dinghy River Heads Boat Ramp.

Good Morning Tom

As per our phone conversation this morning I spoke with MSI Darryl Dorron, Darryl gave me Kevin

Schindler's details.

Kev said to contact you with the details.

A QRS YZ650Q was struck while on the pontoon by QRS XE208Q.

XE208Q is a 9m Landing barge. It is being operated by Cornelius Builders to transport building materials to Kangaroo island to build a house for the owners of the Island and the Barge, Lifelight Australia.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queens and Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M. NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au

Item

| ITEM DETAILS | | | |
|-----------------------------|--|------------------------------|-----------------------------------|
| Item ID: | 39845 - MOS | Item Type: | Email |
| Date Created: | 21/01/2019 | Project ID: | |
| Date Captured: | 09/04/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Mail Memo - RE: MSC348 | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | | \Diamond |
| ACTIONS & OW | NERSHIP | / <u>`</u> ` | |
| Author: | Matthew Z Larney | Corporate Author: | |
| Author Title / Position: | Temporary Senior Investigations Officer | Complaint Classification. | |
| Business Unit: | Compliance | | |
| Action Officer: | | A | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 |
| SECURITY & AC | CESS | $(\vee \mathcal{S})$ | |
| Security Classification: | SECURITY-IN-CONFIDENCE | | |
| Security | MSQ.DMS.Secure.Urangan.MS | | |

ADDITIONAL INFORMATION

Description / Additional Info:

ID

DOCUMENT CONTENTS

RE: MSC348

Access:

Subject RE: MSC348

From Matthew Z.Larney@msq.qld.gov.au

To Anthony Z.Loveridge@msq.qld.gov.au

Сс

Всс

Sent 21/01/2019 10:25:58 AM

Attached



W

ос

CLOSURE LETTER doc CLOSURE LETTER



image001.jpg

Perfect, I just made a tiny change.

Cheers

Matt

Matt Larney

A/Manager Compliance | Maritime Safety Queensland Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane Qld 4000 GPO Box 2595 | Brisbane Qld 4001 P: (07) 3066 3979 | F: (07) 30663920 M: NR

E: matthew.z.larney@msq.qld.gov.au

W: www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Monday, 21 January 2019 10:16 AM

To: Matthew Z Larney < Matthew.Z.Larney@msq.qld.gov.au>

Subject: MSC348

Hi Matt

As per our discussion,

Here is the closure letter to the parties involved for your review.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

Maritime Safety Queensland Branch Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Buccaneer Drive | Hervey Bay 06/4655 (07) 41949600 | M: NR

anthony.z.loveridge@msq.qld.gov.au

www.msq.qld.gov.au



Our ref

MSC348

Your ref

MSQ 23710-2018

Enquiries

Anthony Loveridge (07) 4194 9603

21 January 2019

Department of Transport and Main Roads Maritime Safety Queensland

Dear Sir,

Re: Marine Incident Report – YZ650Q –Collision Between Ships –River Heads – 2 June 2018

I refer to the marine incident involving a collision between ships in which you were involved on 2 June 2018.

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours sincerely

NR

Anthony MacFarlane

Area Manager (Gladstone South)

Maritime Safety Queensland

Maritime Operations Base Buccaneer Avenue Urangan, Queensland, 4655 Telephone +61 7 4194 9602 Website www.msq.qld.gov.au Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291



Our ref

MSC348

Your ref

MSQ 23710-2018

Enquiries

Anthony Loveridge (07) 4194 9603

Department of Transport and Main Roads

Maritime Safety Queensland

21 January 2019

Dear Sir,

Re: Marine Incident Report – BARGE XE208Q –Collision Between Ships –River Heads – 2 June 2018

I refer to the marine incident a Collision Between Ships in which you were involved on 2 June 2018

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours singerely

NF

Anthony MacFarlane Area Manager (Gladstone South) Maritime Safety Queensland

Maritime Operations Base Buccaneer Avenue Urangan, Queensland, 4655 Telephone +61 7 4194 9602

Website www.msq.qld.gov.au

Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291

Item

| ITEM DETAILS | | | |
|-----------------------------|--|--|-----------------------------------|
| Item ID: | 39862 - MOS | Item Type: | Photograph |
| Date Created: | 09/04/2019 | Project ID: | |
| Date Captured: | 09/04/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | SMS to | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] |
| | Collision between ships - River Heads Boat Ramp - Pontoon | _ | |
| ACTIONS & OW | NERSHIP | $\langle \rangle$ | |
| Author: | Anthony LOVERIDGE | Corporate Author: | |
| Author Title / Position: | | Complaint Classification. | |
| Business Unit: | | 1,0 | |
| Action Officer: | | \triangle | |
| Home Location: | Hervey Bay - Records | Last Movement Date: | 09/04/2019 |
| SECURITY & AC | CESS | $(\sqrt{3})$ | |
| Security Classification: | SECURITY-IN-CONFIDENCE | \rangle \rangl | |
| Security Access: | MSQ.DMS.Secure.Urangan.MS ID | | |
| ADDITIONAL IN | IFORMATION | | |
| Description / F | Additional Info: | | |
| | $\overline{}$ | | |

DOCUMENT CONTENTS



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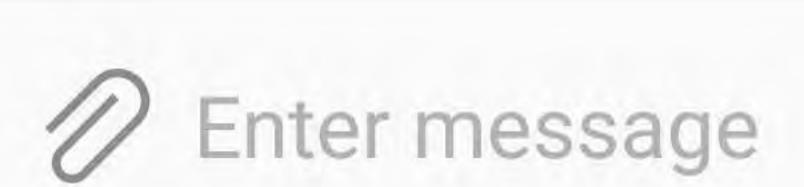
CININI /CINIC

Monday, 8 April 2019

RTI-282 Released documents.pdf - Page Number: 47 of 117

Good Morning
I received your
message this morning.
I will call in the next
few days.
Anthony Loveridge
from MSQ.

9:29 am







Item

| ITEM DETAILS | | | |
|---|--|------------------------------|-----------------------------------|
| Item ID: | 39202 - MOS | Item Type: | Investigation |
| Date Created: | 30/01/2019 | Project ID: | |
| Date Captured: | 30/01/2019 | Sub Project ID: | |
| Item Format: | Electronic | Other Reference: | |
| Circulation: | Internal | Copies Sent To: | |
| Subject: | Marine Incident MSC348-2018 | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon | Container ID: | 230/01085 [1] |
| ACTIONS & OW | NERSHIP | \wedge | |
| Author: | Anthony LOVERIDGE | Corporate Author: | |
| Author Title / Position: | | Complaint Classification. | |
| Business Unit: | | | |
| | | | |
| Action Officer: | | | |
| Action Officer: Home Location: | Hervey Bay - Records | Last Movement Date; | 30/01/2019 |
| Home | 3 3 | | 30/01/2019 |
| Home Location: | 3 3 | Date: | 30/01/2019 |
| Home Location: SECURITY & AC Security | CESS | Date: | 30/01/2019 |
| Home Location: SECURITY & AC Security Classification: Security | CESS SECURITY-IN-CONFIDENCE MSQ.DMS.Secure.Urangan.MS.ID | Date: | 30/01/2019 |

DOCUMENT CONTENTS



https www.service.qdot.qld.gov co details.pdf https www.service.qdot.qld.govRego.pdf

IMG_0493.JPG 20-6-2018 124.JPG 20-6-2018 123.JPG 20-6-2018 122.JPG 20-6-2018 121.JPG





Р3



Simple investigation plan and running sheet.docx



180615_005 Versi

MP3



Maritime Safety Queensland



Investigation Plan and Running Sheet

| Marine Incident Number | MSQ23710-2018 |
|--|--------------------------|
| Lead Investigator | Anthony Loveridge |
| Situation/Background of Time 10:30 Date 2-6-2018 Place River Heads Boat Ra | the Investigation: |
| Legislation | Possible Offence |
| TOMPA | Unsafe Operation |
| AMSA | Operate without COO, CoS |
| | |
| Planned investigation act | ivities: |
| Version master Quintrex | |
| Version Master of Barge Version Witness | |
| Photograph Location of inc | ident. |
| | |
| | |

Area Manager Approval:

Date:

| Date | Time | Officer | Actions |
|----------------|-------|---------|--|
| | | AL | Received notification of incident from AM |
| | | AL | Spoke with Operator of barge asking for MIR |
| | | AL | Received MIR Renegade Took Version |
| | | AL | Emailed Marine Incident form to PI Construction |
| 12-6-2018 | | | Manager Cornelius Builders. |
| 15-6-2018 | | AL | Received MIR Master Barge Took Version |
| | | AL | Contacted Witness |
| 19-6-2016 | 14:00 | AL | Took Version from Independent witness |
| 20-6-2018 | 16:15 | AL | Contacted crew Renegade for apt 08;00 Friday 22-6 |
| 20-6-2018 | 16:20 | AL | Spoke with egarding photos of incident. |
| | 16:25 | | Received photos of incident |
| 21-6-2016 | 12:00 | AL | Took Photos of ramp and surrounds |
| | | | contacted council re use of ramp Brook Broadstock 1300794929 |
| 22-6-2018 | 10:35 | AL | Unavailable |
| | | | Received Email from FCRC Re no permission for Lifelight to use |
| 30-7-2018 | 13:43 | AL | ramp. |
| 8-8-2018 | 14:40 | AL | Downloa details TICA |
| 19-11- | | | contacted MSI Darryl Dorron regarding sending information to |
| 2018 19-12- | | AL | AMSA regarding breach of National Law Contacted Kevin Schindler regarding sending report to AMSA, |
| 2018 | | | Kevin said to forward to Thomas Parsons |
| 19-12- | | | |
| 2018 | | AL | Emailed details of incident to AMSA Thomas Parsons. |
| 19-12- | | | |
| 2018 | 15:15 | Al | Completed MSID and closed file |
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| Offence | Sources of Ir | nformation | | | | | | | |
|--------------------------|------------------------|------------|------------------------------|-------------------|--------------|---------|--|--------|-----------------|
| Element | master of other vessel | Witness | Marine Incident report | Master version | Registration | Licence | Definition from the Act | Photos | ASIC Extract |
| Time Date Place 2-6-2018 | | | Yes | Yes | | | | Yes | |
| a Person | Yes | Yes | Yes | Yes | | Yes | > | Yes | |
| A vessel | | | Yes | Yes | Yes | | Vessel means a craft for use, or that is capable of being used, in navigation by water, however propelled or moved, and includes an air cushion vehicle, a barge, a lighter, a submersible, a ferry in chains and a wing in ground effect craft. | Yes | |

| Domestic Commercial Vessel | | Yes | | Domestic commercial vessel means a vessel that is for use in connection with a commercial, governmental or research activity. | |
|--|--|-----|------------------------|---|--------------------|
| Not owned by a School/ Community Group Defence, foreign Vessel | | | Lifelight Australia | | Company Details |
| | | 777 | | | |
| | | | | | |



File note

File number MSQ23710-2018

Subject Marine Incident River Heads Barge Vs Quintrex

Author Anthony Loveridge

Marine Officer

Date 19 June 2018

- Marine Incident Occurred between Barge and Quintrex Runabout approximately 2-6-2018.
- Barge is owned by Lifelight Australia, who own Kangaroo Island, Refer Attached File Note.
- The master of the barge is rom Cornelius Builders, who is borrowing the barge from the owner, to transport equipment to the build the house.
- provided a version of events to MO Loveridge regarding the incident.
- MO Loveridge, prior to taking version provided a warning to in the form of ignst to let you know I will be recording this conversation and anything that you say may be used against you in court."
- ersion was vastly different to the version given by the other master and an independent witness, including dates and time and occurrence.

Department of Transport and Main Roads



29 June 2018

ы

Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon – River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR

Anthony Macrarlane
Area Manager — Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland Urangan

Buccaneer Avenue Urangan Qld 4655 ABN 39 407 690 291 Our ref MSQ23710-2018 Your ref

Enquiries Anthony Loveridge Telephone +61 7 07 41949600

Website www.msq.qld.gov.au
Email Urangan.marine@msq.qld.gov.au



29 June 2018

Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon - River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR

Anthony MacFariane
Area Manager Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland Urangan

Buccaneer Avenue Urangan Qld 4655 ABN 39 407 690 291 Our ref MSQ23710-2018

Your ref

Enquiries Anthony Loveridge Telephone +61 7 07 41949600

Website www.msq.qld.gov.au

Email Urangan.marine@msq.qld.gov.au



Marine & Pollution Incident Investigation Report

Barge Vs Dinghy River Heads Collision Between Ships

Title:

Incident date: 02/06/2018

Category: Category 3

CaseMan no: MSC348-2018

| Investigator | Anthony Loveridge | |
|-----------------|------------------------------------|--|
| Position | MARINE OFFICER | |
| Division | Maritime Safety Queensland | |
| Regional office | Bundaberg | |
| Address | Buccaneer Ave Urangan | |
| Contact number | (07) 4194-9603 | |
| Email | anthony.z.loveridge@msq.qld.gov.au | |
| Report date | 19/12/2018 | |

RTI-282 Released documents.pdf - Page Number: 60 of 117

Summary Regional office: Bundaberg 230/01085 DMS File No: Incident date: 02/06/2018 Time of incident: 10:00 AM Date reported: 15/06/2018 Category: Category 3 Incident type: |Collision Between Ships MSQ attended: □ Officers attending: Contact No: QPS attended: Officers attending: Contact No: QAS attended: Officers attending: Contact No: QBFP attended: Officers attending: Contact No: Aquatic event: | (copy of permit attached) **Evidence** Add evidence Remove evidence Restitution Example: costs of oil response, damage to beacons, total cost of repairs and so on (attach quotes / invoices to report) Location Body of water / landmark: River Heads Boat ramp Pontoon Latitude: -25.4302 Longitude: |152.9233 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°30'5 would become -16.5000 degrees. Waters: Smooth waters (incl. tidal rivers & creeks) **Conditions** Weather: Clear Visibility: Good Water: Unknown Wind: Moderate (force 3-4 / 7-15 knts) Tide: Incoming **Pollution** Ship: / Source Land: \square Unknown: **Pollutant** Sheen: □ Diesel: Bilge: HFO: □ Other: **Extent** or Size of slick (length and width in metres) Litres

| Ships involve | d | | | Adds | hip | Remove last ship |
|------------------------|------------------|--------------|---|---------------|------------|------------------|
| Ship 1. | | | | | | |
| Ship name : | | | | | | |
| Owners name: | • | | | | | |
| Owners address: | NR | | *************************************** | 1.1.11/2/2009 | | |
| Ship type: | Recreational | | Ship class: | Recreational | | |
| Ship description: | 5.2m Quintrex Re | negade | | | | > |
| Reg no: | YZ650Q | | Boat mark: | | | RUF: |
| Registering authority: | TMR | | Port of re | egistry: | | |
| Registration expiry: | 17/04/2019 | | | | / | |
| Length (in metres): | 5.4 E | Beam (in met | res): 2.2 | Const | ruction: [| Aluminium |
| Engine type: | Outboard | | No. of engin | es: 1 | Гotal pow | ver (kW): 85.7 |
| Last monitoring date: | | Written di | rection. | 7 | | |
| Previous incidents: | | | | | | |
| Master of ship | 1. | | | | | |
| Masters name: | _ | | Place | of birth: NR | <u> </u> | |
| Masters address: NR | | | | | Date of | birth: NR |
| Home phone: | Mo | bile phone: | NR | Work | ohone: | |
| Email address: | | | Stateme | □ nt/ROI: | Coercive | powers used: |

| negistering authority: | LIMIN | | Port of regis | try: | |
|---|--------------------|----------------|-----------------|---------------|-------------------|
| Registration expiry: | 17/04/2019 | | | \nearrow | |
| Length (in metres): | 5.4 E | Beam (in metre | s): 2.2 | Construction: | Aluminium |
| Engine type: | Outboard | | No. of engines: | 1 Total po | wer (kW): 85.7 |
| Last monitoring date: | Written direction: | | | | |
| Previous incidents: | | | | | |
| Master of ship | Master of ship 1. | | | | |
| Masters name: | _ | | Place of l | oirth: NR | |
| Masters address: NR | | | | Date o | f birth: NR |
| Home phone: | Mo | bile phone: N | R | Work phone: | |
| Email address: | | | Statement/R | Ol: Coerciv | ve powers used: 🔲 |
| Marine licences: RMDL Current | | | | | |
| Add deceased or injured persons on ship 1. Add inj. person Remove inj. person | | | | | |
| Add crew on sh | nip I. | | | Add crew | Remove crew |
| | 7 | | | | |

| Name: | | | | | | |
|-----------------|-------------|----------------|-----------|--------------|---|----------------|
| Address: NR | | | | | 101100000000000000000000000000000000000 | |
| Phone: | | Email a | ddress: | | | |
| Statement: [| Coercive p | oowers used: [| | | | |
| Position: Dec | khand | Marine | licences: | | | |
| ESS: | | | | Employment h | istory: | |
| Crew on ship 1. | | | | | | |
| Add offer | nce details | for persor | on shi | p 1. | Add offence | Remove offence |
| Add witr | ness | | | | Add witness | Remove witness |
| Name: | - - | | | <i>></i> | | |
| Address: | | | | | > | |
| Home phone: | | Mobile | phone | | Work phone: | |
| Email address: | | | | Coercive | powers used: | |
| Statement pro | ovided: 🗌 | | | W | | |
| Evidence adop | oted: 🗌 | | | | | |
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| Ship 2. | | | | | | | | |
|---|----------------|---------------|-----------|---------------|----------|------------|-----------|------------|
| Ship name : | Barge | | | | | | | |
| Owners name: | Lifelight Ltd | | | | | | | |
| Owners address: | | | | | | | | |
| Ship type: | Commercial | | Ship cla | ss: Class 2 | 2 | | | |
| Ship description: | Steel Landin | g Barge | | | | | | |
| Reg no: | XE208Q | | Boat mark | | | | | RUF: |
| Registering authority: | TMR | | Port | of registr | ry: | | | |
| Registration expiry: | 25/09/2018 | | | | | | | |
| Length (in metres): | 9.5 | Beam (in met | res): 3 | | Cons | struction: | Steel | |
| Engine type: | Inboard (diese |) | No. of e | ngines: 1 | | Total pov | ver (kW): | : 89.5 |
| Last monitoring date: | | Written di | rection: | | | | | |
| Previous incidents: | | | | | | | | |
| Master of ship | 2. | | | \Rightarrow | | | | |
| Masters name: | | | TO F | lace of b | irth: PI | | | |
| Masters address: | | | | | | Date of | birth: | اح |
| Home phone: | | Mobile phone: | PI | | Work | k phone: | | |
| Email address: | | | State | ement/R0 | OI: 🔲 | Coerciv | e power | s used: 🔲 |
| Marine licences: RMDL Current | | | | | | | | |
| Add deceased or injured persons on ship 2. Add inj. person Remove inj. person | | | | | | | | |
| Add crew on ship 2. Add crew Remove crew | | | ove crew | | | | | |
| Add offence details for person on ship 2. Add offence Remove offence | | | | ve offence | | | | |
| Add witness | , | | | *: | Add v | vitness | Remo | ve witness |

Summary of facts—explain incident & investigations conducted

The Incident Include full particular of vessels, voyage anu. location of incident.

Vessel XE208Q, a 9m steel landing barge, was being operated by o deliver building materials to a construction site on Kangaroo Island.

ost control of the vessel as he was making a landing at the River Heads Boat ramp.

The Barge struck a 5.2m Quintrex runabout YZ650Q on the port side.

The Quintrex was sitting alongside the pontoon at the boatramp, and the Master was in the carpark retrieving the trailer.

claims that the runabout cut him off and caused the incident.

a witness said that the runabout had been alongside when the incident occured.

Tide was 1 hour before top of the tide.

The Investigation

AL Received notification of incident from AM

AL Spoke with Operator of barge asking for MIR

AL Received MIR Renegade Took Version

12-6-2018 AL Emailed Marine Incident form to PI Construction Manager Cornelius Builders.

15-6-2018 AL Received MIR Master Barge Took Version

AL Contacted Witness

19-6-2016 14:00 AL Took Version from Independent witness

20-6-2018 16:15 AL Contacted crew Renegade for apt 08:00 Friday 22-6

20-6-2018 16:20 AL Spoke with

regarding photos of incident.

16:25 Received photos of incident

21-6-2016 12:00 AL Took Photos of ramp and surrounds

22-6-2018 10:35 At contacted council re use of ramp Brook Broadstock 1300794929 Unavailable

30-7-2018 13:43 AL Received Email from FCRC Re no permission for Lifelight to use ramp.

8-8-2018 14:40 AL Download

details TICA

19-11-2018 AL contacted MSI Darryl Dorron regarding sending information to AMSA

regarding breach of National Law

19-12-2018 Contacted Kevin Schindler regarding sending report to AMSA, Kevin said to

forward to

19-12-2018 AL Emailed details of incident to AMSA

19-12-2018 15:15 Al Completed MSID and closed file

Contributing factors

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

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

Findings

Add findings

Remove last finding

- 1. The Quintrex was alongside the pontoon, the master had proceeded to the car park to retrieve trailer.
- 2. The barge struck the Quintrex on the port side whilst approaching the Ramp.
- 3. the barge is recreationally registered and performing commercial duties.
- 4. The master of the Barge has a recreational Marine Drivers Licence.

Conclusions

The Quintrex was alongside and had been there long enough for the master to get to the carpark.

The barge approach to the pontoon or ramp too fast for the conditions.

The barge masters actions contributed to the incident.

Refer to file to AMSA regarding use of recreational vessel for commercial operation.

Refer to file to AMSA regarding Master Operating a Commercial Vessel without appropriate Marine Licence

Completed actions

| Acknowledgement letter sent (Not applicable to TOMPA incidents) | \boxtimes | Attached | |
|---|-------------|---------------------|----|
| CaseMan file closed or reassigned (Not applicable to TOMPA incidents) | \boxtimes | Attached | |
| Marine incident categorised | \boxtimes | Attached | |
| Ship inspection report (monitoring inspection completed) | | Attached | |
| Written direction issued | | Attached | |
| Photographic evidence taken | X | Attached | |
| Exhibits seized | | Attached | |
| Witness statements | | Attached | |
| MIN issued | | Copy attached | |
| Evidence | | Attached | |
| Other | | Attached | |
| POLREP form sent | | Copy attached | |
| CaseMan incident, ship and person records updated and validated | | | |
| | | By whom (onter name | -1 |

For consideration by Compliance Section

Further action required—copy of file forwarded for review and prosecution for specified offences. Report completed by Anthony Loveridge Name: Position: Marine Officer Grade 3 Report endorsed by NR Anthony MacFarlane Name: Area Manager Gladstone South Position: Urangan CaseMan updated by Name: Position:



15 JUN 2018

Marine Incident Report Transport Operations (Marine Safety) Act 1994

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

| Incident description | |
|--|--|
| Position of incident | |
| Date Time Body of water/Landmark | ************************************** |
| 30/05/18 1.00 pm RIVIER HEA | OS BOAT RAMP |
| Location | Latitude Longitude |
| Inland waters (non-tidal) Smooth waters Partially s | mooth waters Offshore |
| Type of incident | |
| Collision: | Grounding: Other incident: |
| ☐ Capsizing ☐ between ships ☐ Swamping ☐ with a fixed object | unintentional person hit by propeller or ship |
| ☐ Swamping ☐ with a fixed object ☐ Flooding ☐ with a floating object | intentional water skiing incident parasailing incident |
| Person overboard with an animal | Onboard incident: |
| Loss of stability with an overhead obstruction | ☐ fall within ship ☐ close call/near miss ☐ crushing or pinching ☐ close call/near miss |
| Fire with a submerged object | other onbegging incident |
| Explosion With a wharf Structural/equipment failure | — Operation of the ship |
| Euss of ship should only be sen | ected where the ship has disappeared and the location and circumstances o is an economic write-off this should be check marked as 'Ship lost' below |
| Incident Severity Rating | |
| Fatality Serious injury ² | Ship lost ³ Damage to property only ⁴ |
| Number of persons Number of persons | Ship damaged 🗙 No damage |
| ² Requiring admission to ho | spital ³ Economic write-off or not recovered ⁴ No damage to any ships |
| Environmental conditions | |
| Weather | Visibility |
| X Clear Hazy Cloudy Rain Flood | Good Fair Poor |
| Water conditions | |
| Calm Choppy Rough Very rough Stro | ong current or tidal flow Swell height (metres) |
| Wind speed | |
| | g (16-33kts) Gale (>33kts) Wind coming from いんないほ |
| | g (10 solito) Casto (1 solito) Tima coming from C1-201 (2 |
| Ships involved | |
| Number of ships involved 1,20 Note: if more than two ships | were involved attach details on a separate page. |
| Own ship | Other ship |
| Name of ship | Name of ship |
| BARGE | 048204V |
| Official registration number Registering authority | Official registration number Registering authority |
| XE 208@ Queenslend. | OHKHOMM NAKHOMA |
| Length (metres) Beam (metres) Year built | Length (metres) Beam (metres) Year built |
| 9 3.6 1990's | 4 105m 2nt? Unknown |
| Number of passengers on board Number of crew on board | Number of passengers on board Number of crew on board |
| HILL 3 INC MYSELF | NIT NIT |
| Registration type | Registration type |
| ☐ Commercial passenger ☐ Commercial fishing | Commercial passenger Commercial fishing |
| Commercial non-passenger Commercial hire and drive | Commercial non-passenger Commercial hire and drive |
| 🔀 Queensland Regulated ship | ☑ Queensland Regulated ship |
| Additional information for commercial vessels: Commercial ve | ssels must attach master's and engine AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA |
| Office use only | NR NR |
| Caseman File number; number; | Received by Received on 15 of 19 / 2018 |
| | (full name): Received of VIV / 4U log ntinued over pag Forms Area Form F3071 CFD V01 Aug 2016 |
| | HERVEY BAY |

| Ships involved - continued | |
|--|---|
| Own ship | Other ship |
| Ship description | Ship description |
| Motorboat | Motorboat |
| Other (describe) | Other (describe) |
| BARGE | |
| Engine | Engine |
| Outboard Inboard (petrol) none | Outboard Inboard (petrol) none |
| ☐ Inboard/outboard 😿 Inboard (diesel) | ☐ Inboard/outboard ☐ Inboard (diesel) |
| Other (describe) | Other (describe) |
| | |
| Number of engines Total engine power | Number of engines Total engine power |
| 6 Litre roadi | 1 UNKINOWN KI |
| Hull material | Hull material |
| | ☐ Steel ☐ Timber ☐ Ferro-cement ☐ Marine alloy ☐ Fibreglass/GRP |
| ☐ Marine alloy ☐ Fibreglass/GRP ☐ Other (describe) | Marine alloy |
| Citor (dissorring) | Circi (desaribe) |
| Damage to ship | Damage to ship |
| ☐ Ship lost ☐ Moderate damage (damaged but | ☐ Ship lost ☐ Moderate damage (damaged but |
| Major damage ship remains seaworthy) | Major damage ship remains seaworthy) |
| (ship unseaworthy) | (ship unseaworthy) 🗷 Minor damage 🔏 No damage |
| People involved | |
| Own ship | Other ship |
| Ship owner's details | Ship cwner's details |
| Owner's name | Owner's name |
| MFELIAHT LTD | UNKHOWN |
| Dedicated person ashore/operations manager (commercial only) | Dedicated person ashore/operations manager (commercial only) |
| TRWATE VESSEL | ONKHOWL |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| PI | Unknown Unknown |
| Address | Address |
| PI | UHLMONU |
| | |
| Email address | Email address |
| PI | UMKHOWU |
| Master's details | Master's details |
| Master's name | Master's name |
| | UNMUNUL |
| Gender Date of birth | Gender Date of birth |
| x Male Female PI | Male Female UNKNOUN |
| Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
| POWER BONT | UNKNOWH |
| Licence number Issuing authority | Licence number Issuing authority |
| PI Overyork- | UNKNOWN |
| Issue date Expiry date (if applicable) | Issue date Expiry date (if applicable) |
| 7/7/1989 07/01/2020 | |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| PI PI PI | V HKNOWN |
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| PI | UNKOWN |
| | V 1-W0-0-1-D |
| English and a second | For Northwest |
| Email address | Email address |
| | Tinued over page Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016 |
| COI | Tempora over puge. Tagez or IND Forms Med Form Faul CFD VOLAUG 2016 |

| Persons involved - continued | |
|--|---|
| Own ship | Other ship |
| Watchkeeper/person at the helm | Watchkeeper/person at the helm |
| Role | Role |
| Crewmember Passenger Master (details as above) | Crewmember Passenger Master (details as above |
| Name | Name |
| - | UHWHONH H |
| Gender Date of birth Male Female Fl | Gender Date of birth Male Female |
| | Olavdio |
| Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
| TOWER BOAT | OHKMOWN |
| Licence number Issuing authority | Licence number Issuing authority |
| Queens land. | HWOHNAU |
| Issue date | Issue date Expiry date (if applicable) |
| ? 13 11989 07 10112020 | |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| PI [PI | UNKHOUH |
| Address | Address |
| [] PI | ULLKHOWA |
| | |
| Email address | Email address |
| PI | UNKNOWN |
| Witnesses | |
| Note: attach name and complete contact details of any witnesses to the inc | cident on a separate page. |
| Deceased or injured person | \diamond |
| Note: if more than two people deceased or injured attach details on a sepa | |
| Name | Injury status |
| | Fatality Missing person Serious injury 5 Minor injury |
| Gender Date of birth | A serious injury is defined as one where the injured person was admitted to hospital. |
| Male Female / / | Nature of injury Name of hospital |
| Address | |
| | Activity of injured or deceased person |
| | Person in charge (Master) Surfboard/surf-ski rider |
| Telephone Which ship was this person associated with? | Person at helm Swimmer |
| | Crew Para-flier |
| | Passenger on vessel Diver Water-skier Other |
| | |
| | |
| Deceased or injured person Name | Injury status |
| Name | Fatality Missing person Serious injury 5 Minor |
| Gender Date of birth | — injuly |
| Gender Date of birth Male Female / / | Nature of injury Name of hospital |
| Address State of the Control of the | |
| Address | Activity of injured or deceased person |
| | ☐ Person in charge (Master) ☐ Surfboard/surf-ski rider ☐ Person at helm ☐ Swimmer |
| Telephone Mallate III and a second se | Crew Para-flier |
| Telephone Which ship was this person associated with? | 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 adminstration, or fraudulent activity of the registered owner, or Family Court matters. Your personal information will not be disclosed to other third parties without your consent unless authorised or required by law.

Report details

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

| N | BOAT RAMP) |
|---|--|
| | 1 Postboard |
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| | BARCE 2 |
| | 7 (50A) |
| | Armes |
| | Gron dock. |
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| Owner's/Master's report Pheo | se see AttacHKD. |
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| Assistance rendered/received at incider | it MIL REDUIRED. |
| Augustinee remotesphereived at micider | " PIL PESSINA. |
| Name, status and phone number of per assisted in completion of form (if applic | rson who ষেধার্ক) ৯ 🖊 |
| Signature (Owner/Master) | Date 13 / 06 / 2018 |
| Owner/Master name (please print) | Page 4 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016 |

Reply to marine incident.

Whilst approaching the River Heads boat ramp, which to the best of my recollection was 30th may at approx 1 pm. I am unsure of the day as at present we have been working in this area up to 6 days per week and one day rolls into the next.

On my approach to the western dock at the pontoon/jetty the other vessel came in from the opposite direction (east) cut across my path and docked at the pontoon.

I was at approx 50 metres from docking when I noticed the vessel approaching the pontoon. The pontoon is an "L" shape design which enables vessels to tie off on a west and south side with small tenders able to tie off on the northern side, tide depending. My thoughts were, given the direction he was travelling, and with my approach from the west he would tie off on the southern end. The operator seemingly oblivious to my approach came around to the western side when I was approx 30 metres from the pontoon, docked disembarked from his boat and walked away from the vessel leaving it in the charge of a child of approx 12 to 14 years of age.

I was committed on a path to the pontoon for a safe docking when he came across my path and docked on an otherwise empty pontoon. His action totally disrupted my approach, which left me no alternative but to immediately reverse engines in an attempt to hold off docking. However there is a strong current from the outgoing tide which creates an eddy at this area. As a vessel of this size and type cannot be stopped or redirected on a "dime" my remedial action resulted in the barge coming offcourse with the current pushing me onto the pontoon directly toward his boat leaving me no alternative but to continue docking but with no margin of error and no time or possibility to take any other action.

I endeavoured desperately to avoid a collision by forwarding and reversing engines to change course but with no room to move, low water and strong current the only course of action left to me was to attempt docking in front of the said vessel whilst calling out to the child to move their boat backwards.

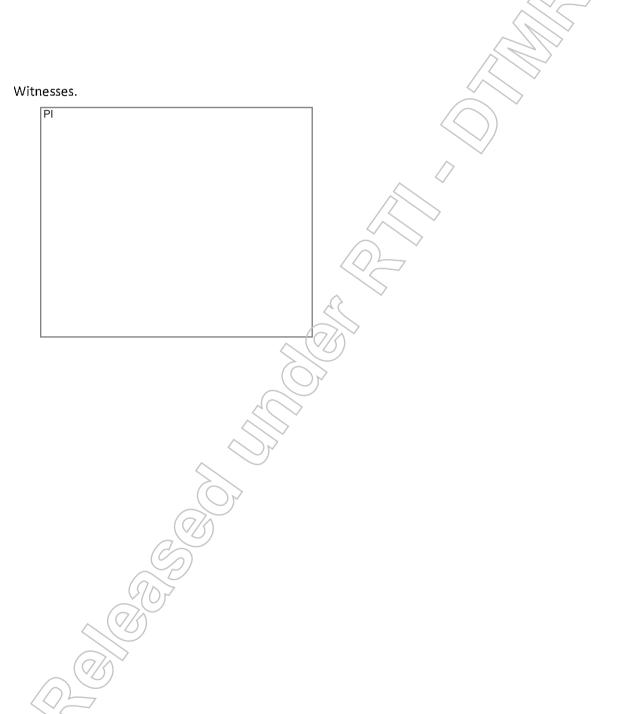
The child did nothing other than look at me bewildered. All it would have taken to avoid this minor collision was for his boat to be moved 1 meter in reverse. I called and called to the child "move the boat, move the boat" but no action was taken.

After I had docked the owner reappeared quite agitated and demanded to know what I was going to do about his boat. I tried to explain to him that he'd cut across my path and destroyed my approach for a safe docking and that if the child had moved the boat back one metre no collision would have occurred. His response was "he doesn't have a licence" to which I replied the child didn't need one to push the boat backwards. He then told me that this was a "boat" ramp in a manner which made me think he thought it was for boats and no others. To which I tried to explain the barge is also a boat and you can't just cut in front of a vessel of this size and expect it to be able to manoeuvre with the ease of a "tinny". At this point the "fellow" became more agitated and started to film myself and my vessel on his phone, then spent some time talking on the phone to I don't know who.

I reported the incident to my immediate supervisor who was at the scene within 15 minutes of the incident. This "fellow" had by then, loaded his vessel on to the trailer and with some very choice language aimed at myself and my immediate supervisor left the scene without giving me any details

as to who he was, his address, his phone number, no information from which I could follow up at any length.

My supervisor left it to my discretion as to what should be done but without the other parties details and as no significant damage had been done to either vessel and no persons injured, although I was left shaken by his attitude and actions I dismissed the event and carried on with my duties.



Queensland Government

Position of incident

MARITIME SAFETY QUEENSLAND

15 JUN 2018

Marine Incident Report Transport Operations (Marine Safety) Act 1994

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

| 216118 10 | am RIVER H | | |
|--|--|--|--|
| ocation | | EASS BOAT RAV | Latitude Longitude |
| Inland waters (non-tidal) | Smooth waters Partially | smooth waters Offsho | and a man a |
| Tuna of Inglidant | | | |
| Type of incident | Collision: | Zaundina. | Other innidents |
| Capsizing | between ships | Grounding: | Other incident: |
| Swamping | with a fixed object | intentional | person hit by propeller or ship water skiing incident |
| Flooding | with a floating object | | parasailing incident |
| Person overboard | with an animal | Onboard incident: | diving incident |
| Loss of stability | with an overhead obstruction | fall within ship | close call/near miss |
|] Fire | with a submerged object | crushing or pinching | other incident caused by the |
| Explosion | with a wharf | other onboard incident | operation of the ship |
|] Structural/equipment failure | ¹ 'Loss of ship' should only be set | lected where the ship has disap | peared and the location and circumstances |
| ີ]Loss of ship ¹ | | ip is an economic write-off this s | hould be check marked as 'Ship lost' below |
| ncident Severity Rating | and on the next page. | | |
| Fatality | Serious injury ² | Ship lost ³ | Damage to property only ⁴ |
| Number of persons | Number of persons | Ship damage | 医抗性性囊肿 经保证证券 医二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基 |
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| Calm Choppy R Vind speed None Light (1-6kts) Jumber of ships involved A Dwn ship Jame of ship Difficial registration number Reg YZ 650 & 8 ength (metres) Beam (metres) 5° 3 m Jumber of passengers on board Z Registration type Commercial passenger Commercial non-passenger | Moderate (7-15kts) Stron Mote: if more than two ships istering authority D TLAUS POUT Year built QOIT Number of crew on board | were involved attach details on Other ship Name of ship Official registration number XEQOBR Length (metres) Beam (metres) Beam (metres) Number of passengers on Registration type Commercial passenger | a separate page. TRegistering authority Registering authority Parage Trettes) Year built Commercial fishing enger Commercial hire and drive |
| Calm Choppy R Vind speed None Light (1-6kts) | Moderate (7-15kts) Stron Note: if more than two ships Stron Note: if more than two ships Stron Note: if more than two ships Istering authority Year built QOIT Number of crew on board Commercial fishing | were involved attach details on Other ship Name of ship Official registration number XEQOBQ Length (metres) Beam (metres) Beam (metres) Number of passengers on Registration type Commercial passengers | a separate page. TRegistering authority Represe Year built board Number of crew on board Commercial fishing enger Commercial hire and drive |
| Calm Choppy R Vind speed None Light (1-6kts) | Note: if more than two ships Note: if more than two ships Stering authority Par built 2017 Number of crew on board Commercial fishing Commercial hire and drive | were involved attach details on Other ship Name of ship Official registration number XEZOBRA Length (metres) Beam (metres) Beam (metres) Beam (metres) Beam (metres) Commercial passenger Commercial non-passe Queensland Regulated Commercial master's | a separate page. TRegistering authority ALD TRIMSIZE metres) Year built board Number of crew on board Commercial fishing enger Commercial hire and drive I ship |
| Calm Choppy R Vind speed None Light (1-6kts) | Moderate (7-15kts) Stron Note: if more than two ships Stering authority D TRAUS PORT Year built 2017 Number of crew on board Commercial fishing Commercial hire and drive | were involved attach details on Other ship Name of ship Official registration number XEQOBQ Length (metres) Beam (mathematical passengers on passengers | a separate page. TREGISTERING authority ALD TRESIZE netres) Year built board Number of crew on board Commercial fishing enger Commercial hire and drive |
| Calm Choppy R Vind speed None Light (1-6kts) Jumber of ships involved Own ship Name of ship Compared Compassenger Commercial passenger Commercial non-passenger Queensland Regulated ship Additional information for compassenger vessels must also attempts Vind Speed Compassenger Compassenger Additional information for compassenger vessels must also attempts Vind Speed Compassenger Compassenger Additional information for compassenger vessels must also attempts Vind Speed Compassenger Compassenger Additional information for compassenger vessels must also attempts Compassenger vessels must also attempts Compassenger Compa | Note: if more than two ships Note: if more than two ships Istering authority Par built Qoi7 Number of crew on board Commercial fishing Commercial hire and drive Improve the passenger man | were involved attach details on Other ship Name of ship Official registration number XEZOBRA Length (metres) Beam (metres) Beam (metres) Beam (metres) Commercial passenger Commercial non-passe Queensland Regulated Queensland Regulated NR | a separate page. TRegistering authority AD TRINGER netres) Year built Commercial fishing enger Commercial hire and drive and engineerがABUUMASAFEITHEQUEEN |
| Calm Choppy R Mind speed None Light (1-6kts) Number of ships involved 2 Dwn ship Name of ship Official registration number Reg Y 2 6 8 8 Length (metres) Bearn (metres) Solution type Commercial passenger Commercial non-passenger Queensland Regulated ship Additional information for com | Note: if more than two ships Note: if more than two ships Stering authority Par built 2017 Number of crew on board Commercial fishing Commercial hire and drive | were involved attach details on Other ship Name of ship Official registration number XEQOBQ Length (metres) Beam (mathematical passengers on passengers | a separate page. TRegistering authority ALD TRIMSIZE metres) Year built board Number of crew on board Commercial fishing enger Commercial hire and drive |

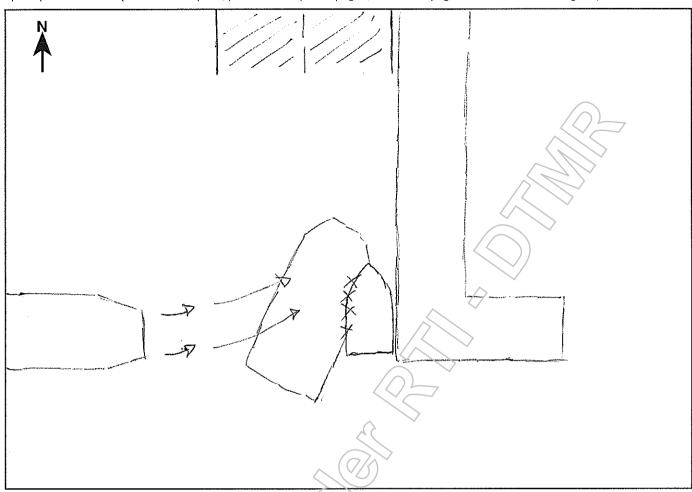
| Own ship | Other ship |
|---|--|
| Ship description | Ship description |
| Motorboat PWC Rowing boat | Motorboat PWC Rowing boat |
| Sailing boat House boat | ☐ Sailing boat ☐ House boat ☐ House boat |
| Other (describe) | Sman BARGE |
| | PROPERTING A PROPERTY OF A PROPERTY OF A PROPERTY OF THE PROPERTY OF A PROPERTY OF A PROPERTY OF A PROPERTY OF |
| Engine | Engine |
| ☑ Outboard ☐ Inboard (petrol) ☐ none ☐ Inboard/outboard ☐ Inboard (diesel) | Outboard Inboard (petrol) none Inboard/outboard Inboard (diesel) |
| | Other (describe) |
| Other (describe) | Office (describe) |
| | |
| Number of engines Total engine power | Number of engines Total engine power |
| | KW KW |
| Hull material | Hull material |
| Steel Timber Ferro-cement | Steel Timber Ferro-cement |
| ☑Marine alloy ☐ Fibreglass/GRP | Marine alloy Fibreglass/GRP |
| Other (describe) | Other (describe) |
| | |
| Damage to ship | Damage to ship |
| Ship lost Moderate damage (damaged but | ☐ Ship lost |
| Major damage ship remains seaworthy) | ☐ Major damage ship remains seaworthy) |
| (ship unseaworthy) 🗀 Minor damage 🗀 No damage | (ship unseaworthy) Minor damage |
| | |
| Own ship | Othership |
| Ship owner's details | Ship owner's details |
| Owner's name | Owner's name |
| | |
| репретел регоон автотелореталоно шанадет (commercial only) | Dedicated person ashore/operations manager (commercial only) |
| 1 | |
| Tolophono (businose house) Tolophono (office house) | Telephone (husiness hours) Telephone (after hours) |
| Telephone (business hours) Telephone (after hours) NR | Telephone (business hours) Telephone (after hours) |
| | Paring water many pagate pagate and a speciment of the second of the sec |
| Address | Address |
| NR | |
| | |
| Email address | Email address |
| NR | g participate transaction and income and the device has been been been able to be a complete to the transaction of the fit |
| Master's details | Master's details |
| Master's details • Master's name | Master's details Master's name |
| 3100001 0 110110 | maccot o name and a second time a vacant and a second time. |
| | |
| Gender Date of birth | Gender Date of birth |
| ✓Male Female NR | Male Female / / |
| Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
| OPEN RMBL | |
| Licence number Issuing authority | Licence number Issuing authority |
| NR QW GOVERNMENT | l l l l l l l l l l l l l l l l l l l |
| | |
| Issue date Expiry date (if applicable) | Issue date Expiry date (if applicable) |
| 8/11/12012 24/1/12022 | |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| NR NR | |
| Address | Address |
| NR Statute to the court | |
| | |
| | |
| Email address NR | Email address |
| | |
| | ontinued over page Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Aug 201 |
| | 어림을 하는 것이 되는 것이 되었다. |

| Own ship | Other ship | |
|--|--|--|
| Watchkeeper/person at the helm | Watchkeeper/person at the h | elm |
| Role | Role | |
| Crewmember ✓ Passenger | Crewmember Passe | nger Master (details as above |
| Name | Name | |
| | [| |
| Gender Date of birth | · caractery | of birth |
| Male Female NR | Male Female | 1 1 |
| Licence type and grade (for example, Master 5) | Licence type and grade (for exa | ample, Master 5 |
| | | |
| Licence number Issuing authority | Licence number Is | ssuing authority |
| | | |
| Issue date Expiry date (if applicable) | Issue date Expiry d | ate (if applicable) |
| / / / / / / / / | / / / Expiry of | ate (ii applicable) |
| T-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1 | | \ |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) | Telephone (after hours) |
| | | // |
| Address INR | Address | |
| INR | | |
| | | |
| Email address | Email address | |
| | | |
| Witnesses | (1) | |
| Note: attach name and complete contact details of any witnesses to the in- | cident on a separate page. | |
| Deceased or injured person | | |
| Note: if more than two people deceased or injured attach details on a sepa | arate bage. | |
| Name . | Injury status | |
| | Fatality Missing persor | Serious injury ⁵ Minor injury |
| Gender Date of birth | 5 A serious injury is defined as one | |
| Male Female / / | admitted to hospital. | |
| Address | Nature of injury | Name of hospital |
| | | |
| | Activity of injured or decease | d person |
| | Person in charge (Master) | Surfboard/surf-ski rider |
| Telephone Which ship was this person associated with? | Person at helm | Swimmer |
| | Crew Passenger on vessel | Para-flier Diver |
| | Water-skier | Other |
| (Q/S) | | |
| \mathcal{L} | | L |
| Deceased or injured person | | |
| Name | Injury status | Serious injury 5 |
| V(0) | Fatality Missing persor | Serious injury ⁵ Minor injury |
| Gender Date of birth | Nature of injury | Name of hospital |
| Male Female // / | | |
| | Activity of injured or decease | d person |
| Address | d tyll a faksa ja St. saga en Sjern det en en en et et arter en e | Surfboard/surf-ski rider |
| Address | Person in charge (Master) | |
| Address | Person in charge (Master) Person at helm | Swimmer |
| | Person at helm Crew | Para-flier |
| | Person at helm Crew Passenger on vessel | Para-flier Diver |
| | Person at helm Crew | Para-flier |
| | Person at helm Crew Passenger on vessel | Para-flier Diver |
| Telephone Which ship was this person associated with? | Person at helm Crew Passenger on vessel Water-skier | ☐ Para-flier ☐ Diver ☐ Other |
| Address Telephone Which ship was this person associated with? Privacy Statement: The Department of Transport and Main Roads collects informat (Marine Safety) Act. This information may be released by the department to people we to buy, sell, lease or insure the ship and, when relevant, litigants in matters about many that the safety is the safety of | Person at helm Crew Passenger on vessel Water-skier On on this form to administer the register of who have an interest that justifies access to | Para-flier Diver Other of ships under the <i>Transport Operations</i> of the register, including people proposing |

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 Our boot u | vas positioned at the end of the pontoon |
|--|--|
| whilst being held. The | other ressel approached from the |
| | all up along side the pontoon, however med colliding with the left side of |
| | sing significant force compressing |
| the ballow boat (in) | |
| lifting the boat up. | I approached the man in charge of |
| He ressel wanting to | discuss the incident. However be would |
| refuse to talk to me | other than saying he should have |
| moved our boost. As | represented in the diagram, we were |
| | boat further down, nor was Here |
| time to do so. | |
| | |
| | |
| | |
| Assistance rendered/received at incident | |
| | |
| Name, status and phone number of person who assisted in completion of form (if applicable) | |
| Signature (Owner/Master) NR | Date 15,06 (18 |
| Owner/Master name (please pr | Page 4 of 4 TRB Forms Area |



Item

| ITEM DETAILS | | | | | |
|--------------------------|--|------------------------------|-----------------------------------|--|--|
| Item ID: | 39861 - MOS | Item Type: | Investigation | | |
| Date Created: | 09/04/2019 | Project ID: | | | |
| Date Captured: | 09/04/2019 | Sub Project ID: | | | |
| Item Format: | Electronic | Other Reference: | | | |
| Circulation: | Internal | Copies Sent To: | | | |
| Subject: | Marine Incident Investigation P | hotos | | | |
| Function Term: | MARINE SAFETY SERVICES | Activity Term: | INCIDENT INVESTIGATION (REGIONAL) | | |
| Container Title: | MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q | Container ID: | 230/01085 [1] | | |
| | Collision between ships - River Heads Boat Ramp - Pontoon | | \Diamond | | |
| ACTIONS & OWNERSHIP | | | | | |
| Author: | Anthony LOVERIDGE | Corporate Author: | | | |
| Author Title / Position: | | Complaint Classification. | | | |

Last Movement

Date:

| Location: | |
|---------------|------|
| SECURITY & AC | CESS |

Business Unit: Action Officer:

Security SECURITY-IN-CONFIDENCE Classification: Security MSQ.DMS.Secure.Urangan.MS Access: ID

Hervey Bay - Records

ADDITIONAL INFORMATION **Description / Additional Info:**

DOCUMENT CONTENTS







10BMeaning of recreational ship.docx



09/04/2019



20-6-2018 124.JPG 20-6-2018 123.JPG



| | DOA / LOMOM / LOMI // |
|-------------|--|
| 1 . | Date stamp Marine Incident Form or Preliminary Advice |
| 2 . | Open Marine Incident Register and enter required data. Obtain the MI number and record this on the top of this Checklist. G: BUNM/mariops/Marine Incidents/Marine Incident Registers. |
| 2 3. | Obtain and print out relevant ship and people information from TICA\TARDIS\NDMS |
| 4 . | Enter details into MSID. Include all linked ships and persons. |
| | Record the MSQ number at the top of this Checklist. |
| 5 . | Create an individual file for each Marine Incident. |
| | Record file number on this Checklist AND on the Marine Incident Register. |
| | Marine Safety Services - Incident Investigation (Regional) |
| | MI# - MSQ# - Date - Vessel ID/s - Person/s Name/s - Type of incident - Location |
| | Secure File: Container Security Class. Choose (Security-in-Confidence |
| | Security Access. MSQ.DMS.Secure.Bundaberg.Caseman or MSQ.DMS.Secure.Urangan.Caseman |
| □7 1 | \sim 1 |

Send an Acknowledgement Letter.
 Q9-6-18
 G: BUNM\mariops\admin\ Data\Marine Incident\Acknowledgement Letters

☐ 7. Area manager to confirm category.

| Investigation Complete | Yes | No | |
|-------------------------------------|-----|----|--|
| Send to Compliance for closure | | | All Cat 1, Cat 2, and for any further action |
| Closure in Region | / | | |
| Closure letter (AM) | / | | £ 39107 £ 39108 - |
| Caution letter / Warning MW99 (RHM) | | | |
| Infringement (RHM) | | | |
| Copy to AMSA (DCV) | / | | Scan copy to nlincidents@amsa.gov.au |
| | | | if too large to scan burn to CD and post to |
| | | | AMSA, Manager Compliance & Enforcement |
| | | | Office of Legal Counsel, GPO Box 2181, Canberra, |
| | | | ACT 2601 FEMAIL TO T PARSONS |

8. Scan Closure letter \ Caution letter to DMS File. Date letter sent 21-1-19

9. Scan complete Marine Incident Report to the DMS file. E 39202.



Marine & Pollution Incident Investigation Report

Barge Vs Dinghy River Heads Collision Between Ships

Title:

Incident date: 02/06/2018

Category: Category 3

CaseMan no: MSC348-2018

Anthony Loveridge Investigator MARINE OFFICER Position Maritime Safety Queensland Division Regional office Bundaberg Buccaneer Ave Urangan Address (07) 4194-9603 **Contact number** anthony.z.loveridge@msq.qld.gov.au **Email** Report date 19/12/2018

Summary

| Regional office: Bundaberg | DMS File No: 230/01085 |
|--|--|
| Incident date: 02/06/2018 Time of incident: | 10:00 AM Date reported: 15/06/2018 |
| Category: Category 3 Incident type: | Collision Between Ships |
| MSQ attended: Officers attending: | Contact No: |
| QPS attended: Officers attending: | Contact No. |
| QAS attended: Officers attending: | Contact No: |
| QBFP attended: Officers attending: | Contact No: |
| Aquatic event: (copy of permit attached) | |
| Evidence | Add evidence Remove evidence |
| Restitution Example: costs of oil response, damage to beacons, total cost of repairs | and so on (attach quotes / invoices to report) |
| Location | |
| Body of water / landmark: River Heads Boat ramp Pontoon | 73) |
| | Longitude: 152.9233 |
| Latitude & longitude must be recorded in decimal format for entry into format must be converted to decimal degree format for entry. For exam | • |
| Waters: Smooth waters (incl. tidal rivers & creeks) | |
| Conditions | |
| Weather: Clear | Visibility: Good |
| Water: Unknown | Wind: Moderate (force 3-4 / 7-15 knts) |
| Tide: Incoming | |
| Pollution | |
| Source Ship: ☐ Land: ☐ Unknown: ☐ Pollutant Sheen: ☐ Diesel: ☐ Bilge: ☐ | HFO: Other: |
| Extent Silveri. Diesei. Bilge. | or or |
| Size of slick (length and width in metre | |

Ships involved

Add ship

Remove last ship

| Ship 1. | |
|------------------------|--|
| Ship name : | |
| Owners name: | |
| Owners address: | NR O |
| Ship type: | Recreational Ship class: Recreational |
| Ship description: | 5.2m Quintrex Renegade |
| Reg no: | YZ650Q Boat mark: RUF: |
| Registering authority: | TMR Port of registry: |
| Registration expiry: | 17/04/2019 |
| Lagth (in metres): | 5.4 Beam (in metres): 2.2 Construction: Aluminium |
| Engine type: | Outboard No. of engines: 1 Total power (kW): 85.7 |
| Last monitoring date: | Written direction: |
| Previous incidents: | |
| Master of ship | 1. |
| Masters name: | Place of birth: NR |
| Masters address: NR | Date of birth: NR |
| Home phone: | Mobile phone: NR Work phone: |
| Email address: | Statement/ROI: Coercive powers used: |
| Marine licences: RMD | L Current |
| Add deceased | or injured persons on ship 1. Add inj. person Remove inj. person |
| Add crew on s | Add crew Remove crew |

| Name: | | | | | | |
|-----------------|--|---------------------|-----------------|------------|--|----------------|
| Address: NR | | | | | Particular de la companya de la comp | |
| Phone: NR | | | Email address: | | | , |
| Statement: [| Coerci | ve power | s used: 🗌 | | | |
| Position: Dec | ckhand | | Marine licences | • | | |
| ESS: | With the same of t | | | Employment | history: | |
| Crew on ship 1. | | | | | | |
| Add offer | nce detai | ls for p | oerson on sh | nip 1. | Add offence | Remove offence |
| Add witr | ness | | | | Add witness | Remove Witness |
| Ne re: | | | | /> | | |
| Address: | | | | | | |
| Home phone: | | | Mobile phone: | 0428719499 | Work phone: | |
| Email address: | : | | | Coerciv | e powers used: 🔲 | |
| Statement pro | ovided: 🗌 | | | | | |
| Evidence ado | pted: 🗌 | | | <u> </u> | | |
| | | (10) (70) (2) | | | | |
| | 1 | | | | | |

| Ship 2. | | | | |
|---|---|------------------------------|--|--|
| Ship name : | Barge | | | |
| Owners name: | Lifelight Ltd | | | |
| Owners address: | rs address: | | | |
| Ship type: | Commercial Ship class: Class 2 | | | |
| Ship description: | Steel Landing Barge | | | |
| Reg no: | XE208Q Boat mark: | RUF: | | |
| Registering authority: | TMR Port of reg | gistry: | | |
| Registration expiry: | 25/09/2018 | | | |
| Length (in metres): | 9.5 Beam (in metres): 3 | Construction: Steel | | |
| E ine type: | Inboard (diesel) No. of engine | s: 1 Total power (kW): 89.5 | | |
| Last monitoring date: | Written direction: | | | |
| Previous incidents: | | | | |
| Master of ship 2 | 2. | | | |
| Masters name: | Place o | of birth: | | |
| Masters address: PI | | Date of birth: | | |
| Home phone: | Mobile phone: | Work phone: | | |
| Email address: | Statement | t/ROI: Coercive powers used: | | |
| M ne licences: RMDL | _ Current | | | |
| Add deceased or injured persons on ship 2. Add inj. person Remove inj. person | | | | |
| Add crew on sh | Add crew on ship 2. Add crew Remove crew | | | |
| Add offence de | Add offence details for person on ship 2. Add offence Remove offence | | | |
| Add witness | / | Add witness Remove witness | | |

Summary of facts—explain incident & investigations conducted Vessel XE208Q, a 9m steel landing barge, was being operated by :o deliver The Incident building materials to a construction site on Kangaroo Island. Include full particular lost control of the vessel as he was making a landing at the River Heads Boat ramp. of vessels, voyage and The Barge struck a 5.2m Quintrex runabout YZ650Q on the port side. location of incident. The Quintrex was sitting alongside the pontoon at the boatramp, and the Master, was in the carpark retrieving the trailer. claims that the runabout cut him off and caused the incident. a witness said that the runabout had been alongside when the incident occured. Tide was 1 hour before top of the tide. AL Received notification of incident from AM The AL Spoke with Operator of barge asking for MIR Investigation AL Received MIR Renegade Took Version 12-6-2018 AL Emailed Marine Incident form to PI Construction Manager Cornelius Builders. 15-6-2018 AL Received MIR Master Barge Took Version **AL Contacted Witness** 19-6-2016 14:00 AL Took Version from Independent witness 20-6-2018 16:15 AL Contacted crew Renegade for apt 08:00 Friday 22-6 egarding photos of incident. 20-6-2018 16:20 AL Spoke with 16:25 Received photos of incident 21-6-2016 12:00 AL Took Photos of ramp and surrounds 22-6-2018 10:35 At contacted council re use of ramp Brook Broadstock 1300794929 Unavailable 30-7-2018 13:43 AL Received Email from FCRC Re no permission for Lifelight to use ramp. 8-8-2018 14:40 AL Download details TICA 19-11-2018 AL contacted MSI Darryl Dorron regarding sending information to AMSA

Contacted Kevin Schindler regarding sending report to AMSA, Kevin said to

regarding breach of National Law

19-12-2018 AL Emailed details of incident to AMSA 19-12-2018 15:15 Al Completed MSID and closed file

19-12-2018

forward to

Contributing factors

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

| Human contributing | factors | | | |
|--|--|--|--|--|
| Alcohol or drugs | | ☐ Insecure mooring | | |
| Commercial pressure | | Insufficient crew numbers | | |
| | | ☐ Insufficient fuel | | |
| Failure to wear engine kill switch lanyard | | ☐ Insufficient maintenance | | |
| ☐ Failure to wear PFD | | ☐ Insufficient planning | | |
| ☐ Fatigue | | Navigation error—failure to keep proper lookout | | |
| ☐ Inadequate training | of crew | ☐ Navigation error—other | | |
| ☐ Inappropriate advice | to ship—Harbour Control/Port Authority | ☐ Navigation error—violation of Colregs | | |
| ☐ Inappropriate advice | to ship—Pilot | ☑ Operational error—other | | |
| ☐ Inappropriate advice | to ship—Vessel Traffic System | ☐ Overloading | | |
| ☐ Inappropriate instruc | ctions to crew—other | Poor communications | | |
| appropriate instruc | tions to crew—poor communications | Poor ship to shore communications | | |
| Inattention | | ☐ Violation of standard procedures | | |
| | of knowledge | ☐ Violation of statutory rules or standards | | |
| Other (human): | | (0)=7 | | |
| Other (numan). | | | | |
| *************************************** | | | | |
| Material contributing | g factors | | | |
| ☐ Bridge or navigation | failure | | | |
| ☐ Electrical failure | | Inappropriate hull or equipment—construction fault | | |
| Equipment failure - c | other | ☐ Inappropriate hull or equipment—design fault | | |
| Fuel or gas leak | | Inappropriate hull or equipment—insufficient maintenance | | |
| Hull failure | | Insufficient safety equipment | | |
| nadequate stability- | —other | Machinery failure | | |
| nadequate stability- | | Shore structure badly designed built or maintained | | |
| | (7/3) | | | |
| Other (material): | | | | |
| | | | | |
| Environmental conti | ributing factors | | | |
| Abnormal tidal cond | itions | ☐ Hazardous waters—uncharted hazards | | |
| Bar conditions [| | ☐ Heavy traffic area | | |
| Floating or submerged object | | Poor visibility | | |
| Hazardous season (cyclones etc) | | Sea state | | |
| Hazardous waters—coral reefs | | ☐ Wash of passing vessel | | |
| ☐ Hazardous waters— | lack navigation aids | ☐ Wind | | |
| Hazardous waters— | shifting channel | | | |
| Other (environmental): | | | | |

Findings

Add findings

Remove last finding

- 1. The Quintrex was alongside the pontoon, the master had proceeded to the car park to retrieve trailer.
- 2. The barge struck the Quintrex on the port side whilst approaching the Ramp.
- 3. the barge is recreationally registered and performing commercial duties.
- 4. The master of the Barge has a recreational Marine Drivers Licence.

Conclusions

The Quintrex was alongside and had been there long enough for the master to get to the carpark.

The barge approach to the pontoon or ramp too fast for the conditions.

The barge masters actions contributed to the incident.

Refer to file to AMSA regarding use of recreational vessel for commercial operation.

Refer to file to AMSA regarding Master Operating a Commercial Vessel without appropriate Marine Licence

Completed actions

| Completed detions | | | |
|---|-------------|---------------------|-----|
| Acknowledgement letter sent (Not applicable to TOMPA incidents) | \boxtimes | Attached | |
| CaseMan file closed or reassigned (Not applicable to TOMPA incidents) | × | Attached | |
| Marine incident categorised | \boxtimes | Attached | |
| Ship inspection report (monitoring inspection completed) | 2 | Attached | |
| Written direction issued | | Attached | |
| Photographic evidence taken | × | Attached | |
| Exhibits seized | | Attached | |
| Wness statements | | Attached | |
| MIN issued | | Copy attached | |
| Evidence | | Attached | |
| Other | | Attached | |
| POLREP form sent | | Copy attached | |
| CaseMan incident, ship and person records updated and validated | | | |
| \sim | | By whom (enter name | ر د |

For consideration by Compliance Section

Further action required—copy of file forwarded for review and prosecution for specified offences. Report completed by Anthony Loveridge Name: Marine Officer Grade 3 Position: Report endorsed by NR Anthony MacFarlane Name: Area Manager Gladstone South Urangan CaseMan updated by Name: Position:



Our ref

MSC348

Your ref

MSQ 23710-2018

Enquiries

Anthony Loveridge (07) 4194 9603

21 January 2019

Department of Transport and Main Roads Maritime Safety Queensland

Dear Sir,

Re: Marine Incident Report – YZ650Q –Collision Between Ships –River Heads – 2 June 2018

I refer to the marine incident involving a collision between ships in which you were involved on 2 June 2018.

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours sincerely

Anthony MacFarlane

Area Manager (Gladstone South)

Maritime Safety Queensland

Maritime Operations Base Buccaneer Avenue Urangan, Queensland, 4655 Telephone +61 7 4194 9602 Website www.msq.qld.gov.au

Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291



Our ref

MSC348

Your ref

MSQ 23710-2018

Enquiries

Anthony Loveridge (07) 4194 9603

21 January 2019

Department of Transport and Main Roads Maritime Safety Queensland

Dear Sir,

Re: Marine Incident Report – BARGE XE208Q –Collision Between Ships –River Heads – 2 June 2018

I refer to the marine incident a Collision Between Ships in which you were involved on 2 June 2018

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours sincerely

NR

Anthony MacFarlane Area Manager (Gladstone South) Maritime Safety Queensland

Maritime Operations Base Buccaneer Avenue Urangan, Queensland, 4655 Telephone +61 7 4194 9602 Website www.msq.qld.gov.au

Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291



29 June 2018

Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon—River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR

Anthony MacFarlane
Area Manager – Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland Urangan

Buccaneer Avenue Urangan Qld 4655 ABN 39 407 690 291 Our ref MSQ23710-2018

Your ref

Enquiries Anthony Loveridge Telephone +61 7 07 41949600

Website

www.msq.qld.gov.au

Email Urangan.marine@msq.qld.gov.au



29 June 2018

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Yours sincerely

NR

Anthony MacFarlane
Area Manager - Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland Urangan

Buccaneer Avenue Urangan Qld 4655 ABN 39 407 690 291 Our ref MSQ23710-2018

Your ref

Enquiries Anthony Loveridge Telephone +61 7 07 41949600

Website v

www.msq.qld.gov.au

Email Urangan.marine@msq.qld.gov.au

E36011



MARITIME SAFETY QUEENSLAND

Marine Incident Report Transport Operations (Marine Safety) Act 1994

15 JUN 2018

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 from it expressed 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.

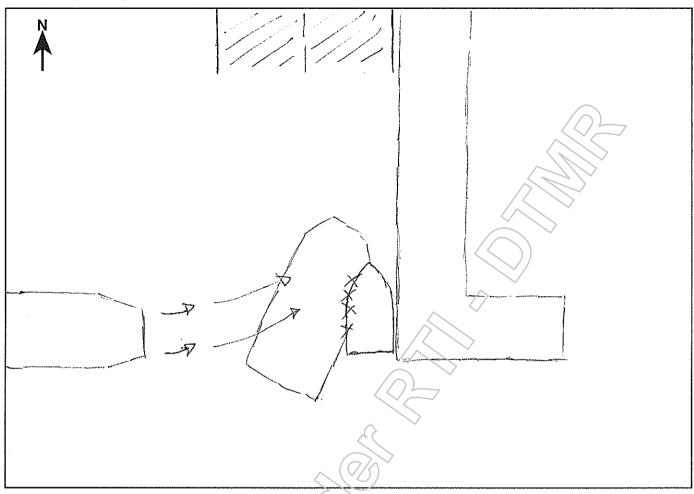
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|---|---|--|--|
| 216118 10 | Body of water/Landmar | SASS BOAT RAN | 4. P |
| | per 5 VC/ // | 702 BOH) RAV | |
| ocation | | | Lantude Longitude |
| Inland waters (non-tidal) | ✓ Smooth waters Partially | smooth waters // Offsho | re |
| ype of incident | | | |
| | Collision; | Grounding: | Other incident: |
| Capsizing | ☑ between ships | [] unintentional | person hit by propeller or ship |
| _] Swamping | with a fixed object | intentional | water skiing incident |
| Flooding | with a floating object | Onboard incident: | parasailing incident |
| Person overboard | with an animal | fall within ship | diving incident |
| Loss of stability Fire | with an overhead obstruction | crushing or pinching | close call/near miss |
| ∃Fire ∃Explosion | with a submerged object | other onboard incident | other incident caused by the |
| Structural/equipment failure | ∷ with a wharf | | operation of the ship |
| Loss of ship 1 | 'Loss of ship' should only be sel | lected where the ship has disap | peared and the location and circumstances should be check marked as 'Ship lost' below |
| | and on the next page. | p to director solution with our tribe of | |
| ncident Severity Rating | | | |
| Fatality | Serious injury ² | Ship lost ³ | Damage to property only ⁴ |
| Number of persons | Number of persons | Ship damage | d No damage |
| | 2 Requiring admission to h | ospital 3 Economic write-off o | r not recovered. 4 No damage to any ships |
| Environmental conditions | | | |
| Weather | | Visibility | |
| | | Note that the second of the se | r Poor |
| ✓ Clear | oudy Rain Flood | √ Good Fair | r Poor |
| | | | |
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| Calm Choppy III | Rough Very rough Str | ong current or tidal flow S | well height (metres) |
| Wind speed | ☑ Moderate (7-15kts) ☐ Stron | ong current or tidal flow S | well height (metres) 3kts) Wind coming from |
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| Calm Choppy I Mind speed None Light (1-6kts) Number of ships involved Commencial registration number Resident (metres) Registration type Commercial passenger Commercial non-passenger Queensland Regulated ship | Moderate (7-15kts) Stron Wote: if more than two ships Gistering authority MANS PORT Year built 2017 d Number of crew on board Commercial fishing Commercial hire and drive | ong current or tidal flow S ong (16-33kts) Gale (>3 were involved attach details on Other ship Name of ship Official registration number XEQOBQ Length (metres) Beam (materical passenger) Commercial passenger Commercial non-passes Queensland Regulated essels must attach master's | Swell height (metres) Skts) Wind coming from a separate page. Per Registering authority では、 |
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| 437.447.447.447.447.447.447.447.447.447. | |
|--|--|
| Own ship | Other ship |
| Ship description | Ship description |
| Motorboat PWC Rowing boat | Motorboat PWC Rowing boat |
| ☐ Sailing boat ☐ House boat ☐▶ Other (describe) | ☐ Sailing boat ☐ House boat Other (describe) |
| P Offici (describe) | |
| | SMAU BARGE |
| Engine | Engine |
| ☑Outboard ☐ Inboard (petrol) ☐ none | Unboard Inboard (petrol) Inone |
| Inboard/outboard Inboard (diesel) | ☐ Inboard/outboard ☐ Inboard (diesel) |
| Other (describe) | Other (describe) |
| | |
| Number of engines: Total engine power | Number of engines Total engine power |
| 1 115 HP | HP KW |
| Hull material | Hull material |
| ∏Steel ☐ Timber ☐ Ferro-cement | Steel Timber Ferro-cement |
| ☐ Marine alloy ☐ Fibreglass/GRP | ☐ Marine alloy ☐ Fibreglass/GRP |
| Other (describe) | Other (describe) |
| - Omor (describe) | Cale (describe) |
| | |
| Damage to ship | Damage to ship |
| Ship lost Moderate damage (damaged but | Ship lost Moderate damage (damaged but |
| ☐ Major damage ship remains seaworthy) | Major damage ship remains seaworthy) |
| (ship unseaworthy) 🗀 Minor damage 📋 No damage | (ship unseaworthy) 🗀 Minor damage 💆 No damage |
| | |
| Own ship | Other ship |
| Ship owner's details | Ship owner's details |
| Owner's name | Owner's name |
| | |
| Dedicated person ashore/operations manager (commercial only) | Dedicated person ashore/operations manager (commercial only) |
| | , and the second |
| area and a factor of the second of the secon | |
| Telephone (business hours) Telephone (after hours) NR | Telephone (business hours) Telephone (after hours) |
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| Address | Address |
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| | |
| | |
| Email address | Email address |
| | |
| Master's details ✓ / | Master's details |
| Master's name | Master's name |
| (\lambda \lambda \) | |
| Gender Date of birth | Gender Date of birth |
| Male Female NR | ✓ Male Female / / |
| | |
| Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
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| Licence number Sissuing authority | Licence number Issuing authority |
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| Issue date Expiry date (if applicable) SIII John Telephone (business hours) NR Address NR Email address NR | Issue date Expiry date (if applicable) / / / / / Telephone (business hours) Telephone (after hours) Address |

| Own ship | Other ship | |
|--|--|---|
| Watchkeeper/person at the helm Role | Watchkeeper/person at the he | eim |
| Crewmember ✓ Passenger Master (details as above) | Crewmember Passer | nger Master (details as above |
| Name | Name | igo: |
| | | |
| Gender Date of birth | Gender Date | of birth |
| Male Female NR | Male Female | / / - |
| License by a series of the second of Martin Ex | | |
| Licence type and grade (for example, Master 5) | Licence type and grade (for exa | ample, Master 5) |
| | | |
| Licence number Issuing authority | Licence number Is | suing authority |
| | | 7 |
| Issue date | Issue date Expiry d | ate (if applicable) |
| 1 1 1 | 1 1 | |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) | Telephone (after hours) |
| NR | | // |
| Address | Address | |
| NR | | |
| | | |
| Email address | Email address | |
| | | |
| | | |
| Witnesses Note: attach name and complete contact details of any witnesses to the in- | | |
| Name Gender Date of birth Wale Female / / | Injury status Fatality Missing person 5 A serious injury is defined as one admitted to hospital. | where the injured person was |
| Address | Nature of injury | Name of hospital |
| Address | | |
| | Activity of injured or decease | d person |
| | Person in charge (Master) | Surfboard/surf-ski rider |
| Telephone Which ship was this person associated with? | Person at helm | Swimmer |
| | Crew Passenger on vessel | Para-flier Diver |
| \sim | Water-skier | Other |
| (7/3) | | |
| Deceased or injured person | | 1 |
| Name | Injury status | |
| (5/1/2) | Fatality Missing persor | Serious injury 5 Minor |
| Condon De 27 Edit | | injury injury |
| Gender Date of birth Male Female / / | Nature of injury | Name of hospital |
| | | : |
| Address | Activity of injured or decease | |
| | Person in charge (Master) | Surfboard/surf-ski rider |
| | Person at helm Crew | Swimmer Para-flier Para-flier |
| Telephone Which ship was this person associated with? | Passenger on vessel | Diver |
| <u> </u> | Water-skier | Other |
| | | |
| | | |
| Privacy Statement: The Department of Transport and Main Roads collects informat (Marine Safety) Act. This information may be released by the department to people with the control of the | 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 ma the registered owner, or Family Court matters. Your personal information will not be | arine incidents, or the insolvency, or externa | al adminstration, or fraudulent activity of |
| law. | and the other time parties without your | consent unless authorised or required by |

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 Our boat u | vas positioned at the end of the pontoon |
|--|--|
| whilst being held. The | other ressel approached from the |
| West, attempting to p | wil up along side the pontoon, however |
| miscalculated the entro | nce colliding with the left side of |
| our boastane boat com | sing significant force compressing |
| the between boat (in) | by the pontoon and eventually |
| lifting the boat up. | I approached the man in charge of |
| the ressel wanting to | discuss the incident. However be would |
| refuse to talk to me | other than saying we should have |
| moved our boat . As | represented in the diagram, we were |
| unable to move our | boat further down, nor was there |
| time to do so. | , |
| | |
| (Q/s) [~] | |
| | |
| Assistance rendered/received at incident | |
| | |
| | |
| Name, status and phone number of person who assisted in completion of form (if applicable) | |
| NR Signature (Owner/Maste | Date 15,06 (18 |
| Owner/Master name (please print) | Page 4 of 4 TRB Forms Area Form F3071 CFO V01 Aug 2016 |



E3681U



15 JUN 2018

Marine Incident Report Transport Operations (Marine Safety) Act 1994

HERVEY BAY

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 manne incident.

| Incident description | | Prince of Calculating and Calculating Calculating | |
|---|---|--|--|
| Position of incident | | | |
| Date Time | Body of water/Landmark | <u></u> | |
| 30/05/18 1.00 | pm RIVIER HEA | DS BOAT RAN | 71 |
| Location | | • | Latitude Longitude |
| Inland waters (non-tidal) | Smooth waters Partially s | mooth waters Offshore | 25°25.825, 152° 55 398 F |
| Type of incident | ollision: | Grounding: | Other incident: |
| Capsizing Swamping Flooding Person overboard Loss of stability Fire Explosion Structural/equipment failure Loss of ship 1 | between ships with a fixed object with a floating object with an animal with an overhead obstruction with a submerged object with a wharf 1 'Loss of ship' should only be sele | unintentional intentional onboard incident: fall within ship crushing or pinching other onboard incident ected where the ship has disappea | 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 ared and the location and circumstances uld be check marked as 'Ship lost' below |
| Incident Severity Rating | and on the next page, | | |
| Fatality | Serious injury ² | Ship lost ³ | Damage to property only ⁴ |
| Number of persons | Number of persons | Ship damaged | No damage |
| | ² Requiring admission to he | ospital 3 Economic write-off or no | ot recovered 4 No damage to any ships |
| Environmental conditions Weather X Clear Hazy Cloudy Water conditions Caim Choppy Roug Wind speed None Light (1-6kts) Ships involved | | Visibility Yisibility Good Fair Fair Fong current or tidal flow Swe g (16-33kts) Gale (>33kt | Poor Il height (metres) s) Wind coming from ひんないほ |
| Number of ships involved イルシ | Note: if more than two shins | were involved attach details on a s | Senarate nage |
| Own ship Name of ship BARGE Official registration number Registr | | Other ship Name of ship りけんれるいし Official registration number | 7 |
| / \ \ ' /) / | zenslend. | OHKHOMM | 10KM ond |
| Length (metres) Beam (metres) | | Length (metres) Beam (metres) | |
| 9 3.6 | 1990's | 4 105m 2nt? | ! Unknown |
| Number of passengers on board N | umber of crew on board 3 INC MysicLF | Number of passengers on bo | pard Number of crew on board |
| Registration type | | Registration type | Carried and the Carried and th |
| ☐ Commercial passenger ☐☐ ☐ Commercial non-passenger ☐☐ ☐ Oursensland Regulated ship | Commercial fishing Commercial hire and drive | ☐ Commercial passenger ☐ Commercial non-passeng | nin |
| Additional information for comme passenger vessels must also attach | ercial vessels: Commercial ve a copy of the passenger mani | ssels must attach master's and fest. | d engines/대라면 Egy EETY QUEENSLAND |
| Office use only | Caseman | Received by | 15 1114 000 |
| File number: | number: | (full name): _ ntinued over pag | Receives of VN /2018 |

| | Ships involved - continued | |
|------|---|--|
| | Own ship Ship description Motorboat PWC Rowing boat Sailing boat House boat Other (describe) | Other ship Ship description Motorboat PWC Rowing boat Sailing boat House boat Other (describe) |
| | BARGE | |
| | Engine Outboard Inboard (petrol) Inboard/outboard Inboard (diesel) Other (describe) | Engine Outboard Inboard (petrol) none Inboard/outboard Inboard (diesel) Other (describe) |
| | | |
| | Number of engines Total engine power 6 Litre Youth | Number of engines Total engine power UUKTVOWN KW |
| | Hull material Steel | Hull material Steel Timber Ferro-cement Marine alloy Fibreglass/GRP Other (describe) |
| | D | Day of A alia |
| (| Damage to ship Ship lost Major damage (ship unseaworthy) Moderate damage (damaged but ship remains seaworthy) Minor damage No damage | 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 | Other ship Ship cwner's details Owner's name |
| | LIFELIAHT LTD | Chrony |
| | Dedicated person ashore/operations manager (commercial only) | Dedicated person ashore/operations manager (commercial only) |
| | PRIVATIE VESSEL | UNKHOWH |
| | Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| | PI | Unknown Unknown |
| | Address | Address |
| | PI | UHRNOHU |
| | Email address | Email address |
| | PI | UNKHOWN |
| •••• | Master's details | Master's details |
| | Master's name | Master's name |
| | | UNKHOLIH |
| | Gender Date of birth Male Female PI | Gender Date of birth Male Female UNKNのいい |
| | Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
| | POWER BONT | UNKMOWH |
| | Licence number Issuing authority | Licence number Issuing authority |
| | Vicens (end | UNKNOWN |
| | Issue date Expiry date (if applicable) 7 / 7 / 1/9% O7 / O1 / 2-02 O | Issue date Expiry date (if applicable) |
| | Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| | L | UNKNOWN |
| | Address | Address |
| | | UHKBWH |
| | | |
| | Email address | Email address |
| | | NRMONH |
| | Co | ntinued over page Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016 |

| Own ship | Other ship |
|--|---|
| Watchkeeper/person at the helm | Watchkeeper/person at the helm |
| Role | Role |
| Crewmember Passenger Master (details as above) | Crewmember Passenger Master (details as above |
| Name | Name |
| | huohyHo |
| Gender Date of birth | Gender Date of birth |
| Male Female PI | Male Female UNKNOWN |
| Licence type and grade (for example, Master 5) | Licence type and grade (for example, Master 5) |
| PONKR BOAT | UHKMOWN |
| Licence number Issuing authority | Licence number Issuing authority |
| PI Queen land. | UNKHOWH HOWHAU |
| Issue date Expiry date (if applicable) | Issue date Expiry date (if applicable) |
| ? 13 1/989 07 101/2020 | |
| Telephone (business hours) Telephone (after hours) | Telephone (business hours) Telephone (after hours) |
| PI PI | NHKHOWH |
| Address | Address |
| PI | UL hrows |
| | OB 0H 0 OB 1 |
| E. a. II. | |
| Email address | Email address |
| | UNKNOWN |
| Witnesses | |
| Note: attach name and complete contact details of any witnesses to the in | cident on a separate page. |
| Deceased or injured person Note: if more than two people deceased or injured attach details on a separate or injured attach details or inju | |
| Name | Injury status |
| | Fatality Missing parson Serious injuny 5 Minor |
| Gender Date of birth | 5A serious injury is defined as one where the injured person was |
| Male Female / / | admitted to hospital. |
| | Jadinited to Hospital. |
| Addrose | Nature of injury Name of hospital |
| Address | / |
| Address | / |
| | Nature of injury Name of hospital Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider |
| Address Telephone Which ship was this person associated with? | Nature of injury Name of hospital Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider Person at helm Swimmer |
| | Nature of injury Name of hospital Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider Person at helm Swimmer Para-flier |
| | Nature of injury Name of hospital Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider Person at helm Swimmer |
| | 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 |
| Telephone Which ship was this person associated with? | 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 |
| Telephone Which ship was this person associated with? Deceased or injured person | Nature of injury Activity of injured or deceased person Person in charge (Master) Person at helm Crew Passenger on vessel Water-skier Name of hospital Surfboard/surf-ski rider Para-flier Diver Other |
| Telephone Which ship was this person associated with? | 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 Injury status |
| Telephone Which ship was this person associated with? Deceased or injured person Name | 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 5 Minor injury |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth | 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 Injury status Fatality Missing person Socious injury 5 Minor |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth Male Female / / | 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 5 Minor injury |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth | 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 Diver Water-skier Other Injury status Fatality Missing person Serious injury Name of hospital Activity of injured or deceased person |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth Male Female / / | Nature of injury Name of hospital |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth Male Female / / | Nature of injury Activity of injured or deceased person Person in charge (Master) Person at helm Crew Para-flier Passenger on vessel Diver Water-skier Injury status Fatality Missing person Serious injury Name of hospital Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider Swimmer |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth Male Female / / | Nature of injury Name of hospital |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth Male Female // Address | Nature of injury Activity of injured or deceased person Person in charge (Master) Person at helm Crew Para-flier Passenger on vessel Diver Water-skier Injury status Fatality Missing person Serious injury Name of hospital Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider Swimmer |
| Telephone Which ship was this person associated with? Deceased or injured person Name Gender Date of birth Male Female // Address | Nature of injury Name of hospital |

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

Report details

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

| N | BOAT RAMP ! |
|--|---|
| 7 | - Portoon |
| | |
| | |
| | BARCE |
| | i Soati |
| | Approx 50 mls |
| | from dock. |
| | |
| | HOT TO SEALE. |
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| | |
| | 7 |
| | |
| | |
| colotanae replicadire del inc | 161 9-2 4 |
| ssistance rendered/received at inc | ident NIL REQUIRED. |
| lame, status and phone number of | person who |
| ssisted in completion of form (if a Pl ignature (Owner/Master) | pplicable) 11 |
| Owner/Master name (please print) | Page 4 of 4 TRB Forms A Form F3071 CFD V01 Aug 2 |

Reply to marine incident.

Whilst approaching the River Heads boat ramp, which to the best of my recollection was 30th may at approx 1 pm. I am unsure of the day as at present we have been working in this area up to 6 days per week and one day rolls into the next.

On my approach to the western dock at the pontoon/jetty the other vessel came in from the opposite direction (east) cut across my path and docked at the pontoon.

I was at approx 50 metres from docking when I noticed the vessel approaching the pontoon. The pontoon is an "L" shape design which enables vessels to tie off on a west and south side with small tenders able to tie off on the northern side, tide depending. My thoughts were, given the direction he was travelling, and with my approach from the west he would tie off on the southern end. The operator seemingly oblivious to my approach came around to the western side when I was approx 30 metres from the pontoon, docked disembarked from his boat and walked away from the vessel leaving it in the charge of a child of approx 12 to 14 years of age.

I was committed on a path to the pontoon for a safe docking when he came across my path and docked on an otherwise empty pontoon. His action totally disrupted my approach, which left me no alternative but to immediately reverse engines in an attempt to hold off docking. However there is a strong current from the outgoing tide which creates an eddy at this area. As a vessel of this size and type cannot be stopped or redirected on a "dime" my remedial action resulted in the barge coming offcourse with the current pushing me onto the pontoon directly toward his boat leaving me no alternative but to continue docking but with no margin of error and no time or possibility to take any other action.

I endeavoured desperately to avoid a collision by forwarding and reversing engines to change course but with no room to move, low water and strong current the only course of action left to me was to attempt docking in front of the said vessel whilst calling out to the child to move their boat backwards.

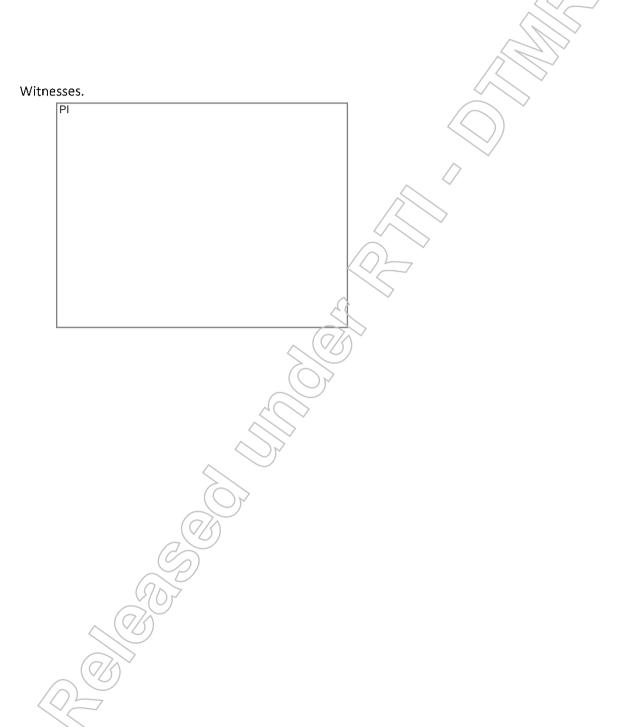
The child did nothing other than look at me bewildered. All it would have taken to avoid this minor collision was for his boat to be moved 1 meter in reverse. I called and called to the child "move the boat, move the boat" but no action was taken.

After I had docked the owner reappeared quite agitated and demanded to know what I was going to do about his boat. I tried to explain to him that he'd cut across my path and destroyed my approach for a safe docking and that if the child had moved the boat back one metre no collision would have occurred. His response was "he doesn't have a licence" to which I replied the child didn't need one to push the boat backwards. He then told me that this was a "boat" ramp in a manner which made me think he thought it was for boats and no others. To which I tried to explain the barge is also a boat and you can't just cut in front of a vessel of this size and expect it to be able to manoeuvre with the ease of a "tinny". At this point the "fellow" became more agitated and started to film myself and my vessel on his phone, then spent some time talking on the phone to I don't know who.

I reported the incident to my immediate supervisor who was at the scene within 15 minutes of the incident. This "fellow" had by then, loaded his vessel on to the trailer and with some very choice language aimed at myself and my immediate supervisor left the scene without giving me any details

as to who he was, his address, his phone number, no information from which I could follow up at any length.

My supervisor left it to my discretion as to what should be done but without the other parties details and as no significant damage had been done to either vessel and no persons injured, although I was left shaken by his attitude and actions I dismissed the event and carried on with my duties.





LIFELIGHT AUSTRALIA PTY LTD ACN 608 853 676

Extracted from ASIC's database at AEST 10:28:00 on 27/06/2018

Company Summary

Name: LIFELIGHT AUSTRALIA PTY LTD

ACN: 608 853 676

ABN: 70 608 853 676

Registration Date: 20/10/2015

Next Review Date: 20/10/2018

Status: Registered

Type: Australian Proprietary Company, Limited By Shares

Locality of Registered Office: COOTHARABA QLD 4565

Regulator: Australian Securities & Investments Commission

Further information relating to this organisation may be purchased from ASIC.

MSID RTI Case Report (MSC348)



 $\label{lossed-MSC348} \mbox{- Case Finalised - Closed AM - Collision} \\ \mbox{between ships}$

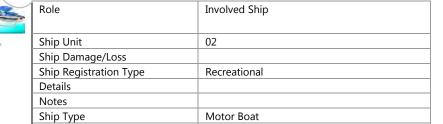
| Case Reference | MSC348-2018 |
|--------------------------|---|
| DMS Container | 230/01085 |
| Subject of Case | Collision between ships |
| Operation Name | Composition Sources Strips |
| TOMSA | Yes |
| TOMPA | No No |
| | |
| National | No |
| Category | 3 |
| Status | Case Finalised - Closed AM |
| Region (Lead) | Gladstone – South |
| Investigator | LOVERIDGE, Anthony E |
| (Lead) | |
| Summary of | Vessel collided with a stationary vessel alongside a wharf. |
| Facts | |
| MSQ Attended | No |
| MSQ Officer/s | |
| MSQ Contact | · · · |
| No. | |
| QPS Attended | No |
| QPS Officer/s | |
| QPS Contact No. | |
| QAS Attended | No // |
| QAS Officer/s | |
| QAS Contact No. | |
| QBFP Attended | No A |
| QBFP Officer/s | |
| QBFP Contact | |
| No. | $\sim (\langle // \rangle)$ |
| Other Agencies | No |
| Other Agency | |
| Officers | |
| Other Agency | |
| Contact/s | |
| Case Assigned | 27/06/2018 |
| Case Accepted | 20/08/2018 |
| Expected Days to | 182 |
| Complete | 102 |
| Completion Due | 26/12/2018 |
| Date | 20/12/2018 |
| Case Complete | 19/12/2018 |
| | 21/12/2018 |
| Case Checked | 21/17/2010 |
| (AM) Case Closed - | |
| 1 | |
| Prosecution Case Classed | |
| Case Closed - | |
| Admin Action | <u> </u> |
| Case Closed - | |
| AMSA | |
| Case Closed | |
| Coroner | |
| Case Closed (CU) | 24 (42 (204.0 |
| Case Closed - | 21/12/2018 |
| Finalised (AM) | |
| Case Closed - | |
| Finalised (CU) | |
| Review Action | No |
| Required | |
| Review Action | No |
| Completed | |
| | <u> </u> |

| Findings | Vessel XE208Q, a 9m steel landing barge, was being operated by to deliver building materials to a construction site on Kangaroo Island.Mr Hickman lost control of the vessel as he was making a landing at the River Heads Boat ramp.The Barge struck a 5.2m Quintrex runabout YZ650Q on the port side.The Quintrex was sitting alongside the pontoon at the boatramp, and the Master was in the carpark retrieving the trailer. claims that the runabout cut him off and caused the incident.a witness said that the runabout had been alongside |
|-------------------------------|---|
| Conclusion | when the incident occured. Tide was 1 hour before top of the tide. The quintrex was alongside and had been there long enough for the master to get to the carpark. The barge approach to the pontoon or ramp too fast for the conditions. The barge masters actions contributed to the incident. refer to AMSA regarding use of recreational vessel for commercial operation. |
| Finalised - NFA | No |
| Finalised - | No |
| Education | |
| Finalised - Formal Warning | No |
| Finalised - Infringement | No |
| Finalised - Prosecution | Yes |
| Finalised - Administrative | No |
| Total Hour of Effort | 4.6 |
| Notes | |
| Refer for CU Action | No |



Ship Name

| Role | Involved Ship |
|---------------------------------|---|
| | |
| Ship Unit | 01 |
| Ship Damage/Loss | Minor Damage |
| Ship Registration Type | Recreational |
| Details | |
| Notes | |
| Ship Type | Motor Boat |
| Ship Name | |
| Ship Registration | YZ650Q |
| Former Names | |
| Previous Registration | |
| Make/Model | 2017 TELWATER 5.4M HALF CABIN ALUMINIUM |
| Length (m) | 5.4 |
| Beam (m) | 2.2 |
| Year Built | 2017 |
| Hull Material | Marine alloy |
| Primary Colour | White |
| Power Description | Mercury |
| Number of Engines | 1 |
| Engine Type | Outboard |
| Total Kilowatt Power | 85.7 |
| Total Horse Power | 115 |
| Identification Number (HIN/SIN) | AUTRX10318C717 |
| Notes | Tica |
| 7 | |



LAST 1

| Ship Registration | XE208Q |
|---------------------------------|---|
| Former Names | |
| Previous Registration | |
| Make/Model | 2006 PRIVATE 9.5M CUDDY (1/4) CABIN STEEL |
| Length (m) | 9.5 |
| Beam (m) | 3 |
| Year Built | 2006 |
| Hull Material | Steel |
| Primary Colour | Blue |
| Power Description | Fordlee |
| Number of Engines | 1 |
| Engine Type | Inboard Petrol |
| Total Kilowatt Power | 89.5 |
| Total Horse Power | 120 |
| Identification Number (HIN/SIN) | AUABD000101QT6 |
| Notes | Tica |
| | |



| Role | Master |
|------------------------|--------|
| | |
| Ship Unit | 02 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | PI |
| Family Name | |
| First Name | |
| Middle Names | |
| Gender | Male |
| Date of Birth | PI |
| Place of Birth | |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | |
| Email | PI |
| Business Phone | |
| Mobile Phone | PI |
| Other Phone | |
| Home Phone | |
| Notes | TICA |



| Role | Master |
|------------------------|--------|
| | |
| Ship Unit | 01 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | NR |
| Family Name | |
| First Name | |
| Middle Names | NR |
| Gender | Male |
| Date of Birth | NR |
| Place of Birth | |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | NR |
| Email | NR |

| Business Phone | |
|----------------|------|
| Mobile Phone | NR |
| Other Phone | |
| Home Phone | |
| Notes | Tica |



| Role | Owner |
|------------------------|-------|
| Ship Unit | 01 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | NR |
| Family Name | |
| First Name | |
| Middle Names | NR |
| Gender | Male |
| Date of Birth | NR |
| Place of Birth | |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | |
| Email | NR |
| Business Phone | |
| Mobile Phone | NR |
| Other Phone | |
| Home Phone | |
| Notes | TICA |



| Role | Owner |
|----------------------------|-----------------------------|
| Ship Unit | 02 |
| Details | |
| Notes | |
| Name | LIFELIGHT AUSTRALIA PTY LTD |
| Customer Reference No. | 위 |
| Organisation Type | Company |
| Registered Number | 608853676 |
| Registration State | QLD |
| Australian Business Number | 70608853676 |
| Registration Status | REGD - Registered |
| Registered Date | 20/10/2015 |
| Deregistered Date | 20/10/2018 |
| Previous Registered Names | |
| Common Known Names | |
| Email | PI |
| Business Phone | |
| Mobile Phone | PI |
| Other Phone | |
| Home Phone | |
| Notes | ASIC |
| | |



| Notes | |
|------------|----------------------------------|
| Туре | Data Entry |
| Task Title | Initial entry of marine incident |
| Status | Task Complete |

| Task / Entry Date | 27/06/2018 |
|----------------------------------|-------------------|
| Task / Entry Time | 12:50 |
| Assigned / Recorder | |
| Region | Gladstone – South |
| Hours of Effort | 2.5 |
| Due Date | |
| Days to Due Date | |
| Status Indices | 1 |
| Task Description (Running Sheet) | |
| Completed Date | |
| Notes | |



| Notes | |
|----------------------------------|--------------------------|
| Туре | Case Review |
| Task Title | AM review |
| Status | Task Complete |
| Task / Entry Date | 21/12/2018 |
| Task / Entry Time | 11:19 |
| Assigned / Recorder | MACFARLANE, Anthony M |
| Region | Gladstone – South |
| Hours of Effort | 0.5 |
| Due Date | |
| Days to Due Date | // |
| Status Indices | 1 |
| Task Description (Running Sheet) | AM review and close case |
| Completed Date | 21/12/2018 |
| Notes | |



| Notes | \mathcal{A} |
|----------------------------------|----------------------------------|
| | |
| Туре | Report Preparation |
| Task Title | Prepare and send closure letters |
| Status | Task Complete |
| Task / Entry Date | 21/01/2019 |
| Task / Entry Time | 14:37 |
| Assigned / Recorder | LOVERIDGE, Anthony E |
| Region | Gladstone – South |
| Hours of Effort | 1.5 |
| Due Date | |
| Days to Due Date | |
| Status Indices | 1 |
| Task Description (Running Sheet) | Prepare and send closure letters |
| Completed Date | 21/01/2019 |
| Notes | |



| Notes (S) | |
|----------------------------------|--------------------------------|
| | |
| Type / | Data Entry |
| Task Title | Upload Files to DMS |
| Status | Task Complete |
| Task / Entry Date | 25/01/2019 |
| Task / Entry Time | 16:08 |
| Assigned / Recorder | LOVERIDGE, Anthony E |
| Region | |
| Hours of Effort | 0.1 |
| Due Date | |
| Days to Due Date | |
| Status Indices | 1 |
| Task Description (Running Sheet) | Upload MIIR MSC348-2018 to DMS |
| Completed Date | 25/01/2019 |
| Notes | |
| | |



| Туре | Case Trigger |
|---|------------------------------|
| Details | |
| Notes | |
| Marine Incident No. | MSQ23710-2018 |
| Incident Type | Marine Incident |
| Date | 2/06/2018 |
| Time | 10:00:00:ttt |
| Caseman ID | |
| Incident Report Details | collision between ships |
| Water Type | Smooth |
| Coordinates | |
| Latitude | -25.430181 |
| Longitude | 152.923275 |
| Location Name | River Heads Boatramp/pontoon |
| Region | Gladstone – South |
| Weather Conditions | Clear |
| Visibility Conditions | Good |
| , | Good |
| Water Conditions | |
| Swell Height (m) | Madausta (75.45.11.) |
| Wind Speed | Moderate (7 - 15 kts) |
| Wind Direction | |
| Type of Marine Incident | Collision between ships |
| Incident Consequence | Minor damage to a ship |
| Public Interest | Public interest unlikely |
| Highest Ship Class | Recreational |
| Compliance Weighting | 0 |
| Weighting Reason | |
| Original Rating Score | 9 |
| Final Rating Score | 9 |
| Category | 3 |
| Fatalities (No.) | 0 |
| Injuries - Serious (No.) | 0 |
| Injuries - Minor (No.) | 0 |
| | 1 |
| Minor Damage (Ships) | |
| Moderate Damage (Ships) | 0 |
| Major Damage (Ships) | 0 |
| Lost Ships | 0 |
| Pollution Category | |
| Pollution Source | |
| Pollutant | |
| Pollution - Extent (Length) | |
| Pollution - Extent (Width) | |
| Pollution - Extent (Area) | |
| Pollution - Extent (Volume) | |
| Pollution - Discharge Been Stopped? | No |
| Pollution - Photos Taken | No |
| Pollution - Video Taken | No |
| Pollution - Samples Taken | No |
| Pollutions - Samples Taken By | - |
| Pollution - Statutory Authority | MSQ |
| Pollution - Combat Authority | MSQ |
| | MSQ |
| Pollution - Response Brief | |
| Notes | ., |
| (H-N1) Failure to comply with ColRegs | Yes |
| (H-N2) Insufficient voyage planning | No |
| (H-N3) Excessive Speed | Yes |
| (H-N4) Navigation Error - Other | Yes |
| (H-P5) Inadequate training | No |
| (H-P6) Inappropriate instructions to crew | No |
| (H-P7) Communications Failure | No |
| | No |
| (H-P8) SMS Failure | |
| (H-P8) SMS Failure (H-O9) Inattention | No |

| (H-O11) Bridge Watch keeping failure | No |
|--|-------|
| (H-O12) Insufficient crew numbers | No |
| (H-O13) Mooring Failure | No |
| (H-O14) Insufficient maintenance | No |
| (H-O15) Overloading | No |
| (H-O16) Operational error - other | No |
| (M-V1) Bridge or Navigation Failure | No |
| (M-V2) Electrical system failure | No |
| (M-V4) Propulsion system failure | No |
| (M-V5) Hull Breach | No |
| (M-V6) Equipment failure - other | No |
| (M-V7) Fuel or gas leak | No |
| (M-DC8) Inadequate stability - shifting cargo | No |
| (M-D9) Inappropriate hull/equipment - Construction | No |
| (M-DC10) Inappropriate hull/equipment - design | No |
| (M-DC11) Vessel construction failure - other | No |
| (M-SS12) Shore structure design | No |
| (M-SS13) Shore structure maintenance | No / |
| (M-SS14) Gangway/Boarding Ladders | No |
| (E-H15) Floating or Submerged object | No |
| (E-H17) Hazardous waters - uncharted hazards | No |
| (E-H16) Wash of passing vessel | No . |
| (E-H18) Hazard - other | No |
| (CF1) Insufficient safety equipment | No |
| (CF2) Tidal conditions | No |
| (CF3) Bar conditions | No |
| (CF4) Hazardous season (cyclones etc) | No |
| (CF5) Hazardous waters - obstructions | No |
| (CF6) Poor Visability | No |
| (CF7) Sea state | No |
| (CF8) Wind | No |
| (CF9) Heavy traffic area | No |
| (CF10) Medical condition | No |
| (CF-11) Alcohol / Drugs | No |
| (CF12) Fatigue | No |
| (CF13) Failure to wear lifejackets | No |
| (CF14) Failure to wear engine kill lanyard | No |
| MR-T Value | 7 |
| MR-C Value | 2 |
| MR-PI Value | 0 |
| Days Since (Incident) | 306.5 |
| | |



| Role | Subject Of |
|--------------------|------------------------|
| Details / | |
| Notes | |
| Document Type | Marine Incident Report |
| Document Title | Report from Master |
| DMS Item No. | E36810 |
| Other Reference | |
| Publish Date | 13/06/2018 |
| Details | |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | |
| Source Reliability | Not Evaluated |
| Information Truth | Not Evaluated |
| Notes | _ |



| Role | Subject Of |
|---------|------------|
| Details | |
| Notes | |

| Document Type | Marine Incident Report |
|--------------------|------------------------|
| Document Title | Reprot from Master |
| DMS Item No. | E36811 |
| Other Reference | |
| Publish Date | 15/06/2018 |
| Details | |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | |
| Source Reliability | Not Evaluated |
| Information Truth | Not Evaluated |
| Notes | |



| Role | Outcome of |
|--------------------|--|
| | |
| | |
| Details | Marine Incident Investigation Report MSC348-2018 |
| Notes | |
| Document Type | Intelligence Summary |
| Document Title | Marine Incident Investigation Report MSC348-2018 |
| DMS Item No. | E 39161-MOS |
| Other Reference | \wedge |
| Publish Date | 25/01/2019 |
| Details | |
| Embedded (Picture) | |
| Hyperlink | |
| Document Text | |
| Source Reliability | Not Evaluated |
| Information Truth | Not Evaluated |
| Notes | |