

# Item

## ITEM DETAILS

<b>Item ID:</b>	59095 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	11/03/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	11/03/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Marine Incident Report Form		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ23851-2018 - COLLISION BETWEEN VESSELS ZF363Q 'LARRIKIN' & 'AMARANTE' NEAR HORIZON SHORES, KANGAROO ISLAND - 06 NOV 2018	<b>Container ID:</b>	230/01021 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>			
<b>Home Location:</b>	CLOSED SECTION	<b>Last Movement Date:</b>	11/03/2019

## SECURITY & ACCESS

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

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>	

## DOCUMENT CONTENTS

Marine Incident Report Form

**Subject** Marine Incident Report Form  
**From** greg.l.turner@msq.qld.gov.au  
**To** Part Refuse Sch.4 Part 4 s.6 PI  
**Cc**  
**Bcc**  
**Sent** 11/03/2019 11:54:17 AM  
**Attached**

Good morning Mr Zeisner

Thank you for taking my call earlier today about the marine incident that occurred on 6 November 2018 in the waters of lower Moreton Bay between the French yacht *Amarante* and the 8.7 metre

power cruiser *Larrikin* at anchor. I have attached the link to the Maritime Safety Queensland website's Marine Incident Report Form for you. Please print out the form and complete it, then scan and send back to me by return email by Monday, 18 March 2019.

I appreciate your assistance in this matter.

[https://www.support.transport.qld.gov.au/qt/formsdat.nsf/forms/QF3071/\\$file/F3071\\_CFD.pdf](https://www.support.transport.qld.gov.au/qt/formsdat.nsf/forms/QF3071/$file/F3071_CFD.pdf)

Kind regards,

**Greg Turner**

Area Manager | Gold Coast

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

40-44 Seaworld Drive | Main Beach Qld 4217

PO Box 107 | Southport Qld 4215

P: (07) 5585 1814 | F: (07) 5585 1818

E: [greg.l.turner@msq.qld.gov.au](mailto:greg.l.turner@msq.qld.gov.au)

W: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	59340 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	25/03/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	25/03/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Outgoing	<b>Copies Sent To:</b>	
<b>Subject:</b>	MSQ23851-2018 - Acknowledgment Letter to SOUM-MARI-KON-C452 Mail Memo - FW:		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ23851-2018 - COLLISION BETWEEN VESSELS ZF363Q 'LARRIKIN' & 'AMARANTE' NEAR HORIZON SHORES, KANGAROO ISLAND - 06 NOV 2018	<b>Container ID:</b>	230/01021 [1]

## ADDRESSEE

<b>Name:</b>		<b>Address:</b>	
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## ACTIONS & OWNERSHIP

<b>Author:</b>	MSQ.GoldCoast.Reception	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>			
<b>Home Location:</b>	CLOSED SECTION	<b>Last Movement Date:</b>	25/03/2019

## SECURITY & ACCESS

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

## ADDITIONAL INFORMATION

<b>Description / Additional info:</b>			
F#13			

## DOCUMENT CONTENTS

FW: SOUM-MARI-KON-C452

**Subject** FW: SOUM-MARI-KON-C452  
**From** GoldCoast.Maritime@msq.qld.gov.au  
**To** Part Refuse Sch.4 Part 4 s.6 PI  
**Cc**  
**Bcc**  
**Sent** 25/03/2019 12:19:23 PM  
**Attached**



MSQ23851-2018 Ack Ltr pdf

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Good Afternoon Mr

Please see attached correspondence in reference to receipt of your Marine Incident Report.

Thank you

**Dana Benson**

Business Support Officer – Gold Coast Office | Maritime Operations

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

40-44 Seaworld Drive | Main Beach Qld 4217

PO Box 107 | Southport Qld 4215

P: (07) 55851811 | F: (07) 55851818

E: [goldcoast.maritime@msq.qld.gov.au](mailto:goldcoast.maritime@msq.qld.gov.au)

W: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

W: [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** MSQ\_Konica

**Sent:** Monday, 25 March 2019 12:23 PM

**To:** MSQ.GoldCoast.Reception <GoldCoast.Maritime@msq.qld.gov.au>

**Subject:** SOUM-MARI-KON-C452

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Released under RTI - DDMR



Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner

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

2 April 2019

Part Refuse Sch.4 Part 4 s.6 PI

Dear Mr

I am writing to you about the incident that occurred on 6 November 2018 when the French yacht *Amarante* collided with the anchored 8.7 metre motor cruiser *Larrikin* in the Kangaroo Island channel in southern Moreton Bay, Queensland.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and that of the master of the cruiser *Larrikin* and it is advised that MSQ does not propose to take any further action in relation to this matter.

I have considered the evidence available to me and considered that the collision was the result of you being distracted when involved in consulting your navigation system below rather than keeping a proper and effective lookout whilst the *Amarante* was underway. You admitted that you had seen the *Larrikin* in the channel prior to consulting your navigation system but had failed to avoid colliding with the *Larrikin* whilst it was at anchor.

I remind you that every vessel has an obligation to maintain a proper lookout so to make a full appraisal of the situation and of the risk of collision. By going below to consult your navigation system at a time where another vessel was anchored nearby did not allow you sufficient time to act in avoiding the collision with the *Larrikin*. I suggest that you refamiliarize yourself with the International Regulations for Preventing Collisions at Sea to ensure that you are complying with these regulations.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely

Greg Turner  
**Area Manager (Gold Coast)**

Maritime Safety Queensland  
Gold Coast  
40-44 Seaworld Drive  
Main Beach Qld 4217  
PO Box 107 Southport Qld 4215

**Telephone** +61 7 5585 1810  
**Facsimile** +61 7 5585 1818  
**Website** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

ABN 39 407 690 291

## File note

**File number** 230/01021

**Subject** Conversation with

**Author** Greg Turner  
Area Manager

**Date** 24 February 2019

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- Today I telephoned [redacted] to seek more information about the identity of the yacht that he reported collided with his vessel while at anchor near Kangaroo Island, in southern Moreton Bay on 6 November 2018.
- [redacted] said that he recalled the yacht hitting his boat whilst he was asleep in his bunk. He said that it woke him with quite a shock from the noise.
- I asked if he could recall getting any information from the yacht or its owner.
- He said that the yacht was a small white yacht and the master's name was [redacted] he thought. He said that it was [redacted] that provided the contact telephone mobile number [redacted] when he hit his boat.
- [redacted] went on to say that he had taken some photos of the yacht with his phone.
- I asked if he would send them through to me and he obliged, see photos.
- [redacted] said that he had tried on many occasions to contact [redacted] on the number provided but he doesn't answer the phone.
- I asked [redacted] if he recalls if he had his anchor light on at the time of the incident, he said that he did as he often anchors at this location over the years.
- [redacted] went on to say that the master of the yacht Amarante had said that he didn't see the Larrikin as he had his head down looking at his computer at the time.
- [redacted] said that he would pay for the repairs to his vessel but won't answer the phone.
- I then thanks [redacted] for his time and ended the call.

## File note

**File number** 230/01021

**Subject** **Attempts to contact Master of *Amarante***

**Author** Greg Turner  
Area Manager

**Date** 11 March 2019

- As part of the enquiries into the incident between the yacht *Amarante* and the anchored vessel *Larrikin* I have attempted to phone the master of the *Amarante*, on the following occasions: -
- 26 November 2018 @ 1230 hours on [redacted] Part Refuse Sch.4 Part 4 s.6 PI
- 27 November 2018 @ 1620 hours on [redacted]
- 28 February 2019 @ 1400 hours on [redacted]
- 29 February 2019 (time not recorded) [redacted]
- 11 March 2019 @ 0930 hours I telephone [redacted] a man answered with a [redacted] I introduced myself as GT MSQ and was I talking with [redacted] from the yacht *Amarante*? After some initial confusion [redacted] confirmed that he was the master and onboard the *Amarante* at the time of the incident.
- I said that we had been attempting to contact him for some time without success and required him to complete a Marine Incident Report Form and submit to MSQ in relation to the incident that occurred on 6 November 2018.
- [redacted] went on to say that he should not be at fault or at least 50-50 as the powerboat was anchored in the middle of the channel where he was attempting to navigate.
- I said this was the reason we needed the MIR to be completed so we could ascertain what happened and MSQ could get a safety outcome form this incident.
- I asked where he and the *Amarante* were at this present time and [redacted] said that he was at [redacted]
- I asked [redacted] or an email address so I could send him through a link to the MIR so he could complete it and send back to MSQ.
- He provided [redacted] as well as [redacted] as the two contact points.
- I advised him that I would send the email through today and ended the call.

Department of Transport and Main Roads

Google Image of location MSQ23851





Part Refuse Sch.4 Part 4 s.6

Released under RTI-DSTAR

Released under E.O. 14176

Use Sch.4 Part

Part Refuse Sch.4 Part 4 s.6 PI

Released under RTI - DTMR

Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner

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

2 April 2019

Dea

I am writing to you about the incident that occurred on 6 November 2018 when the French yacht *Amarante* collided with the anchored 8.7 metre motor cruiser *Larrikin* in the Kangaroo Island channel in southern Moreton Bay, Queensland.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and that of the master of the cruiser *Amarante* and it is advised that MSQ does not propose to take any further action in relation to this matter.

I have considered the evidence available to me and considered that the collision was the result of the master of the *Amarante* being distracted when navigating through the channel in which the *Larrikin* was at anchor. The master of the *Amarante* was found to have failed to keep a proper and effective lookout and not take action to avoid colliding with the *Larrikin* whilst it was at anchor.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely

Greg Turner  
**Area Manager (Gold Coast)**

## File note

**File number** 230/01021

**Subject** **Review of Marine Incident - MSQ23851-2018**

**Author** Greg Turner  
Area Manager

**Date** 2 April 2019

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On the morning of 6 November 2018, the 8.7 metre motor cruiser Larrikin was at anchor in the Kangaroo Island channel with the master being the only person onboard at the time. It would appear from accounts given by both masters involved that the Larrikin was anchored in the navigation channel and the master was sleeping at the time of the incident. The sun would have been high in the morning sky and visibility was said to be good.

The 10 metre sailing vessel Amarante was navigating under motor northward along the channel with only the master onboard. The master was using a chart plotter track that he had set during his inward passage for his departure from the overnight anchorage at Kangaroo Island. The master of the Amarante said that he had seen the Larrikin and thought he had enough time to go below to check the chart plotter to confirm his course against his intended passage out of the area.

It was during this time that he was watching the chart plotter that the Amarante collided with the anchored Larrikin. The master of the Amarante stated that he remained on scene until the master of the Larrikin appeared and they exchanged details before the Amarante departed the area.

Released under RTI - DTMR



Transport integrated customer access

Display Recreational Ship ▾ Marine Engine ▾ Links ▾ About

TCA0001111: DISPLAY SUCCESSFUL

**Recreational Ship**

**Hub**

HIN

Plate

Make and Model  ACTIVE

ONLI  
09/11/2018  
DYBENSO P1

Name   
Primary Colour   
Secondary Colour   
Compliance Type   
Compliance Year   
Previous Plate   
Previous State

Dimensions	
Length (m)	9.10
Beam (m)	2.70
Draught (m)	1.00
Height (m)	3.30

- Planing hull
- Capable of speed greater than 10 knots
- Normally carries sails

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

**Marine Engines**

	Engine Number	Make	Model	Engine Type
Primary	6LPASTZP2M52052	YANMAR	315HP/235 KW	MARINE INBOARD

[Edit existing recreational ship](#)

Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner



09 November 2018

Department of  
**Transport and Main Roads**

Dear

### **Marine Incident Report**

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Larrikin" with registration number ZF363Q which occurred on 6 November 2018.

Maritime Safety Queensland's official marine incident report number is MSQ23851-2018.

You may be asked to quote this number when making enquiries regarding this marine incident. Your insurer may also require you to provide this number if making an incident-related insurance claim.

A Marine Officer will contact you if any further information or action is required.

  
Yours sincerely

Not Relevant

✓ Dana Benson

**Business Support Officer – Maritime Operations (Gold Coast Office)**

Maritime Safety Queensland  
Gold Coast  
40-44 Seaworld Drive  
Main Beach Queensland 4217  
PO Box 107 Southport Queensland 4215

Telephone +61 7 5585 1810  
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Website [www.msq.qld.gov.au](http://www.msq.qld.gov.au)  
Email [msq.goldcoast.reception@msq.qld.gov.au](mailto:msq.goldcoast.reception@msq.qld.gov.au)  
ABN 39 407 690 291



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

Incident description

Position of incident

Date: 06/11/2018, Time: 6:00 am, Body of water/Landmark: 27°45.2116 S 153°22.0131 E

Location: [ ] Inland waters (non-tidal) [X] Smooth waters [ ] Partially smooth waters [ ] Offshore

Type of incident

Collision: [X] between ships, [ ] with a fixed object... Grounding: [ ] unintentional, [ ] intentional... Other incident: [ ] person hit by propeller or ship...

Incident Severity Rating

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

Environmental conditions

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

Ships involved

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

Own ship: Name of ship: Amaranthe, Official registration number: Ni 684837, Registering authority: France, Length (metres): 10.7, Beam (metres): 3.2, Year built: 1985, Number of passengers on board: 1, Number of crew on board: 1

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

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

Office use only: File number: 250/1021, Caseman number: MSQ23651-2016, Received by: [ ], Received on: 25/03/19



**Ships involved - continued**

**Own ship**

**Ship description**

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

**Engine**

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

Number of engines  Total engine power  HP KW

**Hull material**

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

**Damage to ship**

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

**Other ship**

**Ship description**

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

**Engine**

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

Number of engines  Total engine power  HP KW

**Hull material**

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

**Damage to ship**

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

**People involved**

**Own ship**

**Ship owner's details**

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

Email address

**Master's details**

Master's name

Gender

- Male     Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

**Other ship**

**Ship owner's details**

Owner's name

Telephone (business hours)  Telephone (after hours)

Address

Email address

**Master's details**

Master's name

Gender

- Male     Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

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

**Persons involved - continued**

**Own ship**

**Watchkeeper/person at the helm**

Role

Crewmember  Passenger  Master (details as above)

Name

Gender

Male  Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

/ /

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

**Other ship**

**Watchkeeper/person at the helm**

Role

Crewmember  Passenger  Master (details as above)

Name

Gender

Male  Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

/ /

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

**Witnesses**

No

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

**Deceased or injured person**

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

Name

Gender

Male  Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

**Injury status**

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

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

Nature of injury

Name of hospital

**Activity of injured or deceased person**

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

**Deceased or injured person**

No

Name

Gender

Male  Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

**Injury status**

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

Nature of injury

Name of hospital

**Activity of injured or deceased person**

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

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



Greg Turner      Maritime Safety  
40-44 Seaworld drive      Queensland  
Main Beach      Qld 4212  
Po Box 107      Southport Qld 4215

Released under RTI - DTMR



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: 6/11/18 Time: 06:00 am Body of water/Landmark: HAMBROO ISLAND

Location

Inland waters (non-tidal)  Smooth waters  Partially smooth waters  Offshore Latitude: 27° 45' 12" S Longitude: 158° 22' 0" E

Type of incident

- Capsizing  Swamping  Flooding  Person overboard  Loss of stability  Fire  Explosion  Structural/equipment failure  Loss of ship  Collision:  between ships  with a fixed object  with a floating object  with an animal  with an overhead obstruction  with a submerged object  with a wharf  Grounding:  unintentional  intentional  Onboard incident:  fall within ship  crushing or pinching  other onboard incident  Other incident:  person hit by propeller or ship  water skiing incident  parasailing incident  diving incident  close call/near miss  other incident caused by the operation of the ship

Region: RECEIVED 07 NOV 2018 Mail  Ctr  
DMS: 230/1021  
Action Officer/s:

Incident Severity Rating

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

Environmental conditions

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

Ships involved

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

Own ship

Name of ship: LARRIKIN  
Official registration number: 20F363 Registering authority: QLD TRANSPORT  
Length (metres): 8.74 Beam (metres): 2.69 Year built: 2009  
Number of passengers on board: Number of crew on board: 1

Registration type

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

Other ship

Name of ship: AMARANTE  
Official registration number: Registering authority:  
Length (metres): Beam (metres): Year built:  
Number of passengers on board: Number of crew on board: 1

Registration type

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

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

Office use only  
File number: 230/1021 Case number: MSQ23651-2016 Received by: Received on: 7/11/18  
Continued over page... Page 1 of 4 TRB Forms Area Form F30/1 CFD V01 Aug 2010

## Ships involved - continued

### Own ship

#### Ship description

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

#### Engine

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

Number of engines    Total engine power

#### Hull material

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

#### Damage to ship

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

### Other ship

#### Ship description

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

#### Engine

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

Number of engines    Total engine power

#### Hull material

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

#### Damage to ship

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

## People involved

### Own ship

#### Ship owner's details

Owner's name

[Redacted]

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)    Telephone (after hours)

[Redacted]

Address

[Redacted]

Email address

[Redacted]

#### Master's details

Master's name

[Redacted]

Gender

- Male     Female

Date of birth

[Redacted]

Licence type and grade (for example, Master 5)

[Redacted]

Licence number

[Redacted]

Issuing authority

020 TRANSPORT

Issue date

[Redacted]

Expiry date (if applicable)

27/8/20

Telephone (business hours)

[Redacted]

Telephone (after hours)

Address

[Redacted]

Email address

[Redacted]

### Other ship

#### Ship owner's details

Owner's name

[Redacted]

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)    Telephone (after hours)

[Redacted]

Part Refuse Sch.4 Part 4 s.6 PI

[Redacted]

Email address

[Redacted]

#### Master's details

Master's name

[Redacted]

Gender

- Male     Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

[Redacted]

Licence number

[Redacted]

Issuing authority

Issue date

[Redacted]

Expiry date (if applicable)

/ /

Telephone (business hours)

[Redacted]

Telephone (after hours)

Address

[Redacted]

Email address

[Redacted]

Continued over page... Page 2 of 4 TRB Forms Area Form F1071 CFD V01/Aut 2016

**Persons involved - continued**

**Own ship**

**Watchkeeper/person at the helm**

Role

Crewmember  Passenger  Master (details as above)

Name

[Redacted]

Gender

Male  Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

[Redacted]

Licence number

[Redacted]

Issuing authority

QLD TRANSPORT

Issue date

/ /

Expiry date (if applicable)

27 / 8 / 20

Telephone (business hours)

[Redacted]

Telephone (after hours)

Address

[Redacted]

Email address

[Redacted]

**Other ship**

**Watchkeeper/person at the helm**

Role

Crewmember  Passenger  Master (details as above)

Name

[Redacted]

Gender

Male  Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

[Redacted]

Licence number

[Redacted]

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

Part Refuse Sch.4 Part 4 s.6 PI

Telephone (after hours)

Address

[Redacted]

Email address

[Redacted]

**Witnesses**

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

**Deceased or injured person**

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

Name

[Redacted]

Gender

Male  Female

Date of birth

/ /

Address

[Redacted]

Telephone

[Redacted]

Which ship was this person associated with?

[Redacted]

**Injury status**

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

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

Nature of injury

[Redacted]

Name of hospital

[Redacted]

**Activity of injured or deceased person**

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

**Deceased or injured person**

Name

[Redacted]

Gender

Male  Female

Date of birth

/ /

Address

[Redacted]

Telephone

[Redacted]

Which ship was this person associated with?

[Redacted]

**Injury status**

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

Nature of injury

[Redacted]

Name of hospital

[Redacted]

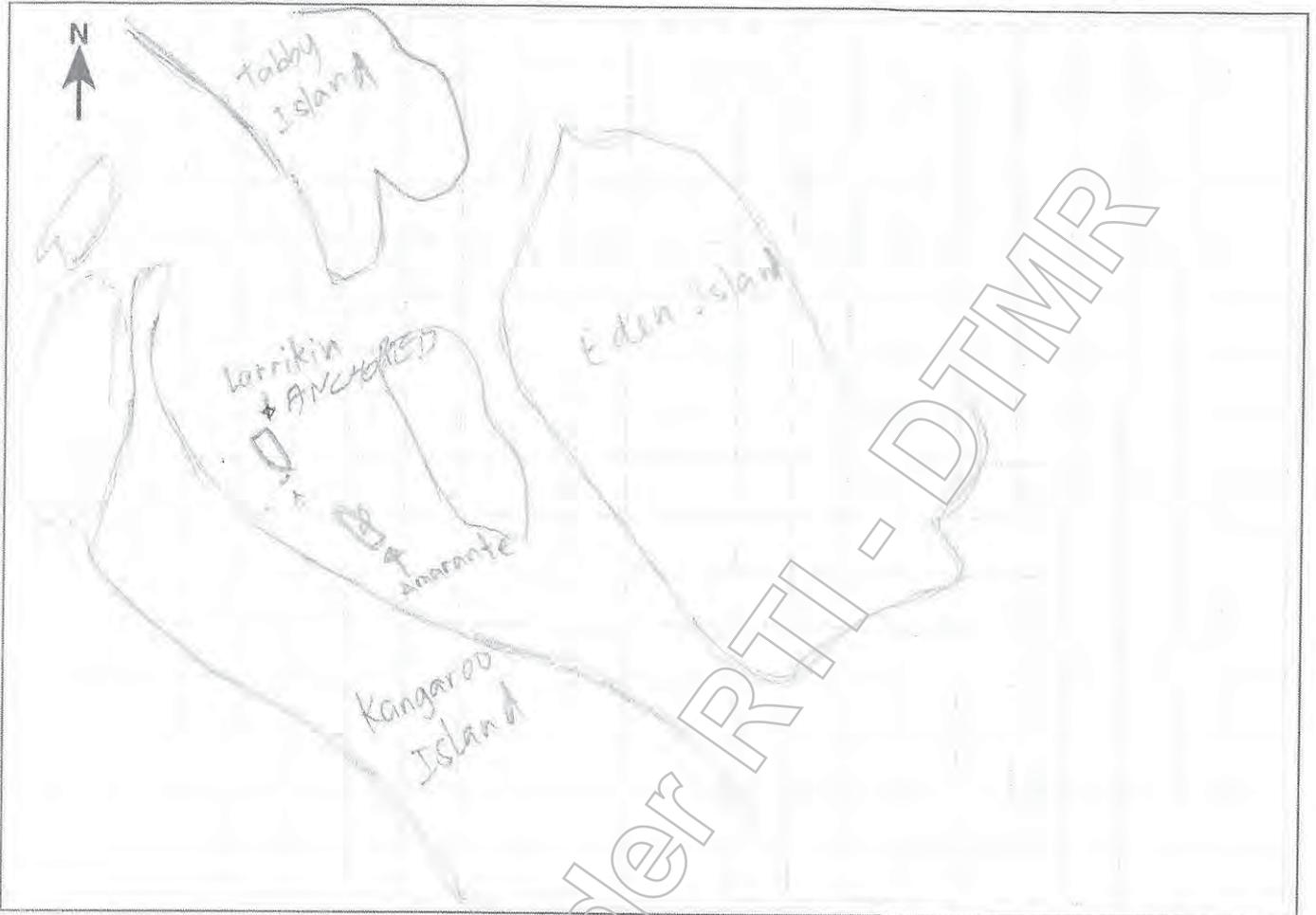
**Activity of injured or deceased person**

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

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

Report details

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



Owner's/Master's report LARRIKIN WAS ANCHORED  $32^{\circ}45'12''E$   $153^{\circ}22'0''$   
ANCHOR LIGHT WAS ON, VISIBILITY GOOD. I WAS  
ASLEEP WHEN AMARANTE HIT MY BOW STARBOARD  
SIDE. IT TOOK ME A FEW MINUTES TO GET GOING  
I WENT ON DECK TO SEE AMARANTE ~~DOING~~  
CIRCLES WITH NO ONE ON DECK. AFTER A  
MINUTE OR SO JOHN CAME ON DECK SAYING  
SORRY SORRY ~~AND~~ TELLING ME HE WAS  
ON HIS COMPUTER.

Assistance rendered/received at incident

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

Signature (Owner/Master)

Date 7/11/15

Owner/Master name (please print)

## File note

**File number** 230/01021

**Subject** **MSQ23851 - Australian Border Force information on *Amarante***

**Author** Greg Turner  
Area Manager

**Date** 11 March 2019

- 
- On 11 March 2019 I contacted the Small Ship Office of the Australian Border Force (ABF) to seek information about the French yacht *Amarante*.
  - The ABF officer provided that the *Amarante* arrived in Australia through Bundaberg on 22 October 2018.
  - The last report that ABF had was that the *Amarante* was in Melbourne on 15 January 2019.
  - I asked if they could confirm the name of the master of the *Amarante* and he advised that they had on record the master as [redacted] with the contact number [redacted] and an email address of [redacted] Part Refuse Sch.4 Part 4 s.6 PI
  - He advised that the emails are usually very limited and work off a satphone so there can be no attachments.
  - The ABF Officer said that was all the information they had on the *Amarante*.
  - I thanked him for his time.

## MSID RTI Case Report (MSC679)



Case - MSC679 - Case Finalised - Closed AM - Collision  
between vessels

Case Reference	MSC679-2018
DMS Container	230/01021
Subject of Case	Collision between vessels
Operation Name	
TOMSA	Yes
TOMPA	No
National	No
Category	3
Status	Case Finalised - Closed AM
Region (Lead)	Brisbane - GC
Investigator (Lead)	TURNER, Gregory L
Summary of Facts	<p>On the morning of 6 November 2018 the 8.7 metre motor cruiser Larrikin was at anchor in the Kangaroo Island channel with the master being the only person onboard at the time. It would appear from accounts given by both masters involved that the Larrikin was anchored in the navigation channel and the master was sleeping at the time of the incident. The sun would have been high in the morning sky and visibility was said to be good. The 10 metre sailing vessel Amarante was navigating under motor northward along the channel with only the master onboard. The master was using a chart plotter track that he had set during his inward passage for his departure from the overnight anchorage at Kangaroo Island. The master of the Amarante said that he had seen the Larrikin and thought he had enough time to go below to check the chart plotter to confirm his course against his intended passage out of the area. It was during this time that he was watching the chart plotter that the Amarante collided with the anchored Larrikin. The master of the Amarante stated that he remained on scene until the master of the Larrikin appeared and they exchanged details before the Amarante departed the area.</p>
MSQ Attended	No
MSQ Officer/s	
MSQ Contact No.	
QPS Attended	No
QPS Officer/s	
QPS Contact No.	
QAS Attended	No
QAS Officer/s	
QAS Contact No.	
QBFP Attended	No
QBFP Officer/s	
QBFP Contact No.	
Other Agencies	No
Other Agency Officers	
Other Agency Contact/s	
Case Assigned	9/11/2018
Case Accepted	28/02/2019
Expected Days to Complete	182
Completion Due Date	10/05/2019
Case Complete	2/04/2019
Case Checked (AM)	2/04/2019
Case Closed - Prosecution	
Case Closed - Admin Action	
Case Closed - AMSA	

Case Closed - Coroner	
Case Closed (CU)	
Case Closed - Finalised (AM)	2/04/2019
Case Closed - Finalised (CU)	
Review Action Required	No
Review Action Completed	No
Findings	On the morning of 6 November 2018 at approximately 0600 hours the French registered sailing vessel Amarante was motoring northward in the Kangaroo Island channel when it was involved in a collision with the anchored 8 metre cruiser Larrikin. The Larrikin was at anchor and the master was sleeping at the time of the incident. The master of the Amarante was navigating using a chart plotter and was distracted from keeping proper watch while going below to check the chart plotter. The Amarante collided with the Larrikin causing minor damage to both vessels.
Conclusion	The master of the Larrikin had anchored his vessel in a navigation channel. The master of the Amarante failed to keep a proper lookout causing the collision with the Larrikin.
Finalised - NFA	No
Finalised - Education	Yes
Finalised - Formal Warning	No
Finalised - Infringement	No
Finalised - Prosecution	No
Finalised - Administrative	No
Total Hour of Effort	6.5
Notes	
Refer for CU Action	No



Role	Involved Ship
Ship Unit	01
Ship Damage/Loss	Minor Damage
Ship Registration Type	Recreational
Details	
Notes	
Ship Type	Motor Boat
Ship Name	LARRIKAN
Ship Registration	ZF363Q
Former Names	
Previous Registration	ED653 Western Australia
Make/Model	Sea Ray Boats Sundancer Full Cabin
Length (m)	9.1
Beam (m)	2.7
Year Built	2010
Hull Material	Fibreglass/GRP
Primary Colour	White
Power Description	Yanmar
Number of Engines	1
Engine Type	Inboard Diesel
Total Kilowatt Power	235
Total Horse Power	315
Identification Number (HIN/SIN)	USSERR1429J809
Notes	TICA check



Role	Involved Ship
Ship Unit	02
Ship Damage/Loss	
Ship Registration Type	Recreational
Details	
Notes	
Ship Type	Sail Boat
Ship Name	AMARANTE
Ship Registration	NI684837
Former Names	
Previous Registration	
Make/Model	
Length (m)	10.7
Beam (m)	3.2
Year Built	1985
Hull Material	Fibreglass/GRP
Primary Colour	
Power Description	
Number of Engines	1
Engine Type	
Total Kilowatt Power	22
Total Horse Power	30
Identification Number (HIN/SIN)	
Notes	International vessel - registered in France



Role	Owner / Master
Ship Unit	01
Injury Status	
Details	
Notes	
Customer Reference No.	23191118
Family Name	
First Name	
Middle Names	
Gender	Male
Date of Birth	
Place of Birth	Brisbane, Queensland
Nationality	Australia
ATSI	
Also Known As	
ABN	
Photograph	
Full Name	
Email	
Business Phone	
Mobile Phone	
Other Phone	
Home Phone	
Notes	TICA Check



Role	Owner / Master
Ship Unit	02
Injury Status	
Details	
Notes	
Customer Reference No.	
Family Name	
First Name	
Middle Names	

Gender	Male
Date of Birth	
Place of Birth	
Nationality	
ATSI	
Also Known As	
ABN	
Photograph	
Full Name	
Email	
	Part Refuse Sch.4 Part 4 s.6 PI
Business Phone	
Mobile Phone	
Other Phone	
Home Phone	
Notes	



Notes	
Type	Data Entry
Task Title	
Status	Task Complete
Task / Entry Date	9/11/2018
Task / Entry Time	12:17
Assigned / Recorder	BENSON, Dana Y
Region	Brisbane - GC
Hours of Effort	1.25
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Initial data entry of MI
Completed Date	
Notes	



Notes	
Type	Enquiry
Task Title	identify yacht involved through enquiries
Status	Task Complete
Task / Entry Date	28/02/2019
Task / Entry Time	16:57
Assigned / Recorder	TURNER, Gregory L
Region	Brisbane - GC
Hours of Effort	1
Due Date	28/02/2019
Days to Due Date	36
Status Indices	1
Task Description (Running Sheet)	Query TICA and yacht site Marine Traffic to identify the yacht Amarante
Completed Date	28/02/2019
Notes	



Notes	
Type	Enquiry
Task Title	Contact owner of motor vessel Larrikin to gain further details about yacht Amarante
Status	Task Complete
Task / Entry Date	28/02/2019
Task / Entry Time	17:00
Assigned / Recorder	TURNER, Gregory L

Region	Brisbane - GC
Hours of Effort	1.5
Due Date	28/02/2019
Days to Due Date	36
Status Indices	1
Task Description (Running Sheet)	Contacted owner for more details on yacht Amarante, he sent photos through of the yacht to help identify. Looks as if the yacht may be a French vessel on visit to Australia
Completed Date	28/02/2019
Notes	



Notes	
Type	Enquiry
Task Title	Telephone owner of Amarante
Status	Task Complete
Task / Entry Date	13/03/2019
Task / Entry Time	10:02
Assigned / Recorder	TURNER, Gregory L
Region	Brisbane - GC
Hours of Effort	0.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Telephone call to the master of the yacht Amarante about email address and further information about collision. stated that he was back tracking on his plotted course into the area where he had anchored the night before. As he was leaving he noticed the depth was a problem and in his best attempts to not go aground he was concentrating on the sounder and plotter to leave the area where he had anchored. He had seen the power boat at anchor further ahead and was travelling at 3-4 knots while exiting the area. As he went below to look at his position on the plotter he heard a loud bang and thought he had hit a rock not believing that he arrived at the anchored boat already. After he hit the boat he circled around waiting for the master to appear and provided contact details to the master of the power boat.
Completed Date	13/03/2019
Notes	



Notes	
Type	Data Entry
Task Title	
Status	Task Complete
Task / Entry Date	25/03/2019
Task / Entry Time	12:28
Assigned / Recorder	BENSON, Dana Y
Region	Brisbane - GC
Hours of Effort	1
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Data Entry of MIR from
Completed Date	
Notes	



Notes	
Type	Enquiry
Task Title	Contact owner of yacht Amarante
Status	Task Complete

Task / Entry Date	2/04/2019
Task / Entry Time	11:49
Assigned / Recorder	TURNER, Gregory L
Region	Brisbane - GC
Hours of Effort	0.75
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	<p>Telephone conversation with master of Amarante 11 March 2019 I made contact with the master and asked whether he was onboard at the time when the Amarante was involved in a collision with the motor vessel Larrikin in the area of lower Moreton Bay, near Steiglitz. said that he was onboard and could recall the incident as he was in the area overnight and at the time when he was departing he was using the same GPS track that he recorded when he entered the area. I said that MSQ had a report that you had collided with the motor boat Larrikin. confirmed that whilst he was looking at the chart plotter he was distracted and had collided with the Larrikin. said that the Larrikin was in the middle of the channel and that he had seen it as he was heading in the direction where the Larrikin was anchored. stated that he thought he had enough time to consult his chart plotter to confirm his track out of the area and collided with the Larrikin. said that he circled around the Larrikin trying to attract the attention of anyone onboard before the master came up on deck and advised that he had been asleep. The two masters exchanged details and the Amarante departed the area.</p>
Completed Date	2/04/2019
Notes	



Notes	
Type	Report Preparation
Task Title	Area Manager Review
Status	Task Complete
Task / Entry Date	2/04/2019
Task / Entry Time	12:07
Assigned / Recorder	TURNER, Gregory L
Region	Brisbane - GC
Hours of Effort	0.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Complete review of information on hand provided printed copy for file and populate MSID, close file.
Completed Date	2/04/2019
Notes	



Type	Case Trigger
Details	
Notes	
Marine Incident No.	MSQ23851-2018
Incident Type	Marine Incident
Date	6/11/2018
Time	06:10:00:ttt
Caseman ID	
Incident Report Details	Collision between vessels ZF363Q 'Larrikin' & 'Amarante' near Horizon Shores, Kangaroo Island - 06 Nov 2018
Water Type	Smooth
Coordinates	
Latitude	-27.7533

Longitude	153.3666
Location Name	Near Horizon Shores, Kangaroo Island
Region	Brisbane - GC
Weather Conditions	Cloudy
Visibility Conditions	Good
Water Conditions	Choppy
Swell Height (m)	
Wind Speed	
Wind Direction	North West
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
Minor Damage (Ships)	2
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
Pollution - Response Brief	
Notes	230/01021
(H-N1) Failure to comply with ColRegs	No
(H-N2) Insufficient voyage planning	No
(H-N3) Excessive Speed	No
(H-N4) Navigation Error - Other	No
(H-P5) Inadequate training	No
(H-P6) Inappropriate instructions to crew	No
(H-P7) Communications Failure	No
(H-P8) SMS Failure	No
(H-C9) Inattention	No
(H-O10) Inexperience/lack of knowledge	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 Visibility	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)	150.4

	Role	Subject Of
	Details	
	Notes	
	Document Type	Marine Incident Report
	Document Title	MSQ23851-2018 - MSQ MIR
	DMS Item No.	P57870
	Other Reference	230/01021
	Publish Date	7/11/2018
	Details	
	Embedded (Picture)	
	Hyperlink	
	Document Text	
	Source Reliability	B - Usually Reliable
	Information Truth	2 - Probably True
	Notes	

	Role	Subject Of
	Details	

Notes	
Document Type	Marine Incident Report
Document Title	MSQ23851-2018 - MSQ MIR
DMS Item No.	P59339
Other Reference	230/01021
Publish Date	20/03/2019
Details	
Embedded (Picture)	
Hyperlink	
Document Text	
Source Reliability	Not Evaluated
Information Truth	Not Evaluated
Notes	

Released under RTI - DTMR

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IBM i2 iBase IntelliShare

Logged in as: gturne



MSQ23851 - Finalised

Recent items

- Task - Report Preparation (Ta
- Case - MSC679 - Case Finalis
- Task - Enquiry (Task Complet
- Task - Enquiry (Task Complet
- MSQ23851 - Marine Incident

Details of Case - MSC679 - Case Finalised - Closed AM - Collision between vessels

Form: Case - Investigation



- Marine Incident (1)
- Event (0)
- Compliance Action (Outcome) (0)
- Case Task (7)
- Organisation (0)
- Person (2)
- Ship (2)
- Informant (RESTRICTED) (0)
- Document (2)

Summary Case Details Attending Officers Finding / Conclusion Review / Close Case Measures Notes

Case Reference: MSC679-2018

DMS Container: 230/01021

Subject of Case: Collision between vessels

Operation Name:

TOMSA: Yes

TOMPA: No

National: No

Category: 3

Status: Case Finalised - Closed AM

Completion Due Date: 10/05/2019

2/4/19 - fos, pls close file

NR

Clear selected

Find items

Edit Save Cancel



Queensland  
Government

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

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SCANNED TO DMS

Item ID: E59404

File ID: 230/01021

Date: 2.4.19

Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner

2 April 2019



I am writing to you about the incident that occurred on 6 November 2018 when the French yacht *Amarante* collided with the anchored 8.7 metre motor cruiser *Larrikin* in the Kangaroo Island channel in southern Moreton Bay, Queensland.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and that of the master of the cruiser *Amarante* and it is advised that MSQ does not propose to take any further action in relation to this matter.

I have considered the evidence available to me and considered that the collision was the result of the master of the *Amarante* being distracted when navigating through the channel in which the *Larrikin* was at anchor. The master of the *Amarante* was found to have failed to keep a proper and effective lookout and not take action to avoid colliding with the *Larrikin* whilst it was at anchor.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely

Not Relevant

Greg Turner  
**Area Manager (Gold Coast)**

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# Item

## ITEM DETAILS

<b>Item ID:</b>	59414 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	02/04/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	02/04/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Marine Incident Yacht Amarante - 6 November 2018		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ23851-2018 - COLLISION BETWEEN VESSELS ZF363Q 'LARRIKIN' & 'AMARANTE' NEAR HORIZON SHORES, KANGAROO ISLAND - 06 NOV 2018	<b>Container ID:</b>	230/01021 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	02/04/2019

## SECURITY & ACCESS

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

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

Marine Incident Yacht Amarante - 6 November 2018

Subject Marine Incident Yacht Amarante - 6 November 2018  
 From greg.i.turner@msq.qld.gov.au  
 To   
 Cc Part Refuse Sch.4 Part 4 s.6 PI  
 Bcc  
 Sent 2/04/2019 1:33:42 PM  
 Attached



letter.pdf

Dear [REDACTED]

I have attached a letter providing details of the outcome of Maritime Safety Queensland's investigation into the collision between the yacht *Amarante* and the anchored cruiser *Larrikin* in Moreton Bay on 6 November 2018.

Kind regards,

**Greg Turner**

Area Manager | Gold Coast

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

40-44 Seaworld Drive | Main Beach Qld 4217

PO Box 107 | Southport Qld 4215

P: (07) 5585 1814 | F: (07) 5585 1818

E: [greg.l.turner@msg.qld.gov.au](mailto:greg.l.turner@msg.qld.gov.au)

W: [www.msg.qld.gov.au](http://www.msg.qld.gov.au)

Released under RTI - DPMR

15



SCANNED TO DMS

Item ID: P59401  
File ID: 230/01021  
Date: 2/4/19

Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner

Department of  
Transport and Main Roads  
Maritime Safety Queensland

2 April 2019

Part Refuse Sch.4 Part 4 s.6 PI

Dear

I am writing to you about the incident that occurred on 6 November 2018 when the French yacht *Amarante* collided with the anchored 8.7 metre motor cruiser *Larrikin* in the Kangaroo Island channel in southern Moreton Bay, Queensland.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in your report and that of the master of the cruiser *Larrikin* and it is advised that MSQ does not propose to take any further action in relation to this matter.

I have considered the evidence available to me and considered that the collision was the result of you being distracted when involved in consulting your navigation system below rather than keeping a proper and effective lookout whilst the *Amarante* was underway. You admitted that you had seen the *Larrikin* in the channel prior to consulting your navigation system but had failed to avoid colliding with the *Larrikin* whilst it was at anchor.

I remind you that every vessel has an obligation to maintain a proper lookout so to make a full appraisal of the situation and of the risk of collision. By going below to consult your navigation system at a time where another vessel was anchored nearby did not allow you sufficient time to act in avoiding the collision with the *Larrikin*. I suggest that you refamiliarize yourself with the International Regulations for Preventing Collisions at Sea to ensure that you are complying with these regulations.

Should you require any further information, please contact Mr Greg Turner, Area Manager, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely

Not Relevant

Greg Turner  
Area Manager (Gold Coast)

Maritime Safety Queensland  
Gold Coast  
40-44 Seaworld Drive  
Main Beach Qld 4217  
PO Box 107 Southport Qld 4215

Telephone +61 7 5585 1810  
Facsimile +61 7 5585 1818  
Website www.tmr.qld.gov.au

ABN 39 407 690 291

SCANNED TO DMS

Item ID: P 59397

File ID: 230/01021

Date: 2/4/19

14

## File note

**File number** 230/01021

**Subject** Review of Marine Incident - MSQ23851-2018

**Author** Greg Turner  
Area Manager

**Date** 2 April 2019

---

On the morning of 6 November 2018, the 8.7 metre motor cruiser Larrikin was at anchor in the Kangaroo Island channel with the master being the only person onboard at the time. It would appear from accounts given by both masters involved that the Larrikin was anchored in the navigation channel and the master was sleeping at the time of the incident. The sun would have been high in the morning sky and visibility was said to be good.

The 10 metre sailing vessel Amarante was navigating under motor northward along the channel with only the master onboard. The master was using a chart plotter track that he had set during his inward passage for his departure from the overnight anchorage at Kangaroo Island. The master of the Amarante said that he had seen the Larrikin and thought he had enough time to go below to check the chart plotter to confirm his course against his intended passage out of the area.

It was during this time that he was watching the chart plotter that the Amarante collided with the anchored Larrikin. The master of the Amarante stated that he remained on scene until the master of the Larrikin appeared and they exchanged details before the Amarante departed the area.

Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner

SCANNED TO DMS  
Item ID: ESQ340  
File ID: 230/1021  
Date: 25/03/19



Department of  
Transport and Main Roads

25 March 2019

**E-MAILED**  
25-3-19 DB.

Part Refuse Sch.4 Part 4 s.6 PI

Dear

### Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Amarante" with registration number N1684837 which occurred on 06 November 2018.

Maritime Safety Queensland's official marine incident report number is MSQ23851-2018.

You may be asked to quote this number when making enquiries regarding this marine incident. Your insurer may also require you to provide this number if making an incident-related insurance claim.

A Marine Officer will contact you if any further information or action is required.

Yours sincerely

Not Relevant

Dana Benson  
**Business Support Officer – Maritime Operations (Gold Coast Office)**

Maritime Safety Queensland  
Gold Coast  
40-44 Seaworld Drive  
Main Beach Queensland 4217  
PO Box 107 Southport Queensland 4215

Telephone +61 7 5585 1810  
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Website www.msq.qld.gov.au  
Email msq.goldcoast.reception@msq.qld.gov.au  
ABN 39 407 690 291

SCANNED TO DMS

Item ID: P59407

File ID: 230/01021

Date: 2.4.19

Google Image of location MSQ23851



LAT + Lon AS PROVIDED BY MASTER MANDANTE

27° 45.2116' S

153° 22.0131' E

MSQ23851 - Google Image indicating beacons and channel where collision occurred



Released under RTI - DTMR



9

SCANNED TO DMS  
Item ID: 759409  
File ID: 230/01021  
Date: 2/4/19

# File note

**File number** 230/01021

**Subject** Attempts to contact (Master of *Amarante*)

**Author** Greg Turner  
Area Manager

**Date** 11 March 2019

- As part of the enquiries into the incident between the yacht *Amarante* and the anchored vessel *Larrikin I* I have attempted to phone the master of the *Amarante*, Mr [redacted] on the following occasions: -
- 26 November 2018 @ 1230 hours on [redacted]
- 27 November 2018 @ 1620 hours on [redacted]
- 28 February 2019 @ 1400 hours on [redacted]
- 29 February 2019 (time not recorded) [redacted]
- 11 March 2019 @ 0930 hours I telephone [redacted] a man answered with a [redacted] I introduced myself as GT MSQ and was I talking with [redacted] from the yacht *Amarante*? After some initial confusion, [redacted] confirmed that he was the master and onboard the *Amarante* at the time of the incident.
- I said that we had been attempting to contact him for some time without success and required him to complete a Marine Incident Report Form and submit to MSQ in relation to the incident that occurred on 6 November 2018.
- [redacted] went on to say that he should not be at fault or at least 50-50 as the powerboat was anchored in the middle of the channel where he was attempting to navigate.
- I said this was the reason we needed the MIR to be completed so we could ascertain what happened and MSQ could get a safety outcome form this incident.
- I asked where he and the *Amarante* were at this present time and [redacted] said that he was at [redacted]
- I asked [redacted] for an email address so I could send him through a link to the MIR so he could complete it and send back to MSQ.
- He provided [redacted] as well as [redacted] as the two contact points.
- I advised him that I would send the email through today and ended the call.

Department of Transport and Main Roads



SCANNED TO DMS

Item ID: P59408

File ID: 230/01021

Date: 2.4.19

## File note

**File number** 230/01021

**Subject** MSQ23851 - Australian Border Force information on *Amarante*

**Author** Greg Turner  
Area Manager

**Date** 11 March 2019

- On 11 March 2019 I contacted the Small Ship Office of the Australian Border Force (ABF) to seek information about the French yacht *Amarante*.
- The ABF officer provided that the *Amarante* arrived in Australia through Bundaberg on 22 October 2018.
- The last report that ABF had was that the *Amarante* was in Melbourne on 15 January 2019.
- I asked if they could confirm the name of the master of the *Amarante* and he advised that they had on record the master as [redacted] with the contact number [redacted] and an email address of [redacted] Part Refuse Sch.4 Part 4 s.6 PI
- He advised that the emails are usually very limited and work off a satphone so there can be no attachments.
- The ABF Officer said that was all the information they had on the *Amarante*.
- I thanked him for his time.



Live Map (/) Explore Community Pricing Vessel, Port, etc.

Log In

AMARANTE (/en/ais/...  
Sailing Vessel



S35°19'39.57  
E116°17'40.83  
(-35.3277, 116.2947)

Vessel Details  
(/en/ais/details/ships/shipid:3578333/mmsi:227382150/imo:0/vessel:AMARANTE)

AU ALH  
(/en/ais/details/ports/2738)

https://maps.google.com/maps?ll=-33.816578,116.272703&z=7&t=p&hl=en-GB&gl=US&mapclient=apiv3

me/oldshipid:3578333/oldmmsi:227382150/tra

artures&ship\_in|begins|AMARANTE|ship\_in=357833

irby/mmsi:227382150/shipid:3578333/shipname:AM

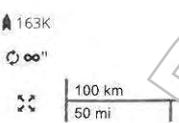
Status: <b>Class B</b> shipid:3578333	Speed/Course: <b>0.3kn / 0°</b>	Draught: <b>N/A</b>
---	------------------------------------	------------------------

Received: **2019-02-24 15:03 UTC** (AIS Source:  
1310 (/en/ais/details/stations/1310) )  
Report your position with **OnCourse**  
(https://help.marinetraffic.com/hc/en-  
us/articles/205327417)

PING of  
"AMARANTE"  
from MARINE TRAFFIC

YACHT AMARANTE LOCATED ON  
MARINE TRAFFIC SITE AT ALBANY  
ON 24/2/19

GT



29/2/19 - PHONED

NO ANSWER!

Leaflet (http://leafletjs.com)

Terms (/En/P/Terms) Privacy (/En/P/Privacy-Policy) User Agreement (/En/P/User-Agreement) English (EN) ^

About ^ MarineTraffic (https://www.marinetraffic.com/Blog) Help (http://help.marinetraffic.com/? CentreUtm\_campaign=Footer&Utm\_source=Terms\_list&Utm\_medium=Help)

(https://itunes.apple.com/Id563910327)



Port  
Live Map(/)

Explore ▾

Arrival (LT)  
Community ▾

Pricing ▾

Departure (LT)  
Vessel, Port, etc.  
No Records Found

In Transit



Log In



© johnny zeisner  
MarineTraffic.com

(/en/photos/of/ships/shipid:3578333/ship\_name:AMARANTE#2227647)



📷 Upload a photo (/en/photos/upload/shipid:3578333/name:AMARANTE/type:Sailing%20Vessel)

📷 Ship Photos: 2 (/en/photos/of/ships/shipid:3578333/shipname:AMARANTE/mmsi:227382150)

Vessel's Wiki

✎ Contribute to this page (/en/wiki/edit/3578333)

General

Companies

Build

Dimensions

Tonnage/Capacity

Gear

Engine details  
Live Map  
Contacts

Explore

Community

Pricing

Vessel, Port, etc.



Log In

- > MMSI: **227382150**
- > IMO: **0**
- > Type: **Sailing Vessel**
- > Hull Number:
- > Class: **4**
- > Status: **In Service**
- > Year scrapped/lost:



Available on the App Store (https://itunes.apple.com/us/developer/marinetransportation/id563910327)



(https://play.google.com/store/apps/details?id=c)

Terms (/En/P/Terms)

Privacy (/En/P/Privacy-Policy)

User Agreement (/En/P/User-Agreement)

About

English (EN)

MarineTraffic Blog (https://www.marinetransportation.com/blog)

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Part Refuse Sch.4 Part 4 s.6 P

**SCANNED TO DMS**

Item ID: P59412

File ID: 230/01021

Date: 2/4/19



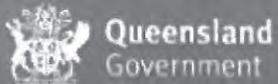
Part Refuse Sch.4 Part 4 s.6

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Part Refuse Sch.4 Part 4 s.6 PI

Released under RTI-DTMR

Possible ?? NO *GA*



Transport and Main Roads

Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Hub

SIN USCTYA0228E696

Plate XA909Q 0

Make and Model 1996 7.6M CATALINA 7.6M FULL CABIN AMARANTE FIBREGLASS (GPR)

ACTIVE Display

ONLI  
27/02/2019  
SGKNOWL P1

Name AMARANTE

Dimensions

Primary Colour WHITE

Length (m) 7.60

Secondary Colour

Beam (m) 2.60

Compliance Type COMPL PLATE EXEMPT

Draught (m) 1.00

Compliance Year

Height (m) 9.00

Previous Plate YC229S

Previous State SA

- Planing hull
- Capable of speed greater than 10 knots
- Normally carries sails

Clear  
Exit

Vehicle registration hub

Marine Engines

Driver licence hub

	Engine Number	Make	Model	Engine Type
Primary	OBJ1107963	HONDA	10HP/7.4KW	MARINE OUTBOARD

Payment

[Edit existing recreational ship](#)

Our ref 230/01021  
Your ref MSQ23851-2018  
Enquiries Greg Turner

SCANNED TO DMS

Item ID: P57872  
File ID: 230/1021  
Date: 9/11/18



Department of  
Transport and Main Roads

09 November 2018



Dear 

### Marine Incident Report

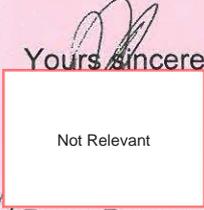
I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Larrikin" with registration number ZF363Q which occurred on 6 November 2018.

Maritime Safety Queensland's official marine incident report number is MSQ23851-2018.

You may be asked to quote this number when making enquiries regarding this marine incident. Your insurer may also require you to provide this number if making an incident-related insurance claim.

A Marine Officer will contact you if any further information or action is required.

Yours sincerely

  
Not Relevant

Dana Benson  
Business Support Officer – Maritime Operations (Gold Coast Office)



Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA0001111: DISPLAY SUCCESSFUL

Recreational Ship

Hub

HIN [v] USSERR1429J809

Plate ZF363Q 4

Make and Model 9.1M SEA RAY BOATS SUNDANCER FULL CABIN LARRIKAN FIBREGLASS (GP

ACTIVE

Display

ONLI  
09/11/2018  
DYBENSO P1

Name LARRIKAN

Dimensions

Primary Colour BLUE

Length (m) 9.10

Secondary Colour WHITE

Beam (m) 2.70

Compliance Type COMPL PLATE EXISTS

Draught (m) 1.00

Compliance Year 2010

Height (m) 3.30

Previous Plate ED653

Previous State WA

Planing hull

Capable of speed greater than 10 knots

Normally carries sails

Clear

Exit

Vehicle registration hub

Marine Engines

Driver licence hub

	Engine Number	Make	Model	Engine Type
Primary	6LPASTZP2M52052	YANMAR	315HP/235 KW	MARINE INBOARD

Payment

[Edit existing recreational ship](#)