

# Summary Report

Our ref 230/02092  
Your ref MSQ24484  
Date 23/11/2020

To Area Manager

Subject Marine incident investigation file – (File No. MSQ24484-2020)

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

Incident type	Collision
Participant ship/s	Rest & Residue -7.9 metre Flybridge Bar Crusher- 6.7 metre Bar Crusher (
Participant person(s)	-Owner and Master of Rest and Residue Owner and Master of Bar Crusher Part Refuse Sch.4 Part 4 s.6 Personal information on board (Bar Crusher) Part Refuse Sch.4 Part 4 s.6 Personal information on board (Bar Crusher)
Location	Wellington Point, Moreton Bay, Brisbane.
Date	11 <sup>th</sup> July 2020

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## Summary

A collision has occurred between the vessel Rest & Residue and Bar Crusher on 11<sup>th</sup> July 2020 at approximately 5:30am. Part Refuse Sch.4 Part 4 s.6 Personal information a passenger on board the Bar Crusher was transported to hospital via Ambulance, later that day he was discharged.

The Bar Crusher has just finished transiting the Wellington Point Channel when the collision occurred. Rest & Residue was travelling in a South East Direction. Damage was observed to the port bow of the Bar Crusher whereas Rest & Residue have severe damage to its starboard midships.

On the 16<sup>th</sup> July I attended East Coat marina and took several photos of Rest & Residue.

On the 16<sup>th</sup> July 2020 I went to home to get his Version of Events.

I have been in contact with Redland Water Police is the lead investigator in this incident. Redland Water Police has completed interviews, onsite inspections and findings.

I have attached their summary of the incident.

**Outcome**

It is my recommendation that a closure letter is sent to explaining the outcome of the investigation completed by Redland Water Police and that no further action will be taken.

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

Jeremy Lind

**Marine Officer**

Released under RTI - DTMR

## Jeremy M Lind

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**From:** @police.qld.gov.au>  
**Sent:** Monday, 16 November 2020 1:49 PM  
**To:** Jeremy M Lind  
**Cc:**  
**Subject:** RE: Wellington Point Marine Incident 11/7/2020

QP2001436036 REFERS...

Good afternoon Jeremy,

Apologies but I was advised that the reporting officer for this investigation, had spoken with you on the phone advising that we had completed our investigations and the matter was finalised from the QPS's perspective...??

In brief, and I spoke with all parties involved in this marine incident. There were a number of contributing factors admitted by both skippers:

- Plastic "clears" on both vessels windscreens and side panels
  - Both skippers stated that the condition of the clears and poor natural lighting due to the time of the incident meant that both skippers did not have clear vision out through these to be able to keep proper lookout
- Back lighting from Wellington Point
  - Skipper of the give way vessel stated that he looked closely at the leads coming out of Wellington Point but did not see any lights of the incoming vessel.
  - We confirmed that the navigation lighting was on and working on both vessels, except that the give way vessel's all around white light on his cabin was faulty and the small post on his starboard quarter was not up to standard.
- The skipper of the stand on vessel stated that he did not see the other vessel(full cabin with fly-bridge) at all until a second before he collided with the side of the vessel. He could not explain why he couldn't see the other vessel, its navigation lights nor why he did not take avoiding action until it was too late.

and I discussed this incident at length and we felt that poor visibility and skipper inexperience on the part of both vessels were the major contributing factors and not negligence nor a deliberate act. Although there were injuries sustained on the occupants of the stand on vessel and substantial damage to the give way vessel, and I felt that it was not in the public interest to charge both skippers with unsafe operation.

and I explained clearly the obligations on skippers of any vessel and provided advice as to how they could operate their vessels to improve visibility.

Both skippers understood their errors, the importance of keeping a clear and proper lookout especially when operating in low-light conditions and how lucky everyone was in this incident.

From our end we have finalised the occurrence.

If you have any further questions please feel free to contact or myself.

Kind regards,

**Officer in Charge**  
**Water Police Redland Bay | Queensland Police Service**

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60 Hamilton Street Redland Bay QLD 4165  
P (07) 3829 4124  
E [@police.qld.gov.au](mailto:@police.qld.gov.au)

**From:** Jeremy M Lind <Jeremy.M.Lind@msq.qld.gov.au>  
**Sent:** Monday, 16 November 2020 13:09  
**To:** [@police.qld.gov.au](mailto:@police.qld.gov.au)  
**Subject:** Wellington Point Marine Incident 11/7/2020

Good Afternoon

I have reviewed mv outstanding Marine Incidents and the Marine incident involving Vessels displaying registration number is still currently open. This incident happened on the 11<sup>th</sup> July 2020 at approximately 5:30am - Wellington Point.

I would like to close out this case, can you please provide a report of the status or result if this investigation.

Maritime Safety Queensland (MSQ) is the regulator responsible for administering the Transport Operations (Marine Safety) Act 1994 (TO(MS)A) and investigating marine incidents in Queensland Waters.

I appreciate your assistance with this. Any questions please get back to me by email or give me a call.

Kind regards,

Jeremy Lind  
Marine Officer | Brisbane  
Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Ground Floor | Pinkenba Marine Operations Base | MacArthur Avenue East | Pinkenba Qld 4008  
(07) 36327563 | M: Not relevant  
[Jeremy.M.Lind@msq.qld.gov.au](mailto:Jeremy.M.Lind@msq.qld.gov.au)  
[www.msq.qld.gov.au](http://www.msq.qld.gov.au)  
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