

28/07/2021 – report by Jenny Peardon – MSQ Bundaberg

Marine Incident – Beaver Rock, Mary River – Collision between vessels –

personal information
personal information

28/07/2021 – 4.05pm – I received a phone call from personal information Constable – Maryborough Police Station. She had received a report of a marine incident between a houseboat and sailing vessel at Beaver Rock, Mary River.

The houseboat personal information has dragged anchor and the outboard is currently tangled in the mooring lines of personal information and therefore the vessels have collided.

I checked our Buoy Mooring Database and personal information is on a MSQ registered mooring –

personal information CTPI – Mobile NR – Email: CTPI

There is no record of personal information being on a mooring position. I then checked TICA for a vessel with the name personal information but was unable to locate a vessel that could be a Houseboat with a Maryborough or near address.

I sent an email to personal information to advise him of the Incident.

I phoned CTPI to notify him of the incident and ask that he attend his vessel. I left a message for him to contact me or Anthony MacFarlane if it was after 4.30pm.

I did not receive a return call prior to 4.30pm.

29/07/2021 – came into the office at 8am to phone CTPI and see if he had received the message. He advised that he had received the message and had phoned Anthony MacFarlane later yesterday afternoon.

He was currently driving down to Beaver Rock to inspect the vessel. He will call me once he has arrived with further details.

CTPI phoned to advise that there was significant damage to his vessel. He requested that we contact Maritime Police (Water Police) and ask that they move the vessel personal information as it is still currently only about 20m away and on the change of tide it will again collide with personal information. I advised that we are unable to organise anything until we have the Owners details and discuss the moving of the vessel. I also advised that he will need to complete a Marine Incident Report Form – he asked if this could be emailed.

I then emailed Anthony MacFarlane & John Fallon in what is required to organise moving the vessel. Anthony MacFarlane had some information in regards to finding the owner of personal information he had been told to contact Mary River Marina – CTPI as the vessel had previously been in the Marina but had been in the Mary River anchored for around 2 years.

I phoned CTPI and he advised that the vessel was owned by CTPI when it was in the Marina but had since been sold a couple times. I checked TICA for details of CTPI CTPI – there was no details under his profile – no address or phone numbers – no registrations. Anthony also suggested to phone CTPI to see if he had any details of the current owner. I phoned the number, but it was not taking calls – call back later. Anthony then suggested to phone CTPI as there was talk that the vessel

had been sold to a commercial fisherman. [CTPI] advised that the vessel was sold to [CTPI] (Name unknown) a few years back but he had also sold the vessel earlier this year.

[CTPI] said that [CTPI]

[CTPI]

Received a phone call from [CTPI] as he was contacted by a friend to contact MSQ regarding the vessel [personal information]. He doesn't have any contact details for the new owner. I thanked [CTPI] for contacting us.

I emailed Kristine Dale to see if she had seen any paperwork or heard of the vessel [personal information]. She did a search in their G Drive and found some emails regarding the vessel. There was an email from [CTPI] on the 18th April 2021 to say that he had spoken to the prospective new owner of [personal information] at the Beaver Rock Boat Ramp – [CTPI]

[CTPI]

I searched Google Maps and found the [CTPI] – phoned the number and spoke to [CTPI]. He advised that he was the owner of the vessel [personal information] spoke to him about the incident and that he is required to attend to the vessel and have it moved and anchored safely away from other vessels. I asked if I could give his details to the owner of the vessel damaged in the incident. He agreed to give his details to [CTPI]. He also gave me another phone number which is his mobile – [CTPI] – his actual name is [CTPI] – Email: [CTPI] – he has registered the vessel last week [personal information] [CTPI].

I phoned [CTPI] to advise that I had found the owner and that I would email the contact details for the owner through to him with the Marine Incident Report Form. [CTPI] also gave permission for his details to be given to [CTPI] if required.

[CTPI] phoned back to see if he could have the details for [CTPI] – given.

[CTPI] also has photos that he will submit with the MIR.

From: [Jennifer D Peardon](#)
To: [REDACTED] CTPI
Subject: Marine Incident Report - Collision between ships - Beaver Rock, Mary River
Date: Thursday, 29 July 2021 11:54:34 AM
Attachments: [Marine Incident Report Form.pdf](#)

[REDACTED] CTPI

Please find attached the Marine Incident Report Form that will need to be completed and submitted for the Incident between [REDACTED] personal information yesterday afternoon.

The contact details for the owner of [REDACTED] personal information below:

[REDACTED] CTPI

– Mobile –

NR

– Email: [REDACTED] CTPI

[REDACTED] CTPI is going to phone some Marina's and Rescue organisations to see if the vessel can be moved and anchored safely.

Kind regards,

Jennifer Peardon

Business Support Officer – Bundaberg (Gladstone South Region)

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

| Department of Transport and Main Roads

Works: Wed, Thurs, Fri

Claude Wharton Building, Floor 2, 44 Quay Street, Bundaberg Qld 4670 |

PO Box 476, Bundaberg Qld 4670

T: (07)41326600 F: (07)41326650

E: jennifer.d.peardon@msq.qld.gov.au

W: www.msq.qld.gov.au

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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 / / Time am pm Body of water/Landmark

Location

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

Type of incident

Collision: Grounding: Other incident: Capsizing Swamping Flooding Person overboard Loss of stability Fire Explosion Structural/equipment failure Loss of ship

Incident Severity Rating

Fatality Serious injury Ship lost Damage to property only Number of persons Ship damaged No damage

Environmental conditions

Weather Visibility Clear Hazy Cloudy Rain Flood 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

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 Official registration number Registering authority Length (metres) Beam (metres) Year built Number of passengers on board Number of crew on board Registration type

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

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

Office use only

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

Ships involved - continued

Own ship

Ship description

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

Engine

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

Number of engines Total engine power

<input type="text"/>	<input type="text"/>	HP KW
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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)
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Number of engines Total engine power

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

 / /

Expiry date (if applicable)

 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

 / /

Expiry date (if applicable)

 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

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

Deceased or injured person

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

Name

Gender

Male Female

Date of birth

 / /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

⁵ 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

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

Deceased or injured person

Name

Gender

Male Female

Date of birth

 / /

Address

Telephone

Which ship was this person associated with?

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Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

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Activity of injured or deceased person

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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

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).

A large grid area for drawing a diagram or chart extract. It contains a north arrow pointing upwards in the top-left corner. The grid is composed of light blue lines forming a 20x15 grid of squares. A large, faint watermark reading "Released Under RTI - DTMR" is overlaid diagonally across the grid.

Owner's/Master's report

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Assistance rendered/received at incident

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.....

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

Signature (Owner/Master) _____ **Date** ____ / ____

Owner/Master name (please print) _____

From: [Jennifer D Peardon](#)
To: [Anthony Z Loveridge](#); [Kristine M Dale](#)
Cc: [Anthony M Macfarlane](#)
Subject: Marine Incident - Beaver Rock, Mary River - Collision between vessels - personal information
Date: Thursday, 29 July 2021 2:09:38 PM
Attachments: [Incident Report - 28.07.2021 - Jenny Peardon.docx](#)
[Vessel Details -](#) personal information
[Vessel Details -](#) personal information

Anthony/Kristine

Info from Marine Incident 28.07.2021 – Beaver Rock - personal information
personal information

Kind regards,

Jennifer Peardon

Business Support Officer – Bundaberg (Gladstone South Region)

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

| Department of Transport and Main Roads

Works: Wed, Thurs, Fri

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PO Box 476, Bundaberg Qld 4670

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E: jennifer.d.peardon@msq.qld.gov.au

W: www.msq.qld.gov.au

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personal information
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Transport and Main Roads

Transport integrated customer access

Display Registration ▾ New Business Change Ownership ▾ Update Details ▾ Correspondence ▾ Links ▾ About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

ONLY
29/07/2021
JDPEARL P1

Clear
Exit

4
H
r

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer	CTPI	CTPI	<input checked="" type="radio"/> Ind	Birth Date	CTPI
Address	CTPI				
Postal	CTPI				
Secondary	CTPI				
		Engine	<input type="radio"/> Org	Birth Date	CTPI
		33761P10843			ACTIVE
Description	13.5M MISC BORO KA FULL CABIN RAMONA STEEL			<input checked="" type="radio"/> Ind	Birth Date
					ACTIVE
					RESTRICTED
					Display

Registration

CURRENT

Plate

Category

Pay Mode

Pay Term (months)

Purpose of Use

Current

personal info
personal information

REC MOTOR BOAT

STANDARD

12

PRIVATE

Period of Registration

Current

Future

Effective

21/11/2020

Expiry

20/11/2021

Status

CURRENT

Concession

CTPI

Ship Storage

Method

ANCHORED

Place

OTHER PLACE NOT REG FEES

Postcode

4875


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Transport and Main Roads

Transport integrated customer access

Display Recreational Ship ▼ Marine Engine ▼ Links ▼ About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Hub

<NONE> ▼

Plate personal information

Make and Model 13.5M MISC BORO KA FULL CABIN RAMONA STEEL

RESTRICTED

ONLI
29/07/2021
JDPEARD P1

Name personal information

Dimensions

Length (m)	13.50
Beam (m)	4.50
Draught (m)	2.00
Height (m)	15.00

Primary Colour WHITE

Secondary Colour

Compliance Type COMPL PLATE EXEMPT

Compliance Year

Previous Plate

Previous State

- 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	33761P10843	MISC		MARINE INBOARD

[Edit existing recreational ship](#)

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Page 13 redacted for the following reason:

CTPI


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TCA0001111: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

ONLI
 29/07/2021
 JDPEARL P1

6
H
r

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer	CTPI	CTPI
Address	CTPI	
Postal		
HIN	AUAED000116Q11	Engine 1C460136
Description	14.9M PRIVATE 14.9M FULL CABIN WOOD	
Registration	CURRENT	
Plate	personal information	
Category	REC MOTOR BOAT	
Pay Mode	STANDARD	
Pay Term (months)	12	
Purpose of Use	PRIVATE	

Ind Birth Date CTPI
 Org ACTIVE

Ind Birth Date
 Org ACTIVE

Period of Registration		
	Current	Future
Effective	23/07/2021	
Expiry	22/07/2022	
Status	CURRENT	
Concession		
Ship Storage		
Method	MOORED IN MARINA BERTH	
Place	OTHER PLACE NOT REG FEES	
Postcode	4217	

Release
 der RTI DTMR



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Transport and Main Roads

Transport integrated customer access

Display Recreational Ship ▼ Marine Engine ▼ Links ▼ About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Hub

HIN ▼ AUAED000116Q11

Plate personal information

Make and Model 14.9M PRIVATE 14.9M FULL CABIN WOOD

ACTIVE

ONLI
29/07/2021
JDPEARL P1

Name

Dimensions

Primary Colour WHITE

Length (m) 14.90

Secondary Colour

Beam (m) 8.00

Compliance Type COMPL PLATE EXEMPT

Draught (m) .40

Compliance Year

Height (m) 2.40

Previous Plate

Previous State

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

[Vehicle registration hub](#)


Marine Engines

[Driver licence hub](#)

	Engine Number	Make	Model	Engine Type
Primary	1C460136	MERCURY	60HP/44.7KW	MARINE OUTBOARD ▲
Secondary	1C287306	MERCURY	60HP/44.7KW	MARINE OUTBOARD ▼

[Payment](#)

[Edit existing recreational ship](#)


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[Preview Report](#)
[Additional Details](#)
[About](#)

TCA000118I: LIST SUCCESSFUL

Registration History

Ind
 Org
 Birth Date

Address

Postal

Ind
 Org
 Birth Date

HIN AUAED000116Q11 Engine 1C460136

Description 14.9M PRIVATE 14.9M FULL CABIN WOOD

List by Plate Number
 List by Ship

From Date To Date

Action Show invalid actions

Plate

ONLI
 29/07/2021
 JDPEARL P1

Action	System Date	Action Date	Description
CERT	23/07/2021	23/07/2021	REPLACE CERTIFICATE,23/07/2021
PAY	23/07/2021	23/07/2021	TOTL CTPI
NBUS	23/07/2021	23/07/2021	personal information CTPI AUS,MBOT,PRIV
UPDT	23/07/2021	23/07/2021	RECREATIONAL SHIP PRI ENGINE NO. 1C157755 TO 1C460136, SEC ENGINE NO. 1C157756 TC

[Vehicle registration hub](#)
[Driver licence hub](#)
[Payment](#)

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Page 17 redacted for the following reason:

CTPI

From: [Anthony M Macfarlane](#)
To: [Anthony Z Loveridge](#)
Subject: Marine Incidents in MSID
Date: Thursday, 12 August 2021 3:53:40 PM
Attachments: [Marine Incident Report - Collision between ships - Beaver Rock Mary River.msc](#)

Good afternoon Anthony,

Just an FYI the two below Marine Incidents have been assigned to you in MSID. As we discussed may only take a few phone calls before closing off.

PS attached email with the owner of personal information He will be confused as I have called him (2 x Anthony's)

MSC2715 – personal information

NR

Kind regards,

Anthony MacFarlane

Area Manager | Waterways Operations | 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) 4194 9600 | M: NR

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

www.msq.qld.gov.au

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...

Incident description

Position of incident

Date: 28/7/2021 Time: EST 1500 am Body of water/Landmark: BEAVER ROCK MOORING H5944, MARY RIVER QLD

Location: [] Inland waters (non-tidal) [X] Smooth waters [] Partially smooth waters [] Offshore Latitude: 25°30.00 Longitude: 152°50.1985

Type of incident

Collision: [X] 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

Incident Severity Rating

[] Fatality Number of persons [] Serious injury 2 Number of persons [] Ship lost 3 [X] Damage to property only 4 [] Ship damaged [] No damage

Environmental conditions

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

Ships involved

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

Own ship
Name of ship: []
Official registration number: [] Registering authority: QLD TRANSPORT
Length (metres): 13.5M Beam (metres): 4 Year built: 1965
Number of passengers on board: Nil Number of crew on board: Nil
Registration type: [] Commercial passenger [] Commercial fishing [] Commercial non-passenger [] Commercial hire and drive [] Queensland Regulated ship

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

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

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

Ships involved - continued

Own ship

Ship description

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

Engine

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

Number of engines Total engine power

1 105 ~~HP~~ ~~KW~~

Hull material

- Steel Timber Ferro-cement
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- Ship lost Moderate damage (damaged but ship remains seaworthy)
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 Other (describe)

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 Inboard/outboard Inboard (diesel)
 Other (describe)

Number of engines Total engine power

2 120 ~~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

CTPI

Dedicated person ashore/operations manager (commercial only)

NR

Telephone (business hours)

Telephone (after hours)

NR

Address

CTPI

Email address

CTPI

Master's details

Master's name

CTPI

Gender

- Male Female

Date of birth

CTPI

Licence type and grade (for example, Master 5)

RMDL

Licence number

CTPI

Issuing authority

QLD GOVERNMENT

Issue date

20/01/21

Expiry date (if applicable)

03/02/26

Telephone (business hours)

Telephone (after hours)

NR

Address

CTPI

Email address

CTPI

Other ship

Ship owner's details

Owner's name

CTPI

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

NR

Address

Email address

CTPI

Master's details

Master's name

CTPI

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

AS ABOVE

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

- Crewmember Passenger Master (details as above)

Name

Gender

- Male Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

/ /

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role

- Crewmember Passenger Master (details as above)

Name

Gender

- Male Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

/ /

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

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

Deceased or injured person

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

Name

Gender

- Male Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

Injury status

- Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

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

Deceased or injured person

Name

Gender

- Male Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

Injury status

- Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

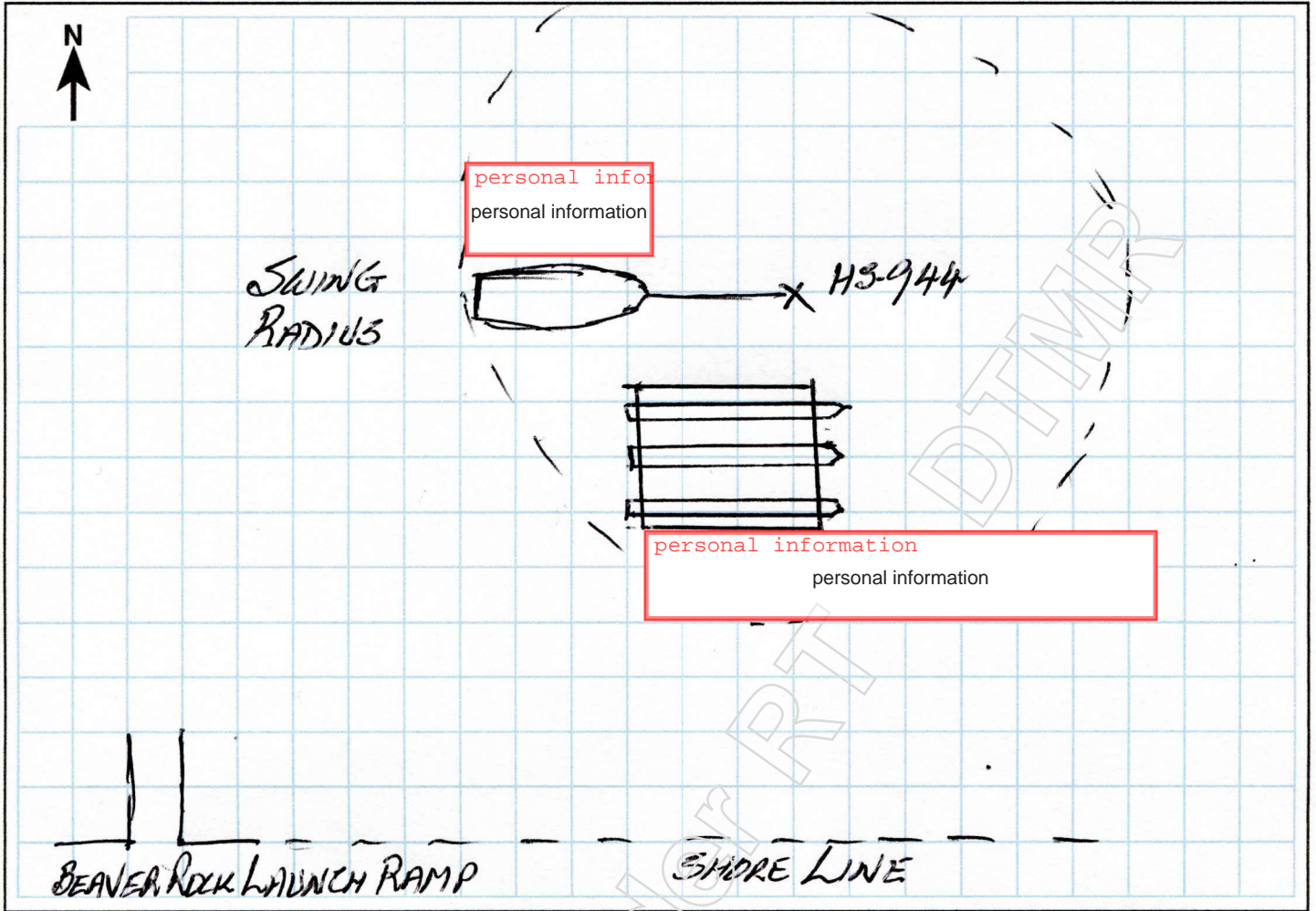
Activity of injured or deceased person

- 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.

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 MSD BUNDABERG ADVISED THAT ANOTHER VESSEL HAD DROGGED AND WAS ENTANGLED WITHIN THE LINE FROM TO MOORING H3944.

ON 29 JUL 21 I VISITED THE MOORING SITE APPROX 0830. AT THIS TIME THE VESSELS WERE INDEPENDANT BUT WERE MOORED WITHIN 1/2 A VESSEL LENGTH AND WERE SWINGING FREELY WITH TIDE. IMPACT WAS ALWAYS IMMINENT.

INDICATES HULL SCRAPING TO BARE METAL PORT SIDE FWD. WAS CARRYING WHITE & BLUE PAINT AROUND THE RAISED STBD PROPELLER.

Assistance rendered/received at incident TRUE BLUE OWNER CTPI DROVE FROM TO SCENE AND REMOVED VESSEL

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

Signature (Owner/Master) NR Date 10 / 8 / 2021

Owner/Master name (please print) _____





Released Under RTI - DTMR

pe

personal information







Marine Incident Investigation Report

Case Ref: MSC2715-2021

Date: 16/03/2022

To: Area Manager Gladstone (South)

Copy to:

Prepared by: LOVERIDGE, Anthony E

Category: 3

Subject: Collision between ships

1. PURPOSE OF INVESTIGATION

To investigate a marine incident and possible breaches of TOMSA, and provide advice and recommendations on safety and/or policy issues.

2. SUMMARY OF MARINE / POLLUTION INCIDENT

28/07/2021, 03:00 PM. Collision between ships. Beaver Rock, Mary River.

3. SHIPS INVOLVED

Ship 1 Name/Rego: personal information

Ship 1 Type: Motor Boat

Ship 1 Engine Type: Inboard Diesel

Ship 1 Owner: CTPI

Ship 2 Name/Rego: personal information

Ship 2 Type: Motor Boat

Ship 2 Engine Type: Outboard

Ship 2 Owner: CTPI

4. MASTER OF SHIP (if applicable)

Ship 1 Master: Master not recorded

Licence details:

Ship 2 Master: Master not recorded

Licence details:

5. SUMMARY OF INVESTIGATION

That on 28 July 2021, a marine incident occurred in the smooth waters of The Mary river in the vicinity of Beaver Rock involving a collision between ships. The Incident resulted in damage to the ships. The matter was reported to Maritime Safety Qld (MSQ) on 28 July 2021 by the QPS and the investigation was assigned to Gladstone South to Investigate. As a result, Officers contacted the owner of the ship personal information and identified the owner personal information notified him of the incident. A Marine Incident Report was submitted by owner personal information on 10 August 2021. Officers contacted the owners of the ships to confirm details of the incident. personal information a Buoy Mooring personal information the mooring is in the plotted position. personal information at anchor and dragged onto Ramona causing damage to the forward port side gunwales. There was paint from personal information the outboard motors of personal information owner personal information only recently purchased personal information and was new to the area, he then removed the ship from the vicinity of personal information and secured the ship from dragging. The ship has since been relocated to the personal information

6. FINDINGS

As a result of the investigations into this matter it was determined that the Marine Incident was caused by an operational error in anchoring by the master personal information that allowed for the ship to drag anchor onto personal information ship was removed from the vicinity and later from the region. As a result of the investigations into this matter it was determined that there is insufficient evidence to prove beyond reasonable doubt that an offence has been committed.

7. CONCLUSION / RECOMMENDATION

As a result of the findings of this investigation, it is recommended that no further action be taken against any individual or organisation in relation to this matter and a closure letter be issued to all parties informing them of the outcome of the investigation.

8. CASE REVIEWED

Reviewed by Area Manager: 07/04/2022

Reviewed by Compliance Unit: N/A

Case Finalised: 07/04/2022

Released under RTI - DTMR



From: [Anthony Z Loveridge](#)
To: [Jake Z Hennessey](#)
Subject: MSC2715
Date: Friday, 18 March 2022 9:32:00 AM
Attachments: [Closure Letter NFA](#) CTPI [docx](#)
[Closure Letter NFA](#) [docx](#)

Hi Jake

I have closed investigation MSC2715 in MSID NFA education, for your review
I have saved all of the documents to DMS

Please find attached the closure letters for both owners.
Please review the case and sign the letters and save them to DMS.
Thanks

Kind Regards

Anthony Loveridge

Marine Officer | Shipping Inspector | 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

Released under RTI - DTMR

Our ref MSC2715
Your ref MSQ24953
Enquiries anthony.z.loveridge@msq.qld.gov.au

Department of
Transport and Main Roads

18 March 2022

CTPI

Dear CTPI

I refer to the marine incident, a collision between ships, in which you were involved on 28 July 2021.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating maritime safety incidents. I have carefully reviewed all the information, interviews and statements obtained by investigators relating to this incident and I appreciate your assistance in the information you have provided.

In this instance it appears that your ship **personal information** dragged anchor and collided with the ship **personal information** on a buoy mooring.

It is your responsibility to ensure that your ship is properly anchored.

Please ensure that you have adequate anchoring tackle and that you have allowed sufficient swing room when at anchor to prevent incidents like this occurring. Please be aware that not all ships swing at anchor the same due to windage and underwater shape.

More about General Safety Obligation can be found here.

<https://www.msq.qld.gov.au/Safety>

I advise that MSQ does not propose to take any further action against anyone in relation to this matter.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9600.

I wish you safe boating in the future.

Yours sincerely

Jake Hennessey

Area Manager – Gladstone South (Waterway Operations)



Our ref MSC2715
Your ref MSQ24953
Enquiries anthony.z.loveridge@msq.qld.gov.au

Department of
Transport and Main Roads

18 March 2022

CTPI

Dear CTPI

I refer to the marine incident, a collision between ships, in which you were involved on 28 July 2021.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating maritime safety incidents. I have carefully reviewed all the information, interviews and statements obtained by investigators relating to this incident and I appreciate your assistance in the information you have provided.

In this instance it appears that the ship **personal information** dragged anchor and collided with your ship **personal information** on a buoy mooring. **personal information** has been removed from the Region by the owner.

I advise that MSQ does not propose to take any further action against anyone in relation to this matter.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9600.

I wish you safe boating in the future.

Yours sincerely
Jake Hennessey
Area Manager -- Gladstone South (Waterway Operations)

From: [Jake Z Hennessey](#)
To: [Anthony Z Loveridge](#)
Subject: FW: MSC2715
Date: Wednesday, 4 May 2022 2:52:39 PM
Attachments: [Closure Letter NFA](#) [CTPI](#) [.pdf](#)
[Closure Letter NFA](#) [.pdf](#)

FYI

From: Jake Z Hennessey
Sent: Thursday, 7 April 2022 4:47 PM
To: Kristine M Dale <kristine.m.dale@msq.qld.gov.au>
Cc: Anthony Z Loveridge <Anthony.Z.Loveridge@msq.qld.gov.au>
Subject: FW: MSC2715

Hi Kristine,

This matter has been closed off on MSID – can you please post the attached letters and save on DMS?

Thanks for your assistance, cheers,

Jake

Regards,

Jake Hennessey

Area Manager – Gladstone South (Waterway Operations)

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

Floor 2, Claude Wharton Building, 44a Quay Street, Bundaberg, Qld, 4670

M:

E: jake.z.hennessey@msq.qld.gov.au

W: www.msq.qld.gov.au



From: Anthony Z Loveridge <Anthony.Z.Loveridge@msq.qld.gov.au>
Sent: Friday, 13 March 2022 9:32 AM
To: Jake Z Hennessey <Jake.Z.Hennessey@msq.qld.gov.au>
Subject: MSC2715

Hi Jake

I have closed investigation MSC2715 in MSID NFA education, for your review

I have saved all of the documents to DMS

Please find attached the closure letters for both owners.
Please review the case and sign the letters and save them to DMS.
Thanks

Kind Regards

Anthony Loveridge

Marine Officer | Shipping Inspector | 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:

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

www.msg.qld.gov.au

Released under RTI - DTMR

Our ref MSC2715
Your ref MSQ24953
Enquiries anthony.z.loveridge@msq.qld.gov.au

Department of
Transport and Main Roads

7 April 2022

CTPI

Dear CTPI

I refer to the marine incident, a collision between ships, in which you were involved on 28 July 2021.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating maritime safety incidents. I have carefully reviewed all the information, interviews and statements obtained by investigators relating to this incident and I appreciate your assistance in the information you have provided.

In this instance it appears that your ship personal information dragged anchor and collided with the ship personal information on a buoy mooring.

It is your responsibility to ensure that your ship is properly anchored. Please ensure that you have adequate anchoring tackle and that you have allowed sufficient swing room when at anchor to prevent incidents like this occurring. Please be aware that not all ships swing at anchor the same due to windage and underwater shape.

More about MSQs General Safety Obligation can be found here:

www.msq.qld.gov.au/safety

I advise that MSQ does not propose to take any further action against anyone in relation to this matter.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07) 4194 9600.

I wish you safe boating in the future.

NR

Yours sincerely

Jake Hennessey

Area Manager – Gladstone South (Waterway Operations)

Our ref MSC2715
Your ref MSQ24953
Enquiries anthony.z.loveridge@msq.qld.gov.au

Department of
Transport and Main Roads

7 April 2022

CTPI

Dear CTPI

I refer to the marine incident, a collision between ships, in which you were involved on 28 July 2021.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating maritime safety incidents. I have carefully reviewed all the information, interviews and statements obtained by investigators relating to this incident and I appreciate your assistance in the information you have provided.

In this instance it appears that the ship ^{personal information} dragged anchor and collided with your ship ^{personal information} on a buoy mooring ^{personal information} has been removed from the region by the owner.

I advise that MSQ does not propose to take any further action against anyone in relation to this matter.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9600.

I wish you safe boating in the future.

NR

Yours sincerely

Jake Hennessey

Area Manager – Gladstone South (Waterway Operations)

From: [Vikki M. Taber](#)
To: [Kristine M Dale](#)
Cc: [Anthony Z Loweridge](#); [Jake Z Hennessey](#)
Subject: Closure letters sent - 08/04/2022
Date: Wednesday, 4 May 2022 3:01:32 PM
Attachments: [image001.png](#)

Hi Kristine

As discussed, please see screen shot of Outwards Mail where I sent the closure letters to **CTPI** and **NR** on your behalf on 08/04/2022.



Kind regards

Vikki Taber
Business Support Officer | Gladstone South
Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Floor 2 | Claude Wharton Building | 44 Quay Street | Bundaberg Qld 4670
PO Box 476 | Bundaberg Qld 4670
(07) 4132 6600
vikki.m.taber@msq.qld.gov.au
www.msq.qld.gov.au

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I - DTMR

Closure letters sent - 08/04/2022

CTPI Vikki M Taber
To Kristine M Dale
Cc Anthony Z Loveridge; Jake Z Hennessey

Reply Reply All Forward

Wed 4/05/2022 3:02 PM

Hi Kristine

As discussed, please see screen shot of Outwards Mail where I sent the closure letters to CTPI and NR on your behalf on 08/04/2022.

15	18/02/2022	The Registrar - Rockhampton District Court	TOLL - MZT 0025IMUVVI	Affidavit - Case against Peter Dutton BOOT O BOOT
17	8/04/2022	CTPI		Closure letter - MSC2715 - personal information
18	"	CTPI		Closure letter - MSC2715 - personal information
19	"	NR		NR
20			RPP21 05700 05300 15528 48808	

Kind regards

Vikki Taber
Business Support Officer | Gladstone South
Maritime Safety Queensland Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Floor 2 | Claude Wharton Building | 44 Quay Street | Bundaberg Qld 4670
PO Box 476 | Bundaberg Qld 4670
(07) 4132 6600
vikki.m.taber@msg.qld.gov.au
www.msg.qld.gov.au

Released under

MSID RTI Case Report



Case - MSC2715 - Case Finalised - Closed AM - Collision
between ships

Case Reference	MSC2715-2021
DMS Container	230/01498
Subject of Case	Collision between ships
Operation Name	
TOMSA	Yes
TOMPA	No
National	No
Category	3
Status	Case Finalised - Closed AM
Region (Lead)	Gladstone (South)
Investigator (Lead)	LOVERIDGE, Anthony E
Summary of Facts	<p>That on 28 July 2021, a marine incident occurred in the smooth waters of The Mary river in the vicinity of Beaver Rock involving a collision between ships. The Incident resulted in damage to the ships.</p> <p>The matter was reported to Maritime Safety Qld(MSQ) on 28 July 2021 by the QPS and the investigation was assigned to Gladstone South to Investigate.</p> <p>As a result, Officers contacted the owner of the ship [redacted] and identified the owner of [redacted] personal information and notified him of the incident.</p> <p>A Marine Incident Report was submitted by owner [redacted] personal information 06 August 2021.</p> <p>Officers contacted the owners of the ships to confirm details of the incident.</p> <p>[redacted] personal information Buoy M [redacted] personal information and the mooring is in the plotted position.</p> <p>[redacted] personal information was at anchor and dragged [redacted] personal information causing damage to the forward port side gunwales. There was paint [redacted] personal information the outboard motor [redacted] personal information</p> <p>Owner [redacted] personal information only recently purchased [redacted] personal information and was new to the area, he then removed the ship from the vicinity of Ramona and secured the ship from dragging. The ship has since been relocated to the Gold Coast.</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	11/08/2021
Case Accepted	27/08/2021
Expected Days to Complete	182
Completion Due Date	9/02/2022
Case Complete	16/03/2022
Case Checked (AM)	7/04/2022
Case Closed - Prosecution	
Case Closed - Admin Action	

Case Closed - AMSA	
Case Closed - Coroner	
Case Closed (CU)	
Case Closed - Finalised (AM)	7/04/2022
Case Closed - Finalised (CU)	
Review Action Required	No
Review Action Completed	No
Conclusion	As a result of the findings of this investigation, it is recommended that no further action be taken against any individual or organisation in relation to this matter and a closure letter be issued to all parties informing them of the outcome of the investigation.
Finalised - NFA	No
Finalised - Education	Yes
Finalised - Formal Warning	No
Finalised - Infringement	No
Finalised - Prosecution	No
Finalised - Administrative	No
Total Hour of Effort	9.75
Notes	
Refer for CU Action	No
Findings	As a result of the investigations into this matter it was determined that the Marine Incident was caused by an operational error in anchoring by the master personal information allowed for the ship to drag anchor personal information. The ship was removed from the vicinity and later from the region. As a result of the investigations into this matter it was determined that there is insufficient evidence to prove beyond reasonable doubt that an offence has been committed.

Role	Involved Ship
Ship Unit	01
Ship Damage/Loss	Minor Damage
Ship Registration Type	Recreational
Details	
Notes	
Ship Type	Motor Boat
Ship Name	personal information
Ship Registration	personal information
Former Names	
Previous Registration	
Make/Model	BORO KA Full Cabin Steel
Length (m)	13.5
Beam (m)	4.5
Year Built	1965
Hull Material	Steel
Primary Colour	White
Power Description	
Number of Engines	1
Engine Type	Inboard Diesel
Total Kilowatt Power	
Total Horse Power	105
Identification Number (HIN/SIN)	
Notes	TICA



Role	Involved Ship
Ship Unit	02
Ship Damage/Loss	
Ship Registration Type	Recreational
Details	
Notes	
Ship Type	Motor Boat
Ship Name	personal information
Ship Registration	personal information
Former Names	
Previous Registration	
Make/Model	Private Full Cabin Houseboat
Length (m)	14.9
Beam (m)	8
Year Built	
Hull Material	Timber
Primary Colour	White
Power Description	
Number of Engines	2
Engine Type	Outboard
Total Kilowatt Power	44.7
Total Horse Power	60
Identification Number (HIN/SIN)	
Notes	TICA



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



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

Gender	CTPI
Date of Birth	
Place of Birth	
Nationality	
ATSI	
Also Known As	
ABN	
Photograph	
Full Name	CTPI
Email	
Business Phone	
Mobile Phone	NR
Other Phone	
Home Phone	
Notes	TICA

Notes	
Type	Data Entry
Task Title	
Status	Task Complete
Task / Entry Date	11/08/2021
Task / Entry Time	14:01
Assigned / Recorder	PEARDON, Jennifer D
Region	Gladstone (South)
Hours of Effort	0.75
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	
Completed Date	11/08/2021
Notes	

Notes	
Type	Enquiry
Task Title	Identify owners of ships
Status	Task Complete
Task / Entry Date	15/03/2022
Task / Entry Time	16:23
Assigned / Recorder	LOVERIDGE, Anthony E
Region	Gladstone (South)
Hours of Effort	3
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Jenny Peardon contacted owners re Marine Incident.
Completed Date	28/07/2021
Notes	The house personal information dragged anchor and the outboard is currently tangled in the mooring line personal information and therefore the vessels have collided. I checked our Buoy Mooring Database personal information a MSQ registered mooring – personal information CTPI – Mobile NR – Email: CTPI

There is no record of [redacted] on a mooring position. I then checked TICA for a vessel with the name [redacted] was unable to locate a vessel that could be a Houseboat with a Maryborough or near address. I sent an email to Anthony MacFarlane to advise him of the Incident. I phoned [redacted] CTPI to notify him of the incident and ask that he attend his vessel. I left a message for him to contact me or Anthony MacFarlane if it was after 4.30pm. I did not receive a return call prior to 4.30pm.

29/07/2021 – came into the office at 8am to phone [redacted] CTPI and see if he had received the message. He advised that he had received the message and had phoned Anthony MacFarlane later yesterday afternoon. He was currently driving down to Beaver Rock to inspect the vessel. He will call me once he has arrived with further details.

[redacted] CTPI phoned to advise that there was significant damage to his vessel. I requested that we contact Maritime Police (Water Police) and ask that they move the vessel [redacted] as it is still currently only about 20m away and on the change of tide it will again collide [redacted] advised that we are unable to organise anything until we have the Owners details and discuss the moving of the vessel. I also advised that he will need to complete a Marine Incident Report Form – he asked if this could be emailed.

I then emailed Anthony MacFarlane & John Fallon in what is required to organise moving the vessel. Anthony MacFarlane had some information in regards to finding the owner [redacted] had been told to contact Mary River Marina – [redacted] CTPI as the vessel had previously been in the Marina but had been in the Mary River anchored for around 2 years.

I phoned [redacted] CTPI and he advised that the vessel was owned by [redacted] CTPI when it was in the Marina but had since been sold a couple times. I checked TICA for details of [redacted] CTPI there was no details under his profile – no address or phone numbers – no registrations. Anthony also suggested to phone [redacted] CTPI to see if he had any details of the current owner. I phoned the number, but it was not taking calls – call back later. Anthony then suggested to phone [redacted] CTPI as there was talk that the vessel had been sold to a commercial fisherman. [redacted] CTPI advised that the vessel was sold to [redacted] CTPI (Name unknown) a few years back but he had also sold the vessel earlier this year.

[redacted] CTPI said that [redacted] CTPI

[redacted] CTPI

Received a phone call from [redacted] CTPI as he was contacted by a friend to contact MSQ regarding the vessel [redacted] doesn't have any contact details for the new owner. I thanked [redacted] CTPI for contacting us.

I emailed Kristine Dale to see if she had seen any paperwork or heard of the vessel [redacted] information. She did a search in their G Drive and found some emails regarding the vessel. There was an email from [redacted] CTPI on the 18th April 2021 to say that he had spoken to the prospective new owner [redacted] CTPI the Beaver Rock Boat Ramp – [redacted]

[redacted] CTPI

I searched Google Maps and found the [redacted] CTPI – phoned the number and spoke to [redacted] CTPI. He advised that he was the owner of the vessel [redacted] information. [redacted] CTPI spoke to him about the incident and that he is required to attend to the vessel and have it moved and anchored safely away from other vessels. I asked if I could give his details to the owner of the vessel damaged in the incident. He agreed to give his details to [redacted] CTPI. He also gave me another phone number which is his mobile –

NR [redacted] – his actual name is [redacted] CTPI – Email:

[redacted] CTPI – he has registered the vessel last week [redacted] CTPI

[redacted] CTPI

I phoned [redacted] CTPI to advise that I had found the owner and that I would email the contact details for the owner through to him with the Marine Incident Report Form.

[redacted] CTPI also gave permission for his details to be give to [redacted] CTPI if required.

CTPI phoned back to see if he could have the details for CTPI given.
 CTPI also has photos that he will submit with the MIR.

Notes	
Type	Enquiry
Task Title	Contact Owners of personal information incident
Status	Task Complete
Task / Entry Date	15/03/2022
Task / Entry Time	16:26
Assigned / Recorder	LOVERIDGE, Anthony E
Region	Gladstone (South)
Hours of Effort	2
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Phone enquiry to owners of personal information incident and ship
Completed Date	25/10/2021
Notes	Ship Relocated to Gold Coast

Notes	
Type	Report Preparation
Task Title	Close of Incident Prepare Report
Status	Task Complete
Task / Entry Date	15/03/2022
Task / Entry Time	16:34
Assigned / Recorder	LOVERIDGE, Anthony E
Region	Gladstone (South)
Hours of Effort	2.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Close Investigation in MSID Save documents to DMS
Completed Date	16/03/2022
Notes	

Notes	
Type	Other
Task Title	Cosure Letters
Status	Task Complete
Task / Entry Date	18/03/2022
Task / Entry Time	09:28
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 closure letters for involved owners
Completed Date	18/03/2022
Notes	

Type	Case Trigger
Details	
Notes	
Marine Incident No.	MSQ24953-2021
Incident Type	Marine Incident
Date	28/07/2021
Time	15:00:00:ttt

Caseman ID	
Incident Report Details	
Water Type	Smooth
Coordinates	
Latitude	-25.500383
Longitude	152.836642
Location Name	Beaver Rock, Mary River
Region	Gladstone (South)
Weather Conditions	Clear
Visibility Conditions	Good
Water Conditions	Calm
Swell Height (m)	
Wind Speed	Moderate (7 - 15 kts)
Wind Direction	
Type of Marine Incident	Collision between ships
Incident Consequence	Moderate damage to ship
Public Interest	Public interest unlikely
Highest Ship Class	Recreational
Compliance Weighting	0
Weighting Reason	
Original Rating Score	13
Final Rating Score	13
Category	3
Fatalities (No.)	0
Injuries - Serious (No.)	0
Injuries - Minor (No.)	0
Minor Damage (Ships)	1
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	
(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) SIMS Failure	No
(H-O9) Inattention	No
(H-O10) Inexperience/lack of knowledge	Yes
(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	Yes
(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	6
MR-PI Value	0
Days Since (Incident)	267.4

Role	Subject Of
Details	
Notes	
Document Type	Marine Incident Report
Document Title	
DMS Item No.	230/01498
Other Reference	
Publish Date	10/08/2021
Details	
Embedded (Picture)	
Hyperlink	
Document Text	
Source Reliability	A - Reliable Source
Information Truth	1 - Confirmed
Notes	