

## Thomie N Cox

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**From:** [Redacted] N/R  
**Sent:** Friday, 7 January 2022 11:32 AM  
**To:** #Regional Harbour Master (C.Q. Region Mackay)  
**Cc:** Thomie N Cox  
**Subject:** Marine Incident Form - Kinchant Dam (Eton)  
**Attachments:** Marine Incident Report\_All Pages.pdf

Hi,

Please see attached completed Marine Incident Report related to an incident that occurred approx. 8pm Thursday the 6<sup>th</sup> Jan 22.

I have limited details of the other ship/owner. All details exchanged at the scene (at the time of incident) of the Master/drive are listed under Master's Details.

For reference, Police report # QP2200032173

Please let me know if there are any further details required or actions I need to take relating to this incident.

Regards,

[Redacted] N/R

Released under RTI - DTMR

**Michael J Saunders**

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**From:** [personal information]@police.qld.gov.au  
**Sent:** Wednesday, 12 January 2022 12:28 PM  
**To:** Michael J Saunders  
**Cc:** Stephen J O'Connell  
**Subject:** RE: Additional information required about marine incident report recieved.

Have spoken to [N/R]

He is going to return to his vessel tomorrow with plotter and obtain relevant Lat and Longs from vessel and fwd via email.

Will advise when I have them.

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**From:** Michael J Saunders <michael.j.saunders@msq.qld.gov.au>  
**Sent:** Wednesday, 12 January 2022 08:49  
**To:** [personal information]@police.qld.gov.au  
**Cc:** Stephen J O'Connell <Stephen.J.OConnell@msq.qld.gov.au>  
**Subject:** RE: Additional information required about marine incident report recieved.

**CAUTION:** This email originated from outside of Queensland Police Service. Do not click links or open attachments unless you recognise the sender and know the content is safe.

None provided, however can get a approximate close to location off the plotter display of U2 MIR.

Send shortly.

Cheers  
Mike

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**From:** [personal information]@police.qld.gov.au  
**Sent:** Wednesday, 12 January 2022 8:39 AM  
**To:** Michael J Saunders <michael.j.saunders@msq.qld.gov.au>  
**Subject:** RE: Additional information required about marine incident report recieved.

Hey Mike,

Did you happen to get a lat and long for the incident site??????????

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**From:** Michael J Saunders <michael.j.saunders@msq.qld.gov.au>  
**Sent:** Tuesday, 11 January 2022 15:06  
**To:** [N/R]  
**Subject:** Additional information required about marine incident report recieved.

**CAUTION:** This email originated from outside of Queensland Police Service. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Afternoon [N/R]

As discussed on the phone when you called early this afternoon could you have additional information included in the marine incident report form for the incident involving the vessel persona on Kinchant dam in the evening of the 6<sup>th</sup> January 2022.

Additional information to include;

1. Masters details
2. N/R details
3. Description of incident and vessel route on the dam
4. Masters report about the circumstances of the incident.

I have attached a copy of the received marine incident report to assist (in case a copy has not been retained); if it is other than the person who completed this initial report that is the master providing the additional information please advise.

A reply tomorrow morning would be appreciated.

If you have any questions do not hesitate to contact myself or Maritime Safety Queensland.

N/R

**Michael Saunders**  
Marine Officer | Maritime Operations (Mackay)  
Maritime Safety Queensland | Department of Transport and Main Roads

Third Floor | Mackay - Maritime Operations | 44 Nelson St | Mackay Qld 4740  
PO Box 58 | Mackay Qld 4740  
P: (07) 49443700 | F: (07) 49512399  
M: N/R  
E: [michael.j.saunders@msq.qld.gov.au](mailto:michael.j.saunders@msq.qld.gov.au)  
W: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)



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## Details

### Queensland Police Service

Report no.: QP2200032173  
 Occurrence Type: Traffic Crash - With Injury [1410]  
 Occurrence time: 06/01/2022 20:02 -  
 Reported time: 06/01/2022 21:05  
 Place of offence: LAKE - LAKE KINCHANT, KINCHANT DAM, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 340104775)  
 Clearance status: Open  
 CAD event ID: 002708-06012022  
 Summary: Occurrence Type: Traffic Crash - With Injury (1410); Occurrence Address: LAKE - LAKE KINCHANT,, KINCHANT DAM, QLD Australia 4741; Unit 2: N/R  
 N/R Unit 1: N/R Unit 1: personal info  
 15/06/2004; Unit 2: N/R Unit 1: N/R  
 N/R Unit 1: SEA JAY NOMAD WHITE MR405Q; Driver - Unit 1: N/R  
 N/R Unit 2: SEA JAY AVENGER WHITE person Driver - Unit  
 2: N/R (QLITE)

Concluded summary:

Printed: 07/01/2022 13:38 by 4038966

### Activity log entries:

1. Type: Investigator action  
 Entry Time: 06/01/2022 22:11  
 Event Time: 06/01/2022 22:07  
 Author: #4038966 personal info  
 Entry: Voicemail left for N/R owner of vessel person with Police report number, reporting officers details and information to report incident to Maritime Safety Qld  
 Ext Link:
2. Type: Investigator action  
 Entry Time: 06/01/2022 22:14  
 Event Time: 06/01/2022 22:14  
 Author: #4038966 LITTLEWOOD, S.  
 Entry: Text to N/R Owner/Master of person From: PoliceSMS NOREPLY <no-reply@policesms.com.au> Sent: Thursday, 6 January 2022 22:14 To: personal info [CR] personal info@police.qld.gov.au> Subject: SMS delivery notification for N/R Dear POLICESMS User, The status of the message you sent below to mobile number N/R is Delivered. SMS Sent : N/R For your records the Police report for the maritime incident on Kinchant Dam tonight is QP2200032173. Please ensure you report this incident to Maritime Safety Queensland within 48 hours as per the Transport Operations (Marine Safety) Act 1994 as you were the owner/master of a vessel involved in a marine incident. Thanks, A/SCON person  
 personal info Eton Station  
 Ext Link:
3. Type: Investigator action  
 Entry Time: 06/01/2022 22:16  
 Event Time: 06/01/2022 22:16  
 Author: #4038966 personal info  
 Entry: Text sent to N/R Master of person From: PoliceSMS NOREPLY <no-reply@policesms.com.au> Sent: Thursday, 6 January 2022 22:16 To: personal info [CR] personal info@police.qld.gov.au> Subject: SMS delivery notification for N/R Dear POLICESMS User, The status of the message you sent below to mobile number N/R is Delivered. SMS Sent : N/R For your records the Police report for the maritime incident on Kinchant Dam tonight is QP2200032173. Please ensure you report this incident to Maritime Safety Queensland within 48 hours as per the Transport Operations (Marine Safety) Act 1994 as you were the master of a vessel involved in a marine incident. Thanks, A/SCON personal info Eton Station  
 Ext Link:
4. Type: Investigator action  
 Entry Time: 06/01/2022 22:58

Event Time: 06/01/2022 22:58

Author: #4038966 [personal infor]

Entry: Email sent to [personal i]@sunwater.com.au advising of incident.

Ext Link:

**Associated tasks:**

- T2200088048 / Init rpt / New / 08/01/2022 21:30 / #4038966 [personal infor] / 0049 ETON STATION (ETON COURT HOUSE POLICE STATION, 17 TELEGRAPH ST, ETON, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 340104773) ) / Med / 003 / Traffic Crash - With Injury LAKE - LAKE KINCHANT,, KINCHANT DAM, QLD Australia 4 QP2200032173 Traffic Crash - With Injury [1410] @06/01/2022 21:05 (LAKE - LAKE KINCHANT, KINCHANT DAM, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 3401 (Occurrence Type: Traffic Crash - With Injury (1410); / Occurrence Address: LAKE - LAKE KINCHANT,, KINCHANT DAM, QLD Australia 4741: / Unit 2: [N/R] / Unit 1: [N/R] / Unit 1: [personal information] Unit 2: [N/R] / Unit 1: [N/R] / Unit 1: SEA JAY NOMAD WH
- T2200088743 / FYI / New / 03/02/2022 22:53 / #4038966 [personal infor] / 0077 WHITSUNDAY WATER POLICE (SHINGLEY DR, AIRLIE BEACH, QLD Australia 4802 (Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: WHITSUNDAY, Stats area: 340107345) ) / Med / 003 / Kinchant Dam: 2 x Vessel Collision with injuries QP2200032173 Traffic Crash - With Injury [1410] @06/01/2022 21:05 (LAKE - LAKE KINCHANT, KINCHANT DAM, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 3401 (2 x Vessel collision on Kinchant Dam. 2 x injured passengers. FYI and review)

**Associated occurrences:**

**Involved Offences:**

- [ 1410/ Traffic Crash - With Injury] / [ ] / [ 1]  
Victim: [ ] / [ Non-Crime: Unsolved]  
Offender: [ ] / Status: [ ]  
Cleared Unit: [ ] / [ ]

**Involved persons:**

- [N/R] / Driver / [N/R]  
[N/R] (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: MARIAN, Stats area: 340104775) (Mobile telephone)  
[N/R] (E-mail) [N/R] Id #: [N/R] DL:QLD [N/R]

**Person MVC report**

Occurrence: QP2200032173 Traffic Crash - With Injury [1410]  
@06/01/2022 21:05 (LAKE - LAKE KINCHANT,  
KINCHANT DAM, QLD Australia 4741 (Patrol group:  
MACKAY COUNTRY STATIONS, Court Dist./Div.:  
MACKAY, Region: CENTRAL, District: MACKAY,  
Division: ETON, Stats area: 3401

Task:  
Unit #: 002

Involvement: Driver  
 Licence #:   
 Licence status:   
 Seating position: Unknown  
 State:   
 Type:   
 Class:   
 Nature of injury:   
 Nature of injury text:   
 Hospital:   
 Severity of injury: Nil injury  
 Restraint:   
 Helmet:   
 Airbag:   
 Direction headed: S  
 On(street/road/hwy):   
 Intended action: Go straight ahead  
 Main purpose of journey:   
 Enforcement action: No action  
 Traffic violations:   
 Excessive speed:   
 Controller condition:   
 Other:   
 Alcohol test result status: RTZ  
 Alcohol result:   
 Drug test result status: Not required  
 Drug type:   
 Blood test required: No  
 Blood test result status:   
 Blood alcohol result:   
 Blood drug result:   
 Narrative:

We were on the far side of the dam coming back to the boat ramp. I saw a reflection from my nav lights and half a second later we hit. I had seen other boats out on the water with nav lights on but the boat I hit had none. There were 2 persons onboard my boat. I was travelling about 35km/h at the time of the crash. The damage to my boat was above the waterline. Boat did not take on water. Both boats came back to the boat ramp.

Insurance is held - unknown company.

2. [N/R] / Driver [N/R]  
 [N/R] (Patrol group: MACKAY CITY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: MACKAY NORTHERN BEACHES, Stats area: 340054772) (Mobile telephone) [N/R] ) Id #: [N/R] DL:QLD: [N/R]

**Person MVC report**

Occurrence: QP2200032173 Traffic Crash - With Injury [1410]  
 @06/01/2022 21:05 (LAKE - LAKE KINCHANT,  
 KINCHANT DAM, QLD Australia 4741 (Patrol group:  
 MACKAY COUNTRY STATIONS, Court Dist./Div.:  
 MACKAY, Region: CENTRAL, District: MACKAY,  
 Division: ETON, Stats area: 3401  
 Task:   
 Unit #: 001  
 Involvement: Driver  
 Licence #:   
 Licence status:   
 Seating position: Unknown  
 State:   
 Type:   
 Class:   
 Nature of injury:   
 Nature of injury text:   
 Hospital:   
 Severity of injury: Nil injury  
 Restraint:   
 Helmet:   
 Airbag:

Direction headed: SE  
 On(street/road/hwy):  
 Intended action: Go straight ahead  
 Main purpose of journey:  
 Enforcement action:  
 Traffic violations:  
 Excessive speed:  
 Pedestrian condition:  
 Other:  
 Alcohol test result status: RTZ  
 Alcohol result:  
 Drug test result status: Not required  
 Drug type:  
 Blood test required: No  
 Blood test result status:  
 Blood alcohol result:  
 Blood drug result:  
 Narrative:

We were in the water and I could see green nav lights to my left. I think about 200m out. Split second later I saw it right on top of us. I didn't have time to back it up. We come together and hit. I was travelling approx 35km/h. I had 2 passengers onboard, both were injured. I came back to the boat ramp.

Q: Does your vessel have nav lights?

A: Took the nav lights off today as they broke last night

Q: How often do you come to Kinchant Dam?

A: I've come here 6 of the last 7 days because they're pumping. Before that may have been 6 months ago.

3. [N/R] / Passenger [N/R]  
 [N/R] (Patrol group: MACKAY CITY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: MACKAY NORTHERN BEACHES, Stats area: 340054772) (Mobile telephone) [N/R] (E-mail) [N/R]  
 [N/R] Id #: [N/R] DL:QLD [N/R]
4. [N/R] Injured; Passenger [N/R]  
 [N/R] (Patrol group: MACKAY CITY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: MACKAY NORTHERN BEACHES, Stats area: 340054772) (Mobile telephone) [N/R] Id #: [N/R]  
 DL:QLD: [N/R]

**Person MVC report**

Occurrence: QP2200032173 Traffic Crash - With Injury [1410]  
 @06/01/2022 21:05 (LAKE - LAKE KINCHANT, KINCHANT DAM, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 3401

Task:  
 Unit #: 001  
 Involvement: Passenger  
 Licence #:  
 Licence status:  
 Seating position: Unknown  
 State:  
 Type:  
 Class:  
 Nature of injury: [13 and 2 enquiries]  
 Nature of injury text:  
 Hospital:

MACKAY BASE (HOSPITAL - MACKAY BASE HOSPITAL, 439 BRIDGE RD, WEST MACKAY, QLD Australia 4740 (Patrol group: MACKAY CITY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: MACKAY, Stats area: 340054772) (Mobile telephone) [N/R]

Severity of injury: Admitted to hospital  
 Restraint: Not applicable  
 Helmet: Not applicable  
 Airbag: Not applicable  
 Direction headed:  
 On(street/road/hwy):  
 Intended action:  
 Main purpose of journey:  
 Enforcement action:  
 Traffic violations:  
 Excessive speed:  
 Pedestrian condition:  
 Other:  
 Alcohol test result status: NRQ  
 Alcohol result:  
 Drug test result status:  
 Drug type:  
 Blood test required: No  
 Blood test result status:  
 Blood alcohol result:  
 Blood drug result:  
 Narrative:

Upon Police arrival located laying on grass next to boat ramp. Was conscious, breathing and coherent.

QAS attended shortly after and stated injuries [redacted] N/R  
 Transported by road to Mackay Base Hospital for assessment.

Nil version obtained from this passenger due to higher priority medical cases for R/O - Nil QAS at initial arrival to scene.

5. [redacted] / Injured; Passenger / [redacted]  
 [redacted]

**Person MVC report**

Occurrence: QP2200032173 Traffic Crash - With Injury [1410]  
 @06/01/2022 21:05 (LAKE - LAKE KINCHANT,  
 KINCHANT DAM, QLD Australia 4741 (Patrol group:  
 MACKAY COUNTRY STATIONS, Court Dist./Div.:  
 MACKAY, Region: CENTRAL, District: MACKAY,  
 Division: ETON, Stats area: 3401

Task:  
 Unit #: 001  
 Involvement: Passenger  
 Licence #:  
 Licence status:  
 Seating position: Unknown  
 State:  
 Type:  
 Class:  
 Nature of injury: Admitted for observation; Dislocation; Laceration/open  
 wound  
 Nature of injury text: SUSPECTED DISLOCATED SHOULDER, BANGED  
 HEAD  
 Hospital: MACKAY BASE (HOSPITAL - MACKAY BASE  
 HOSPITAL, 439 BRIDGE RD, WEST MACKAY, QLD  
 Australia 4740 (Patrol group: MACKAY CITY  
 STATIONS, Court Dist./Div.: MACKAY, Region:  
 CENTRAL, District: MACKAY, Division: MACKAY,  
 Stats area: 340054772) (Mobile telephone) 0402

Severity of injury: Admitted to hospital  
 Restraint: Not applicable  
 Helmet: Not applicable  
 Airbag: Not applicable  
 Direction headed:  
 On(street/road/hwy):  
 Intended action:  
 Main purpose of journey:  
 Enforcement action:

Traffic violations:  
Excessive speed:  
Pedestrian condition:  
Other:  
Alcohol test result status: NRQ  
Alcohol result:  
Drug test result status:  
Drug type:  
Blood test required: No  
Blood test result status:  
Blood alcohol result:  
Blood drug result:  
Narrative:

Upon arrival nil QAS in attendance. **person** was still in the vessel, which was on a boat trailer but still in water.

Police observed **person** was non-verbal upon arrival but was concious and breathing. Responses improved slightly as QAS arrived.

QAS observed injuries of a possible dislocated right shoulder, strains/sprains, suspected head knock and abrasions.

**person** transported via CQ Rescue helicopter to Mackay Base Hospital.

Nil version obtained from this person due to injuries.

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**Involved addresses:**

1. LAKE - LAKE KINCHANT , / Occurrence address / KINCHANT DAM, QLD, Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 340104775)

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**Involved comm addresses:**

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**Involved vehicles:**

1. [Damaged; Involved in crash] [Power boat : Center console] 2016 SEA JAY AVENGER [ ] Reg **person** (Created: 06/01/2022 21:30)
2. [Damaged; Involved in crash] [Dinghy : Open/Dinghy/Runabout] 2001 SEA JAY NOMAD [ ] Reg **person** (Created: 06/01/2022 21:30)

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**Involved officers:**

1. Reporting station / 9 / ETON STATION / 0049 / QPS / Assignable / 06/01/2022 / 20220106 --:--:--
2. Assisting officer / 9 / **personal information** / QPS / Police officer / 0075 WALKERSTON STATION (1 DUTTON ST, WALKERSTON, QLD Australia 4751 (Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: WALKERSTON, Stats area: 340054772) ) / #4005182 HAUGHTON, I. / 06/01/2022 / 20220106 --:--:--
3. Reporting officer / 9 / **personal information** / QPS / Police officer / 0049 ETON STATION (ETON COURT HOUSE POLICE STATION, 17 TELEGRAPH ST, ETON, QLD Australia 4741

(Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 340104773) / 06/01/2022 / 20220106 --:--:--

**Involved property:**

**Modus operandi:**

**Reports:**

**General report**

Occurrence: QP2200032173 Traffic Crash - With Injury [1410]  
 @06/01/2022 21:05 (LAKE - LAKE KINCHANT, KINCHANT DAM, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 3401

Task: T2200088048 [Init rpt - New] Due: 08/01/2022 21:30  
 [personal information] 0049 ETON STATION (ETON COURT HOUSE POLICE STATION, 17 TELEGRAPH ST, ETON, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, D

Author: [personal information]

Report time: 06/01/2022 21:05

Entered by: [personal information]

Entered time: 06/01/2022 21:30

Remarks: General Report

Narrative:

**Officer Report**  
(No report provided)

**Traffic Crash - With Injury [1410]**

**Notes:**  
(No notes have been provided)

**MVC report**

Occurrence: QP2200032173 Traffic Crash - With Injury [1410]  
 @06/01/2022 21:05 (LAKE - LAKE KINCHANT, KINCHANT DAM, QLD Australia 4741 (Patrol group: MACKAY COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: CENTRAL, District: MACKAY, Division: ETON, Stats area: 3401

Task: [personal information]

Reporting officer: [personal information]

Report time: 06/01/2022 21:05

Entered by: [personal information]

Entered time: 06/01/2022 21:30

Reporting officer attended scene: Yes *FCU investigating:* No

FCU officer: No *Number of units* 2 *Off/on road:* Off road

Police vehicle involved: No *involved:*

Nature of crash: Sideswipe

Severity of crash: Injury (admitted to hospital)

Vehicle towed from scene: No

Prop. Damage value:

Speed limit:  
 Number of lanes:  
 Horizontal road  
 alignment:  
 Vertical road  
 alignment:  
 Roadway feature:  
 Site conditions:  
 Road surface:  
 Traffic control:  
 Lighting conditions: Darkness - unlighted  
 Atmospheric Clear  
 conditions:  
 Visibility conditions: No lights on vehicle; No street lighting  
 Road conditions: Not applicable  
 DCA code primary:  
 DCA code sub-  
 category:  
 DCA code reason:  
 Narrative:

The incident occurred on Kinchant Dam in the hours of darkness and involved 2 privately owned vessels:

Unit 1: personal Master: N/R Passengers: N/R (Injured) and personal information (Injured)

Unit 2: person Owner/Master: N/R Passenger: N/R

Police observed that there was nil ambient lighting at the time of attendance and that Unit 1 did not appear to be fitted with any navigation lights. Master of Unit 1 confirmed they had been removed that day, due to being faulty. Unit 2 master stated he had not observed any nav lights on Unit 1.

Both vessels had been in Kinchant Dam and were proceeding from different areas of the water towards the boat ramp. The masters of each vessel have realised another vessel was close to them a split second before impact, with an estimated impact speed of 70m/h.

Damage to the front right bow of Unit 2 and rear left quarter of Unit 1. Both vessels remained boyant and did not take on water.

Both injured persons were on Unit 1. person flown via CQ Rescue to Mackay Base Hospital with suspected dislocated arm and for checks after banging his head during the crash. N/R transported via road to Mackay Base Hospital for checks with suspected injuries of N/R

N/R

Nil persons were thrown overboard during the crash. Nil persons disembarked their respective vessel until it had returned to the boat ramp under it's own power.

Police ensured the respective masters of each vessel exchanged details with each other.

Masters and Owners of each vessel have been advised to report the incident to Maritime Safety Qld (See OEL).

Kinchant Dam is a large inland body of water with a boat ramp that is available to the Public. Water inside the Dam is collected by Sunwater - personal in emailed to advise of incident. At the time of the incident the atmospheric conditions were clear, following some heavy rain and lightening earlier in the evening. There is nil lights on or around the water and from the boat ramp it is not possible to see very far into the darkness.

Enforcement action to be considered for Unit 1 Master, following consultation with Water Police.

Occurrence: QP2200032173 Traffic Crash - With Injury [1410] @06/01/2022 COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: MACKAY  
 Task:  
 Author: personal information  
 Report time: 06/01/2022 21:05  
 Entered by: personal information  
 Entered time: 06/01/2022 21:05  
 Person:

Address:  
Vehicle:  
Officer:  
Remarks:  
Narrative:

QLITE Image : "82142719-DD46-4E53-BAB2-ACC19E9AF3"

Released under RTI - DTMR



In confidence

Occurrence: QP220032173 Traffic Crash - With Injury [1410] @06/01/20  
COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: (

Task:  
Author: personal information  
Report time: 06/01/2022 21:05  
Entered by: personal information  
Entered time: 06/01/2022 21:05  
Person:  
Address:  
Vehicle:  
Officer:  
Remarks: QLITE Image : "D8FFCB28-3BDE-4FC5-8525-E2E06DAFF"  
Narrative:

Released under RTI - DTMR

In confidence



personal information

Released under  
RTI - DTMR

In confidence

Occurrence: QP220032173 Traffic Crash - With Injury [1410] @06/01/2022  
COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: C

Task:  
Author: personal information  
Report time: 06/01/2022 21:05  
Entered by: personal information  
Entered time: 06/01/2022 21:05  
Person:  
Address:  
Vehicle:  
Officer:  
Remarks: QLITE Image : "A9190ADA-6556-4926-8517-B65F51CE513  
Narrative:

Released under RTI - DTMR

In confidence



In confidence

Occurrence: QP2200032173 Traffic Crash - With Injury [1410] @06/01/2022  
COUNTRY STATIONS, Court Dist./Div.: MACKAY, Region: QLD

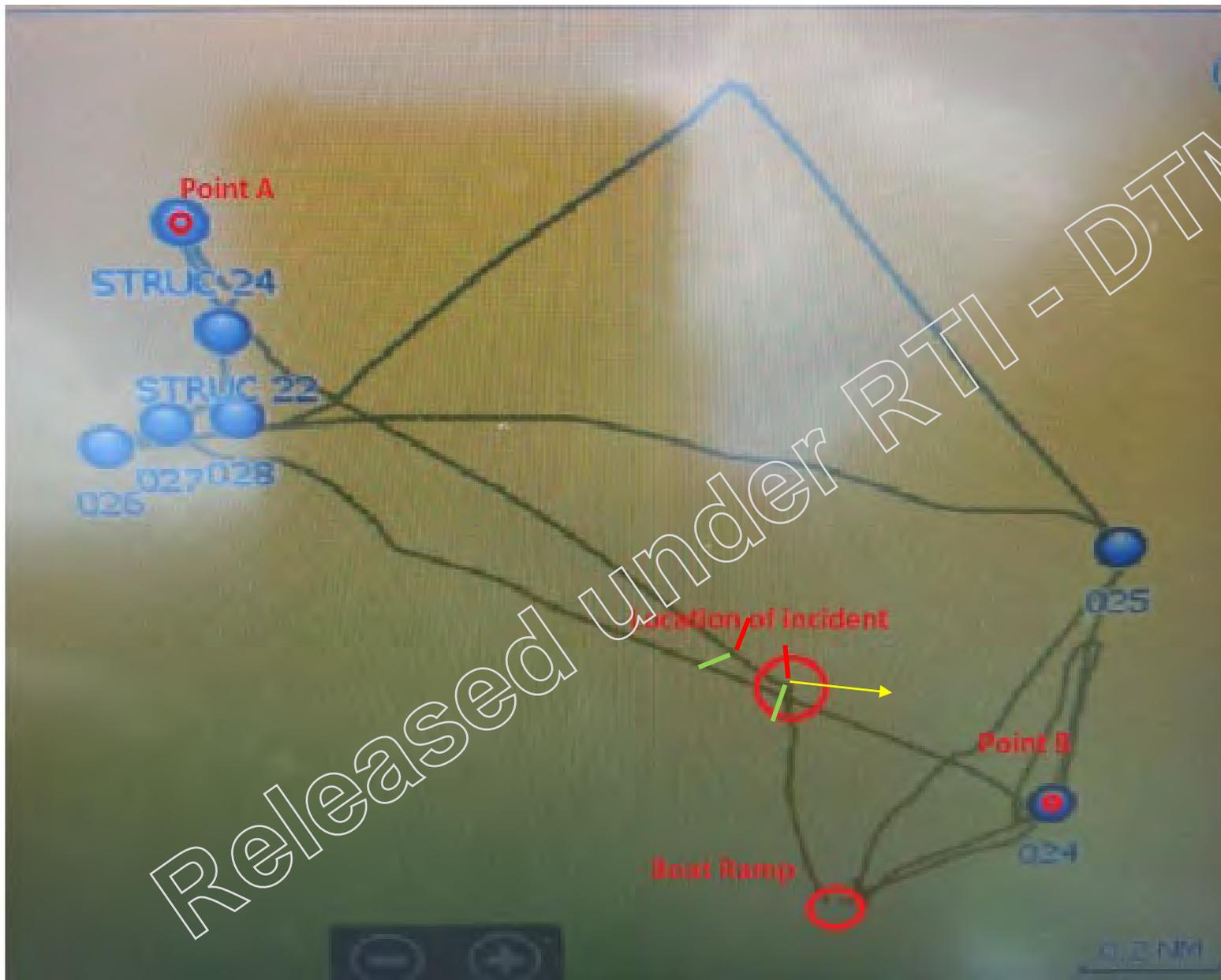
Task:  
Author: personal information  
Report time: 06/01/2022 21:05  
Entered by: personal information  
Entered time: 06/01/2022 21:05  
Person:  
Address:  
Vehicle:  
Officer:  
Remarks: QLITE Image : "545F72F3-F3FD-48C9-ABCD-B01B65BCF0"  
Narrative:

Released under RTI - DTMR

In confidence



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: 06/01/2022, Time: 20:00 am, Body of water/Landmark: KINCHANT DAM - ETON

Location: [X] Inland waters (non-tidal), [ ] 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, [X] Serious injury 2, [ ] Ship lost 3, [ ] Damage to property only 4

Environmental conditions

Weather: [ ] Clear, [ ] Hazy, [X] Cloudy, [ ] Rain, [ ] Flood... Visibility: [ ] Good, [ ] Fair, [X] Poor

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: SEAJAY AVENGER SPORT 4.28, Official registration number: personal informa, Registering authority: QLD

Other ship: Name of ship: SEAJAY NOMAD 3.9, Official registration number: personal informa, Registering authority: QLD

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

     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

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)    Telephone (after hours)

Address

Email address

**Master's details**

Master's name

Gender    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    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 <sup>5</sup>  Minor injury

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

Nature of injury

Name of hospital



**Activity of injured or deceased person**

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

**Deceased or injured person**

Name

Gender

Male  Female

Date of birth

 /  / 

Address


Telephone

Which ship was this person associated with?



**Injury status**

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

Nature of injury

Name of hospital



**Activity of injured or deceased person**

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

**Privacy Statement:** The Department of Transport and Main Roads 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** Travelling from point A to point B (underway) when other boat came from the dark and collided into the front RH side of my boat. No warning or indication of the other boat, it did not have any navigation lights at the time. My nav lights were on and was following sounder "trail" at the time when travelling. Police Report # QP2200032173

Stacked Impoundment Permit # E21112704759601

Refer to additional page for diagram of incident location.

**Assistance rendered/received at incident** Police and ambulance called and arrived to assist 2 x persons injured in other boat.

**Name, status and phone number of person who assisted in completion of fo**

**Signature (Owner/Master)**

N/R

**Date** 07, 01 2022

**Owner/Master name (please**

N/R

Passenger / Witness Details

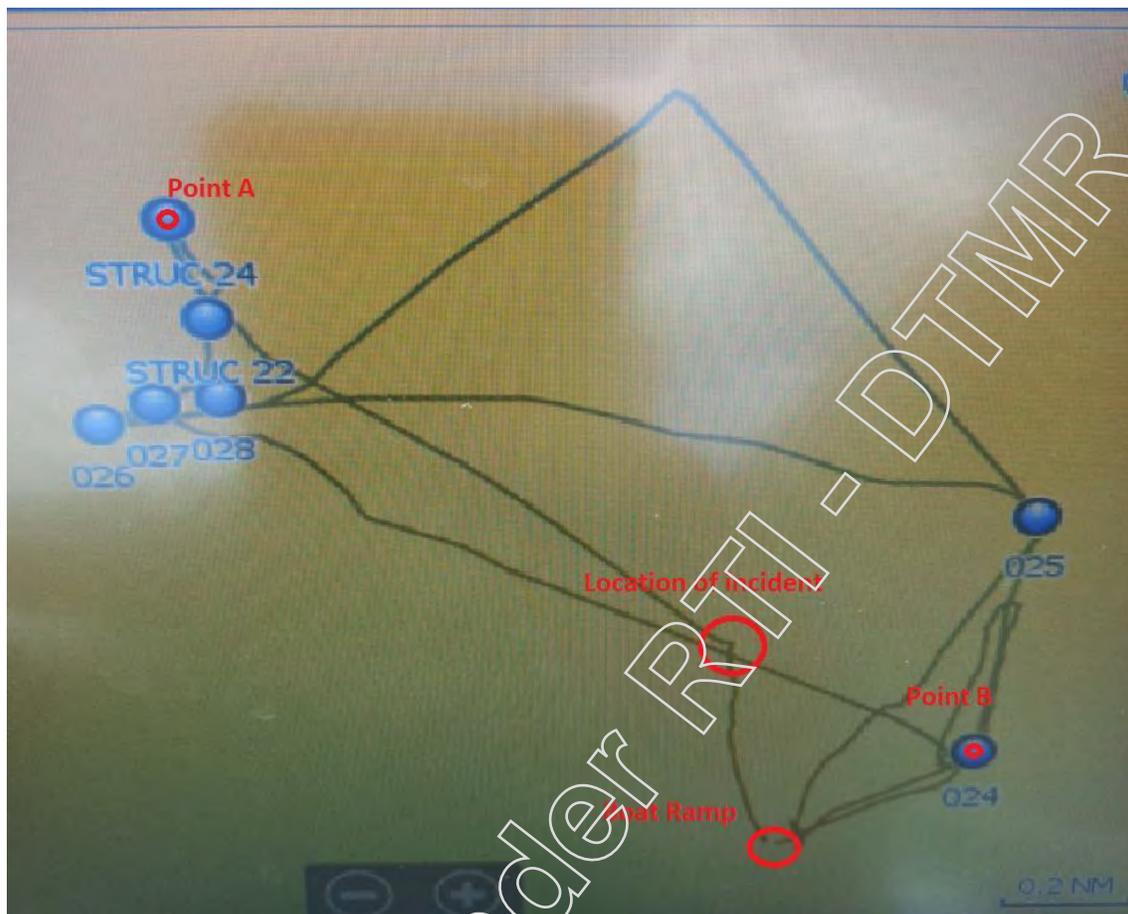
N/R

Released under RTI - DTMR

N/R

07/01/2022

Incident Location - Diagram





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

**Incident description**

**Position of incident**

Date:  Time:  am pm Body of water/Landmark:

**Location**

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

**Type of incident**

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

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

**Grounding:**  
 unintentional  
 intentional  
**Onboard incident:**  
 fall within ship  
 crushing or pinching  
 other onboard incident

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

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

**Incident Severity Rating**

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

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

**Environmental conditions**

**Weather**

Clear  Hazy  Cloudy  Rain  Flood

**Visibility**

Good  Fair  Poor

**Water conditions**

Calm  Choppy  Rough  Very rough  Strong current or tidal flow Swell height (metres):

**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**

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

**Other ship**

Name of ship:

Official registration number:  Registering authority:

Length (metres):  Beam (metres):  Year built:

Number of passengers on board:  Number of crew on board:

**Registration type**

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

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

**Office use only**

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

## Ships involved - continued

### Own ship

#### Ship description

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

#### Engine

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

Number of engines Total engine power

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

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

#### Master's details

Master's name

Gender

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

N/R

Gender

N/R

Date of birth

/ /

Licence type and grade (for example, Master 5)

N/R

Licence number

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

N/R

Telephone (after hours)

Address

N/R

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

personal information

Gender

Male  Female

Date of birth

/ /

Address

personal information

Telephone

Which ship was this person associated with?

N/R

**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

personal information

Name of hospital

mackay base

**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

N/R

Gender

N/R

Date of birth

/ /

Address

N/R

Telephone

N/R

Which ship was this person associated with?

N/R

**Injury status**

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

Nature of injury

N/R

Name of hospital

mackay base

**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

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**Report details**

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

N

Owner's/Master's report Me  and  were heading from the boatramp to the opposite side of the dam. Within a split second another boat has crossed over my path and i had not seen any lights untill it was too late, we have collided knocking us all unconious, once awake travelled back to the boat ramp and waited for emergency services.

Assistance rendered/received at incident \_\_\_\_\_

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

Signature (Owner/Master)  Date 12 / 01 22

Owner/Master name (please print)



# Marine Incident Investigation Report

Case Ref: MSC2966-2022

Date: 23/06/2022

To: Area Manager Mackay  
Copy to: Manager (Compliance)  
Prepared by: O'CONNELL, Stephen J  
Subject: Collision Kinchant Dam at night between vessel [personal info] resulting in serious injury

Category: 1

## 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

06/01/2022, 08:00 PM. Collision between ships. Kinchant Dam. Collision at night on Kinchant Dam between 2 vessels [personal info] resulting in injury to 2 POB vessel [personal info]

## 3. SHIPS INVOLVED

Ship 1 Name/Rego: [personal info]  
Ship 1 Type: Motor Boat  
Ship 1 Engine Type: Outboard  
Ship 1 Owner: [N/R]

Ship 2 Name/Rego: [personal info]  
Ship 2 Type: Motor Boat  
Ship 2 Engine Type: Outboard  
Ship 2 Owner: [N/R]

## 4. MASTER OF SHIP (if applicable)

Ship 1 Master: [N/R]  
Licence details: [N/R]

Ship 2 Master: [N/R]  
Licence details: [N/R]

## 5. SUMMARY OF INVESTIGATION

Collision at night on Kinchant Dam between 2 vessels [personal info] resulting in serious injury to 2 POB vessel [personal info]

## 6. FINDINGS

The investigation conducted by QPS Whitsunday Water Police (Sen Const [pers]) found that the collision occurred between two recreational vessels operating on the dam waters and travelling at speed (both vessel approx. 30 knots) on a converging course towards each other. Both masters were young person and using borrowed vessels belonging to family members. Both masters therefore had limited experience as displayed by their actions. The conditions at the time of the incident were that it was very dark and visibility was poor to nil on water. Both vessels were on the dam for night barra fishing. The vessels conditions were generally good and seaworthy. [N/R] made admissions in relation to his use of navigational lights and failing to keep a proper lookout. He stated that he had fitted emergency navigational lights to the front port side of the vessel. These lights are not designed for use, in the way described by [N/R] and may have fallen from the vessel when it was being launched, if they were fitted at all. [N/R] stated that he had observed the other vessel's navigational lights when he was leaving the ramp, but did not see the vessel again. until they collided a short time later. [personal info] the injured passenger in the vessel has made a strong recovery and has returned to work on light duties. He will have some ongoing back issues for a while, but should make a reasonably good recovery. [N/R] stated that he did not see the other vessel until the last minute and was unable to take evasive action. He stated that he saw no navigational lights on the other vessel at any time, nor did he have any indication that the vessel was approaching. He was underway at the time. [N/R] did have navigational lights on at the time of the incident, although was not displaying an all-round white light whilst he was underway. [N/R] when interviewed was a very conscientious recreational boatie with very sound knowledge and a good safety culture. The findings are that [N/R] operated the vessel unsafely and caused

grievous bodily harm to [perso] through a combination of speed at night, fail to keep proper lookout, distraction and not having any navigational light operating (or even fitted). A minor contributing factor was found to be that the other vessel [N/R] did not have an all-round white light displayed.

7. CONCLUSION / RECOMMENDATION

Whitsunday Water Police (QPS) Sen Const [personal] conducted investigations into incident. The investigations made the following conclusions and actions. [N/R] the master of [persona] has been [N/R] was found to have been operating at an excessive speed for the circumstances (dark, night), not using any navigational lights (white, red, green) and distracted from his duties and not keeping a proper lookout. A passenger on his vessel stated master was operating a mobile phone just prior to collision at speed. The master of the other vessel [perso] [N/R] was found not to be displaying all round white light whilst underway and at collision. [N/R]

8. CASE REVIEWED

Reviewed by Area Manager: 23/06/2022  
Reviewed by Compliance Unit: N/A  
Case Finalised: 28/11/2022

Released under RTI - DTM

## MSID RTI Case Report (MSC2966)

Case - MSC2966 - Case Finalised - Closed CU - Collision Kinchant Dam at night between vessel personal info resulting in serious injury



Case Reference:	MSC2966-2022
DMS Container:	230/01328
Subject of Case:	Collision Kinchant Dam at night between vessel <span style="border: 1px solid red; padding: 2px;">personal info</span> resulting in serious injury
Operation Name:	
TOMSA:	Yes
TOMPA:	No
National:	No
Category:	1
Status:	Case Finalised - Closed CU
Region (Lead):	Mackay
Investigator (Lead):	O'CONNELL, Stephen J
Summary of Facts:	Collision at night on Kinchant Dam between 2 vessels <span style="border: 1px solid red; padding: 2px;">personal info</span> resulting in serious injury to 2 POB vessel <span style="border: 1px solid red; padding: 2px;">personal</span>
MSQ Attended:	No
MSQ Officer/s:	
MSQ Contact No.:	
QPS Attended:	Yes
QPS Officer/s:	OIC Eton Police Station
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:	10/01/2022
Case Accepted:	10/01/2022
Expected Days to Complete:	182
Completion Due Date:	11/07/2022
Case Complete:	23/06/2022
Case Checked (AM):	23/06/2022
Case Closed - Prosecution:	23/06/2022
Case Closed - Admin Action:	
Case Closed - AMSA:	
Case Closed - Coroner:	
Case Closed (CU):	
Case Closed - Finalised (AM):	
Case Closed - Finalised (CU):	28/11/2022
Review Action Required:	No
Review Action Completed:	No

Conclusion:	<p>Whitsunday Water Police (QPS) Sen Const [person] conducted investigations into incident. The investigations made the following conclusions and actions. N/R</p> <p>N/R the master of QRV [perso] has been N/R</p> <p>N/R was found to have been operating at an excessive speed for the circumstances (dark, night), not using any navigational lights (white, red, green) and distracted from his duties and not keeping a proper lookout. A passenger on his vessel stated master was operating a mobile phone just prior to collision at speed.</p> <p>The master of the other vessel [perso] N/R was found not to be displaying all round white light whilst underway and at collision. N/R</p> <p>N/R</p>
Finalised - NFA:	No
Finalised - Education:	No
Finalised - Formal Warning:	No
Finalised - Infringement:	Yes
Finalised - Prosecution:	Yes
Finalised - Administrative:	No
Total Hour of Effort:	25.58
Notes:	
Refer for CU Action:	Yes
Findings:	<p>The investigation conducted by QPS Whitsunday Water Police [personal in] found that the collision occurred between two recreational vessels operating on the dam waters and travelling at speed (both vessel approx. 30 knots) on a converging course towards each other. Both masters were young person and using borrowed vessels belonging to family members. Both masters therefore had limited experience as displayed by their actions. The conditions at the time of the incident were that it was very dark and visibility was poor to nil on water. Both vessels were on the dam for night barra fishing. The vessels conditions were generally good and seaworthy. N/R made admissions in relation to his use of navigational lights and failing to keep a proper lookout. He stated that he had fitted emergency navigational lights to the front port side of the vessel. These lights are not designed for use, in the way described by N/R and may have fallen from the vessel when it was being launched, if they were fitted at all. N/R stated that he had observed the other vessel's navigational lights when he was leaving the ramp, but did not see the vessel again, until they collided a short time later. [per] [perso] the injured passenger in the vessel has made a strong recovery and has returned to work on light duties. He will have some ongoing back issues for a while, but should make a reasonably good recovery. N/R stated that he did not see the other vessel until the last minute and was unable to take evasive action. He stated that he saw no navigational lights on the other vessel at any time, nor did he have any indication that the vessel was approaching. He was underway at the time. N/R did have navigational lights on at the time of the incident, although was not displaying an all-round white light whilst he was underway. N/R when interviewed was a very conscientious recreational boatie with very sound knowledge and a good safety culture. The findings are that N/R operated the vessel unsafely and caused grievous bodily harm to [perso] through a combination of speed at night, fail to keep proper lookout, distraction and not having any navigational light operating (or even fitted). A minor contributing factor was found to be that the other vessel N/R did not have an all-round white light displayed.</p>

Role:	Involved Ship
Ship Unit:	02
Ship Damage/Loss:	Minor Damage

Ship Registration Type:	Recreational
Details:	
Notes:	
Ship Type:	Motor Boat
Ship Name:	
Ship Registration:	perso
Former Names:	
Previous Registration:	
Make/Model:	
Length (m):	4.28
Beam (m):	
Year Built:	2016
Hull Material:	Marine alloy
Primary Colour:	
Power Description:	
Number of Engines:	1
Engine Type:	Outboard
Total Kilowatt Power:	
Total Horse Power:	40
Identification Number (HIN/SIN):	AUSJB94353J617
Notes:	TICA check 10.01.22



Role:	Involved Ship
Ship Unit:	01
Ship Damage/Loss:	Minor Damage
Ship Registration Type:	Recreational
Details:	
Notes:	
Ship Type:	Motor Boat
Ship Name:	
Ship Registration:	persona
Former Names:	
Previous Registration:	
Make/Model:	
Length (m):	3.9
Beam (m):	
Year Built:	
Hull Material:	Marine alloy
Primary Colour:	
Power Description:	
Number of Engines:	1
Engine Type:	Outboard
Total Kilowatt Power:	
Total Horse Power:	
Identification Number (HIN/SIN):	AUSJB79022L101
Notes:	TICA check 10.01.2022



Role:	Owner / Master
Ship Unit:	02
Injury Status:	

Details:	Nil Injury
Notes:	
Customer Reference No.:	N/R
Family Name:	
First Name:	
Middle Names:	
Gender:	
Date of Birth:	
Place of Birth:	
Nationality:	
ATSI:	
Also Known As:	
ABN:	
Photograph:	
Full Name:	N/R
Email:	
Business Phone:	
Mobile Phone:	N/R
Other Phone:	
Home Phone:	
Notes:	TICA check 10.01.22



Role:	Owner
Ship Unit:	01
Injury Status:	
Details:	Nil Injury
Notes:	
Customer Reference No.:	N/R
Family Name:	
First Name:	
Middle Names:	
Gender:	
Date of Birth:	
Place of Birth:	
Nationality:	
ATSI:	
Also Known As:	
ABN:	
Photograph:	
Full Name:	N/R
Email:	
Business Phone:	
Mobile Phone:	N/R
Other Phone:	
Home Phone:	
Notes:	TICA check 10.01.22



Role:	Master
Ship Unit:	01
Injury Status:	
Details:	Nil Injury
Notes:	

Customer Reference No.:	N/R
Family Name:	
First Name:	
Middle Names:	
Gender:	
Date of Birth:	
Place of Birth:	
Nationality:	
ATSI:	
Also Known As:	
ABN:	
Photograph:	
Full Name:	N/R
Email:	
Business Phone:	
Mobile Phone:	N/R
Other Phone:	
Home Phone:	
Notes:	TICA check 10.01.22



Role:	Passenger
Ship Unit:	02
Injury Status:	
Details:	Nil Injury
Notes:	
Customer Reference No.:	N/R
Family Name:	
First Name:	
Middle Names:	
Gender:	
Date of Birth:	
Place of Birth:	
Nationality:	
ATSI:	
Also Known As:	
ABN:	
Photograph:	
Full Name:	N/R
Email:	
Business Phone:	
Mobile Phone:	N/R
Other Phone:	
Home Phone:	
Notes:	TICA check 10.01.22



Role:	Passenger
Ship Unit:	01
Injury Status:	Serious Injury
Details:	personal information
Notes:	
Customer Reference No.:	
Family Name:	personal

First Name:	person
Middle Names:	
Gender:	Male
Date of Birth:	
Place of Birth:	
Nationality:	Australia
ATSI:	
Also Known As:	
ABN:	
Photograph:	
Full Name:	personal inf
Email:	
Business Phone:	
Mobile Phone:	
Other Phone:	
Home Phone:	
Notes:	No details noted on MIR



Role:	Passenger
Ship Unit:	01
Injury Status:	N/R
Details:	
Notes:	
Customer Reference No.:	
Family Name:	
First Name:	
Middle Names:	N/R
Gender:	
Date of Birth:	
Place of Birth:	
Nationality:	
ATSI:	
Also Known As:	
ABN:	
Photograph:	
Full Name:	N/R
Email:	
Business Phone:	
Mobile Phone:	N/R
Other Phone:	
Home Phone:	
Notes:	No details provided on MIR 10.01.2022 TICA check 12.01.22 - more details provided on revised MIR

Notes:	
Type:	Data Entry
Task Title:	Marinre Incident Report data entry
Status:	Task Complete
Task / Entry Date:	10/01/2022
Task / Entry Time:	09:27

Assigned / Recorder:	COX, Thomie N
Region:	Mackay
Hours of Effort:	0.58
Due Date:	10/01/2022
Days to Due Date:	614
Status Indices:	1
Task Description (Running Sheet):	MIR data entry - Collision at night on Kinchant Dam between 2 vessels [personal] and [personal] resulting in injury to 2 POB vessel [personal]
Completed Date:	10/01/2022
Notes:	

Notes:	
Type:	Report Preparation
Task Title:	Review police report and add to MSID
Status:	Task Complete
Task / Entry Date:	16/05/2022
Task / Entry Time:	12:03
Assigned / Recorder:	[personal inform]
Region:	Mackay
Hours of Effort:	24
Due Date:	31/05/2022
Days to Due Date:	473
Status Indices:	1
Task Description (Running Sheet):	Police conducting investigation, interviews, vessel inspections and charging.
Completed Date:	23/06/2022
Notes:	

Notes:	
Type:	Case Review
Task Title:	Review and finalise regional case investigation
Status:	Task Complete
Task / Entry Date:	14/12/2022
Task / Entry Time:	14:00
Assigned / Recorder:	DE VILLIERS, Alain G
Region:	Compliance Unit
Hours of Effort:	1
Due Date:	21/04/2023
Days to Due Date:	148
Status Indices:	1
Task Description (Running Sheet):	20-12-22 Review case investigation material. Email to I/O [personal] requesting update re QPS prosecution. Email to Proserpine Magistrates Court requesting advice re listing in the matter of [N/R] 22-12-22 Advice received from Proserpine Mags Crt that matter not listed at that court. Advice from AM [personal] that [N/R] appeared at Holland Court Mag Crt 28/11/2022 and entered [N/R] [N/R]
Completed Date:	23/12/2022
Notes:	



Type:	Case Trigger
Details:	Collision at night on Kinchant Dam between 2 vessels <span>personal inform</span> resulting in injury to 2 POB vessel <span>persona</span>
Notes:	
Marine Incident No.:	MSQ25119-2022
Incident Type:	Marine Incident
Date:	6/01/2022
Time:	20:00:00:ttt
Caseman ID:	
Incident Report Details:	Collision at night on Kinchant Dam between 2 vessels <span>personal inform</span> resulting in injury to 2 POB vessel <span>persona</span>
Water Type:	Smooth
Coordinates:	
Latitude:	-21.213578
Longitude:	148.895472
Location Name:	Kinchant Dam
Region:	Mackay
Weather Conditions:	Cloudy
Visibility Conditions:	Poor
Water Conditions:	Calm
Swell Height (m):	
Wind Speed:	Light (1 - 6 kts)
Wind Direction:	
Type of Marine Incident:	Collision between ships
Incident Consequence:	Injury (Hospital Admission)
Public Interest:	Potential media / ministerial attention
Highest Ship Class:	Recreational
Compliance Weighting:	0
Weighting Reason:	
Original Rating Score:	25
Final Rating Score:	25
Category:	1
Fatalities (No.):	0
Injuries - Serious (No.):	1
Injuries - Minor (No.):	1
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:	

(H-N1) Failure to comply with ColRegs:	Yes
(H-N2) Insufficient voyage planning:	No
(H-N3) Excessive Speed:	Yes
(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-O9) Inattention:	Yes
(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:	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:	Yes
(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:	Yes
(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:	8
MR-PI Value:	10

Days Since (Incident):	617.6
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Type:	Case Outcome
Details:	<p>Whitsunday Water Police (QPS) Sen Const [redacted] conducted investigations into incident. [redacted] N/R the master of QRV [redacted] person as been [redacted] N/R [redacted] N/R was found to have been operating at an excessive speed for the circumstances (dark, night), not using any navigational lights (white,red,green) and distracted from his duties and not keeping a proper lookout. A passenger on his vessel stated master was operating a mobile phone just prior to collision at speed.</p> <p>The master of the other vessel [redacted] person N/R , was found not to be displaying all round white light whilst underway and at collision. [redacted] N/R [redacted] N/R</p>
Notes:	
MSQ Reference:	MSC 2966-2022
DMS Container:	230/10328
Action Type:	Prosecution
Jurisdiction:	TOMSA
Notice Type:	
Issue Date:	31/05/2022
Offence Date:	6/01/2022
Offence Time:	20:00
Offence Date (End):	
Offence Time (End):	
Offence Name:	(TOMSA - Section 43) / Unsafe operation
Location:	KINCHANT DAM VIA MACKAY
Coordinates:	
Latitude:	-21.213578
Longitude:	148.895472
Agency:	QPS
Officer Name:	syoconn
Officers Region:	Mackay
Action Due Date:	
Finalised Date:	28/11/2022
Due Date Countdown:	
Status Indices:	1
Notes:	Holland Court Mag Crt 28/11/2022 [redacted] N/R [redacted] N/R
Days Since (Issue Date):	472.6
Days Since (Finalised Date):	292
Days Since (Offence):	617.6



Type:	Case Outcome
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Details:	<p>Whitsunday Water Police (QPS) Sen Const [person] conducted investigations into incident. [N/R] the master of QRV [perso] has been [N/R] [N/R] was found to have been operating at an excessive speed for the circumstances (dark, night), not using any navigational lights (white,red,green) and distracted from his duties and not keeping a proper lookout. A passenger on his vessel stated master was operating a mobile phone just prior to collision at speed.</p> <p>The master of the other vessel [perso] [N/R] was found not to be displaying all round white light whilst underway and at collision. [N/R] [N/R]</p>
Notes:	
MSQ Reference:	MSC2966-2022
DMS Container:	230/01328
Action Type:	Infringement
Jurisdiction:	TOMSA
Notice Type:	
Issue Date:	31/05/2022
Offence Date:	8/12/2021
Offence Time:	20:00
Offence Date (End):	
Offence Time (End):	
Offence Name:	(TOMSA - Section 211(2) / Code 3216) Contravene ColRegs rule 22, 23, 24, 25, 26, 27, 28, 29 or 30
Location:	KINCHANT DAME VIA MACKAY
Coordinates:	
Latitude:	-21.213578
Longitude:	148.895472
Agency:	MSQ
Officer Name:	syocorrn
Officers Region:	Mackay
Action Due Date:	
Finalised Date:	
Due Date Countdown:	
Status Indices:	1
Notes:	
Days Since (Issue Date):	472.6
Days Since (Finalised Date):	
Days Since (Offence):	646.6

Role:	Subject Of
Details:	ETON Police running log of event
Notes:	
Document Type:	Police Report
Document Title:	ETON Police log of event
DMS Item No.:	E49342
Other Reference:	
Publish Date:	6/01/2022
Details:	
Embedded (Picture):	
Hyperlink:	
Document Text:	
Source Reliability:	A - Reliable Source

Information Truth:	2 - Probably True
Notes:	

Role:	Subject Of
Details:	Vessel inspection photo displays of U1 <span style="border: 1px solid red; padding: 0 2px;">personal informat</span>
Notes:	
Document Type:	Other
Document Title:	Inspection of U1 <span style="border: 1px solid red; padding: 0 2px;">perso</span> and U2 <span style="border: 1px solid red; padding: 0 2px;">perso</span> photo displays
DMS Item No.:	E49341
Other Reference:	
Publish Date:	11/01/2022
Details:	
Embedded (Picture):	
Hyperlink:	
Document Text:	
Source Reliability:	A - Reliable Source
Information Truth:	1 - Confirmed
Notes:	

Role:	Subject Of
Details:	Email to owner master U2 by Police <span style="border: 1px solid red; padding: 0 2px;">N/R</span> requesting position co-ords.
Notes:	
Document Type:	Other
Document Title:	
DMS Item No.:	E49340
Other Reference:	
Publish Date:	12/01/2022
Details:	Sent 1228 hours
Embedded (Picture):	
Hyperlink:	
Document Text:	
Source Reliability:	A - Reliable Source
Information Truth:	1 - Confirmed
Notes:	

Role:	Subject Of
Details:	Interperative diagram of side running light arcs relative to plotter track line history of U2 <span style="border: 1px solid red; padding: 0 2px;">perso</span>
Notes:	
Document Type:	Other
Document Title:	Interperative diagram of side lights arcs
DMS Item No.:	E49343
Other Reference:	
Publish Date:	12/01/2022
Details:	
Embedded (Picture):	
Hyperlink:	
Document Text:	
Source Reliability:	A - Reliable Source

Information Truth:	1 - Confirmed
Notes:	

\*\*\*\*\* End of Report \*\*\*\*\*

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View of vessel 'personal'

Image 1



View of registration numbers

Image 2



Close up view of impact point area from ahead aspect (port side bow gunwhale moulding dented, twisted and folded back. Image 3



View of the port side bow area of vessel.

Image 4



View of bow area from forward and above.

Image 5



View of crease / fold to bow gunwhale starboard side

Image 6

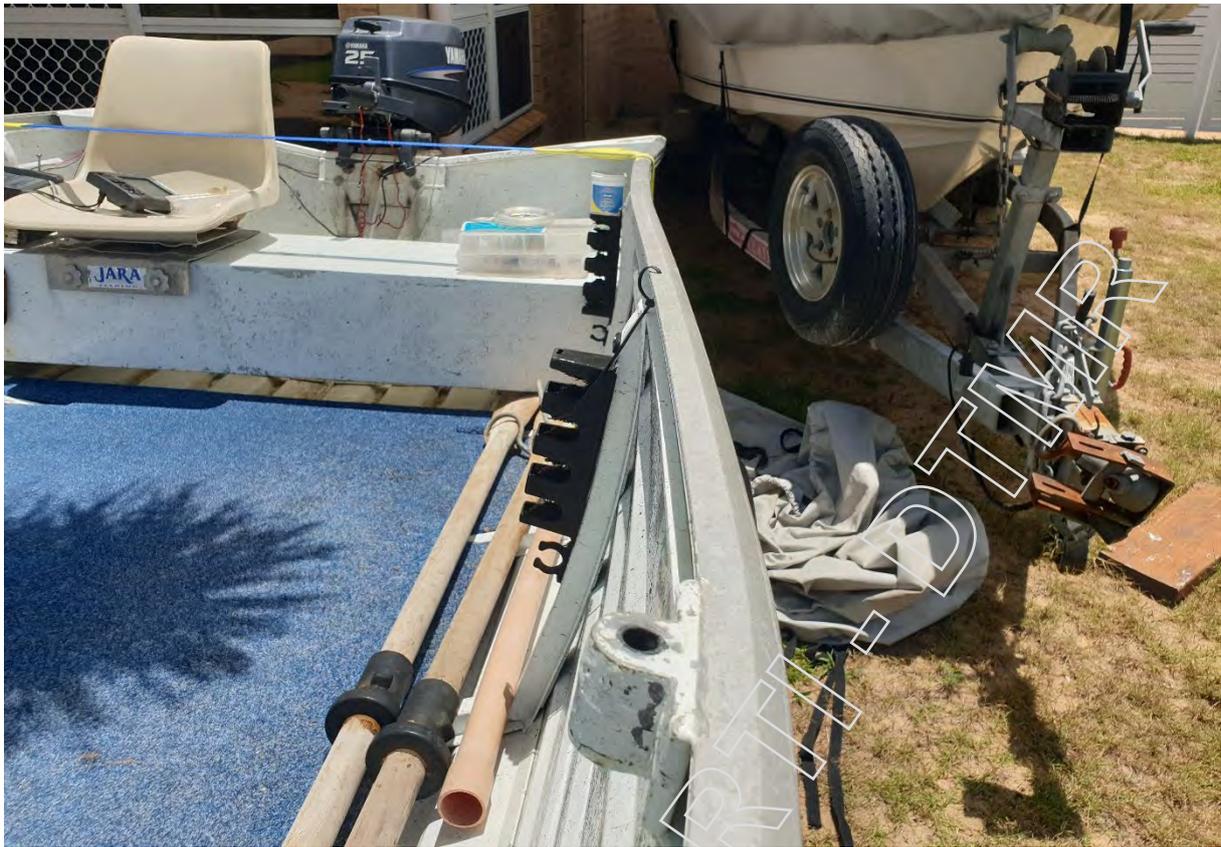
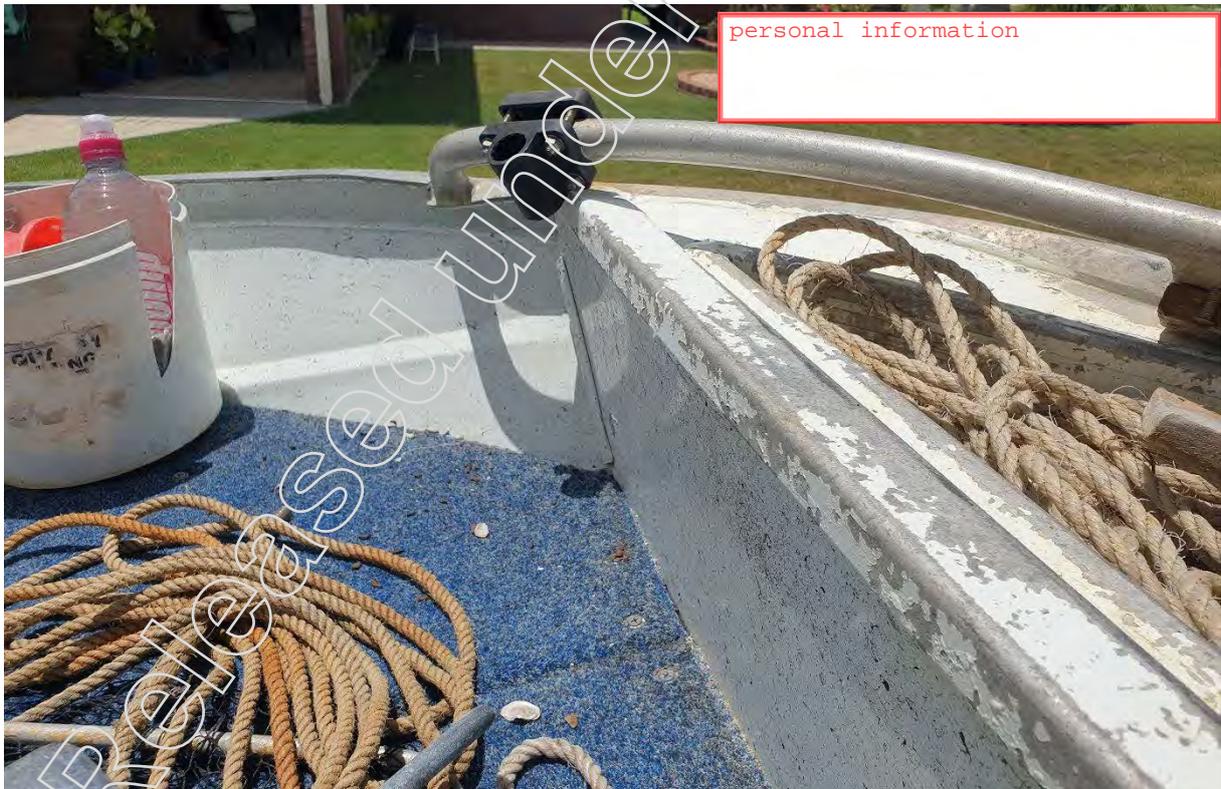


Image of bend in after gunwhale section, likely due to impact compression.

Image 7



View of gunwhale tear at bow rail end on port side bowrail.

Image 8



View of sounder device, no GPS / plotter function.

Image 9



174mmW x 136mmH x 63mmD



### Lowrance Mark 5x Fish Finder

★★★★★ Be the first to review this product

SKU: Lowrance-Mark-5x-Fish-Finder

Brand: **LOWRANCE**

Find it In: Fishing and Marine Electronics, Fish Finders.

Add to Compare

Status: Discontinued

**SAME DAY DISPATCH**  
On Items In Stock

**14 DAY MONEYBACK GUARANTEE**  
On Selected Products

Product Description   Replacement Parts   Options   Specifications   Reviews

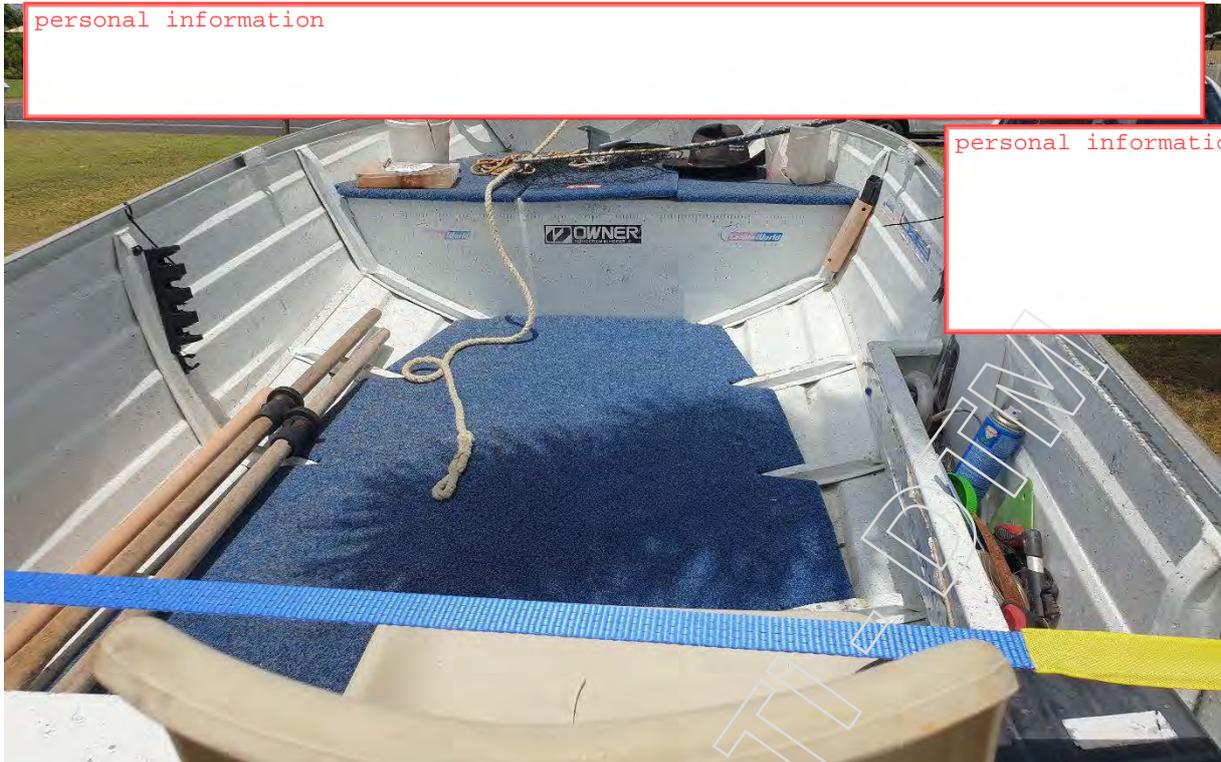
Lowrance Mark 5x and Mark 5x Pro Fishfinders provides high-detail 5" sunlight-maximised mono display for high-performance 200 kHz Sounding at a very low price. Adjustable screen and keypad backlight improves usability and visibility day or night. Plus: Easier-to-use menus with Advanced User Mode feature. New case/mounting design for easy one-hand tilt/swivel viewing adjustment, removal for Stow and re-install makes the Lowrance Mark 5X and Mark 5x Pro a new standard of feature-rich, high-performance, easy-to-use electronics.

Confused about whether to get a DSI or a non DSI unit? All your queries are explained in our article Lowrance DSI or non DSI - How to choose

- 5" 16 level grey scale 480V x 480W Pixels daylight viewable LCD display.
- New, easier-to-Use Menu Selection.
- Trackback history.
- Completely sealed and waterproof. Built-in flush mount kit.
- Internal lithium battery keeps data for up to 10 years.
- Alarms - shallow, deep & Fish.
- Output power: 200KHz 1,600w(pp) 200w(rms), 200/83KHz 2400w(pp) 300w(rms)
- Useable depth: 200KHz 100m, 200/83KHz 150m.
- Depth and Temperature.

Specifications of the sounder as shown in image 9 above from webb.

Image 10



View ahead from the helm seat.

Image 11



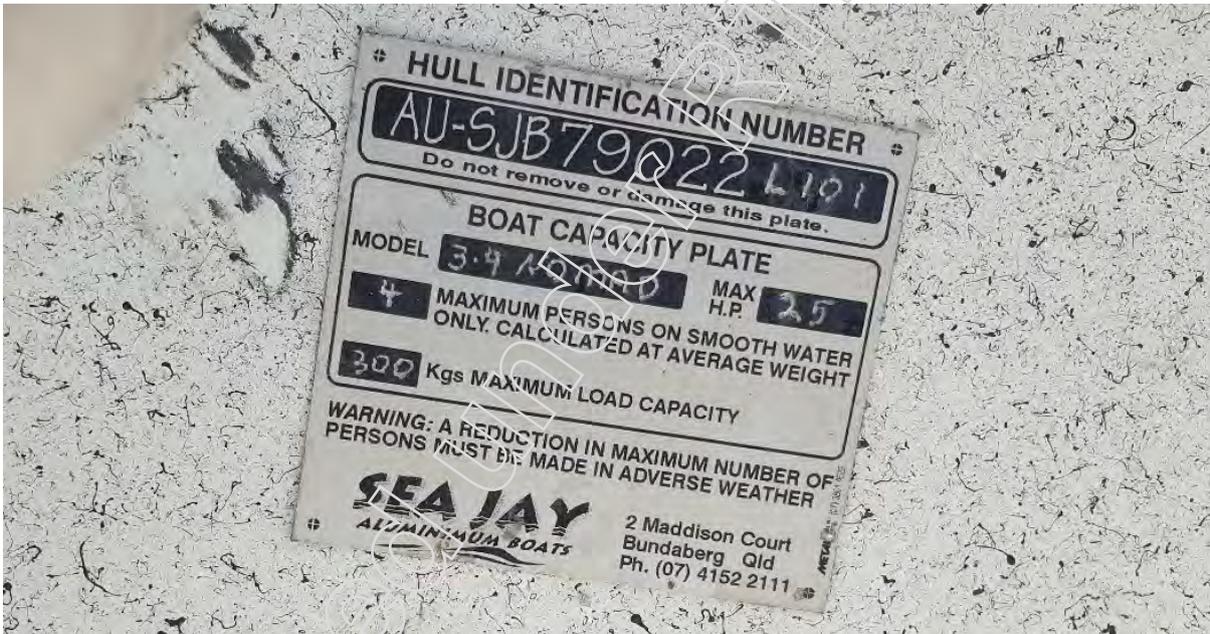
Image of helm seat location.

Image 12



Outboard fitted to the vessel, tiller steer

Image 13



ABP / capacity plate

Image 14



Outboard serial number

Image 15



Front on image of vessel

Image 16



View of impact area from below.

Image 17



Image of side pocket contents.

Image 18



View of damage to port side gunwhale (refer also image 7)

Image 19

Images taken by Marine Officer Michael Saunders at Mackay.  
No navigation lights or mounting were observed on the vessel.  
The vessel was inspected with the owners consent.

Mike Saunders MO Maritime Safety Queensland Mackay

Images of damage and fit out of personal (Unit 2 MSQ25117-2022) involved in collision on Kinchant Dam by MO Mike Saunders; location Reef Marine 10/01/2022.



Image of vessel, impact area starboard area of bow.

Image 1



Close up of impact damage area bow starboard side.

Image 2

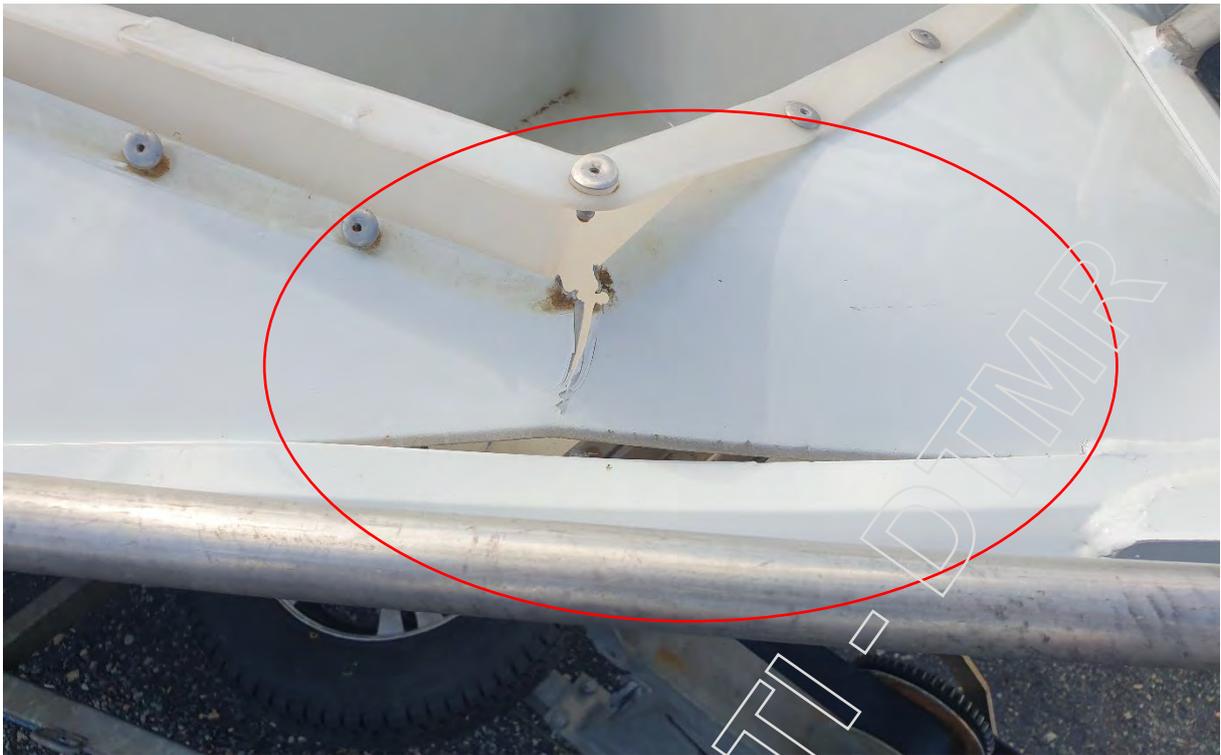


Image of impact area from above.

Image 3



View of the impact damage area.

Image 4



Image of the vessel ABP

Image 5



Image of outboard motor (ABP allows maximum 50hp)

Image 6



Image of Starboard running light lit.

Image 7



Image of port running light lit.

Image 8



Image of life jackets and safety equipment stowage.

Image 9



Image of life jacket stowage location.

Image 10



Image view of steering position; looking from bow.

Image 11



Image view of steering position; looking from stern.

Image 12



Image of outboard serial number.

Image 13



Image of port side of vessel; no damage or marks are from this incident.

Image 14



View from ahead of the impact damage.

Image 15



Image of mast head / all round light mounting bracket. (no light fitted)

Image 16



Image of electrical socket for a removal freestanding all round navigation light.

Image 17

Notes;

1. No stern, masthead or all round white light was observed fitted to the vessel; a mounting socket for all round light was observed at the starboard aft gunwhale cap area. (Refer image 17)
2. The steering helm was operated from full lock one way to the other way and the steering operated correctly.
3. The throttle was operated through its range from neutral to full ahead and then to full astern and found to operating correctly, the engine was not started as it was on its trailer.
4. The inspection was carried out at Reef Marine in Prospect Street Mackay with the owner N/R present.
5. The owner was not questioned or made aware of the unsighted lights as mentioned in #1 above.

Michael Saunders

Marine Officer Mackay

10/1/2022

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