

CN31303

Marine Incident

Region File No: 720/309 HO File No: 720-1756 Region: Cairns Status: **Closed** Date closed: 29/08/2001 Cat: 1 Investigate?: Yes

Reporting Agency: Qld Transport Reported via...: F3071 Marine Incident Report Reported on...: 28/02/2001 Next review: 15/03/2001

Office: Cairns Incident involved: Pilot

Pollution? No

Reason Closed: Investigation Completed - No action required
Investigating Agency: Qld Boat & Fisheries

Officer: HIRAKAWA, Quinton

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: 10°35'S Long: 142°13'E Water/Landmark: Main Jetty Thursday Island
Bearing: Distance (nm or m): Location: Partially smooth waters
Date: 12/12/2000 Time: 04:00 AM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0 Severity: No Damage

Environmental Conditions

Weather: Clear Visibility: Good Water: Strong Current Time of Day: Night Wind Speed: Light (up to force 2 / 1-7 knots)

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|--|--|
| <input type="checkbox"/> COM Fishing | <input checked="" type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved: Commercial only

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Whilst manouvering vessel to depart the main jetty the vessel N/R became grounded on the nearby rock wall to the north. Due to a faulty morse cable that would not disengage the stbd engine from fwd gear.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Last updated: 18/12/2003 02:09:12 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 05/03/2001 02:53:39 PM by Wendy M Loton/Peninsula/qdot/au

Released under RTI - DTMR

CN36067

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Investigating Agency Qld Transport

Officer SCHINDLER, Kevin John

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

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| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
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| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input checked="" type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Commercial only

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
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- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
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- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
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- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
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- Hull failure
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- Inadequate stability - overloading
- Inadequate stability - shifting cargo
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- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Vessel collided with rock wall entering Boat Ramp.

Action Log - should summarise key investigative milestones, data modifications and include attachments

 MI Report.pdf  Marine Investigation Report CN36067.pdf  Letter of acknowledgment letter .pdf
 No further action letter .pdf

2/03/09 updated incident from grounded unintentionally to collision with fixed object
t.lys s&p

9/12/09 - CU Closed out - NFA

Last updated: 21/01/2010 11:00:29 AM by Judith Osborne/cp1/qdot/au
Date entered: 11/08/2008 09:27:16 AM by Karen J Schofield/cp2/qdot/au

Released under RTI / DTMR

CN38853

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

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| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
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| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
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Environmental

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Summary - description of incident including events leading up to and following incident

Vessel dragged anchor in high wind and was pushed by the wind onto a rock wall. The vessel was anchored in 2 meters of water with 30 meters of half short link galvanised chain to a 60lb CQR anchor. The vessel had been safely moored for in excess of 3 months and was checked weekly. No person was onboard at the time. The incident occurred between 2am - 5am. Even though the Navv was in the

onboard at the time. The incident occurred between 2am - 3am. Even though the Navy was in the harbour and was asked for assistance but was denied.

No suspicious circumstances revealed during investigation. Vessel experience 50 knot winds resulting in dragging her ancor over a sand bottom. No further action recommended.

Action Log - should summarise key investigative milestones, data modifications and include attachments



MSQ acknowledgment letter.doc Marine Incident Report.pdf Marine Incident Memo1.doc



Marine Incident Investigation Report.doc
08/05/2012 - CU Closed out - Closure letter sent



CN38853_ ^{N/R} doc

Last updated: 04/12/2012 12:56:12 PM by Kaylene L Clayton/cp1/qdot/au
Date entered: 22/03/2012 12:01:35 PM by Kim Z Coden/cp2/qdot/au

Released under RTI - DTMR

GC36016

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

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| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input checked="" type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
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- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
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- Hull failure
- Inadequate stability - other
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- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
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- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant

was briefed late Friday afternoon 4/7/08 approx 5.00pm by

Not relevant

staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where they were until the morning. Our briefer completed the briefing and returned to base to complete

they were until the morning. Our briefier completed the briefing and returned to base to complete paperwork. At about 10.00pm that night we received a phone call from VMR Southport advising that N/R [redacted] had hit and run up on a rock wall at the northern side of Bayview Harbour. At some stage in the night the skipper of [redacted] had "up anchored" and decided to continue on their journey south in the

Action Log - should summarise key investigative milestones, data modifications and include attachments

Not relevant [redacted] had conducted their normal pre departure briefing with the hirer. Furthermore the company had secured the vessel on its anchor for the night and instructed the hirer not to travel until the next day. The hirer decided to ignore the companies instructions and up anchor then proceed out the Coomera River into the Broadwater. The marine incident is a direct result of the hirers disregard for the instructions to remain anchored up for the night. The [redacted]

Not relevant

23/3/10 - MA number inserted - aa

Last updated: 23/03/2010 01:33:18 PM by Anthony G Alback/cp1/qdot/au
Date entered: 10/07/2008 02:13:17 PM by Nyla Z Wild/cp3/qdot/au

Released under RTI - DTMR

GC36720

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
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| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
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| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
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- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
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- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

N/R was tied up in our berth Q60 at Horizon Shores marina. N/R came into our arm at a quicker than normal speed, due to wind conditions. ^{Not relevant} was unable to reverse into his berth. He tried to turn his boat around but hit the rock wall opposite his berth, he then proceeded to leave Q arm, but halfway out he decided again to try and turn the boat around 180 deg, during this manoeuvre he got into difficulties, he lost control and his boat hit the piles next to our boat, then

manoeuvre he got into difficulties, he lost control and his boat hit the pylon next to our boat, then bounced off this and then collected the front of our boat on the bow sprit.

Action Log - should summarise key investigative milestones, data modifications and include attachments

9-7-09 recieved call ^{N/R} [redacted] - how long will investigation take? found file and commenced.

15-7-09 contacted Horizon Shores Marina Security, requested addendum photos, recieved.

22-7-09 take statement ^{N/R} [redacted] recieve repairs quote.

27-7-09 phone marine mechanic re: replacement/cause of breakage Morse Cable, compile RHM report,.

28-7-09 Update CaseMan - aa

7-08-09 Letter t ^{N/R} [redacted] ^{N/R} [redacted] no further action, incident closed- KC Vessel collided with fixed object and then with another ship

Last updated: 22/03/2010 01:06:46 PM by Ben T Morgan/cp1/qdot/au
Date entered: 17/06/2009 09:47:47 AM by Nyla Z Wild/cp3/qdot/au

Released under RTI - DTMR

GC41399

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Relevant Act TOMSA
Investigating Agency Qld Transport Officer Lawrence

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

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<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human
 Alcohol or drugs
 Commercial pressure
 Insufficient fuel
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
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- Insecure mooring
- Insufficient crew numbers
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Describe the contributing factor

child leant against trottle whilst alongside pontoon

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
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- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant had pulled up alongside the rock wall jetty at Paradise Point (Ephraim Island) to pick up Not relevant During this time N/R had tried to open the front hatch to retrieve a vest while the ski was left in neutral. While Not relevant was handing Not relevant vest, Not relevant knocked the throttle forcing the .let Ski to collide with the ramn

knocked the throttle, forcing the boat on to collide with the ramp.
No assistance required

Action Log - should summarise key investigative milestones, data modifications and include attachments

 GC41399-^{N/R}  Dec15-sw.doc ^{N/R}  06Dec15-sw.docx
10/03/2016 Changed minor injuries from 1 to 0 as per linked records. S.Day (Vessel Standards)
30/03/16 - Changed injury status after completing Area Manager review, linked new person to the incident.
30/03/16 - Area Manager review


Marine Incident GC41399 - Area Manager Review.docx
30/03/16 - Letter of NFA to owner/master


Marine Incident GC41399 - Letter to owner NFA.docx

Last updated: 30/03/2016 10:27:11 AM by Greg L Turner/cp5/qdot/s
Date entered: 24/12/2015 12:52:41 PM by Sonja R Walker/cp1/qdot/au

Released under RTI - DTMR

GC41427

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
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Type of Incident

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Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input checked="" type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input checked="" type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Report completed by MSQ Area Manager - PWC underway in channel, returning to beach at speed, took power off and attempted to turn, no steering resulting in hitting rock wall.

INVESTIGATOR REPORT

Water Police from the Gold Coast attended and investigated the incident shortly after it was reported.

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments

  
 N/R  kw.doc N/R  MIR GC41427.pdf

Investigation Report GC41427.pdf
02/02/16 - Memo to Compliance

CATEGORISATION GC41427.pdf

Marine Incident GC41427 - Memo to Compliance.docx

18/02/2016 Changed from 'Collision with a fixed object' to 'Grounding unintentional' as per Caseman definitions. S.Day (Vessel Standards)

4/3/16 Closed NFA  File Assessment Checklist GC41427 PWC.doc

Last updated: 03/03/2017 04:28:09 PM by Greg L Turner/cp5/qdot/au
 Date entered: 13/01/2016 11:20:07 AM by Kerri-Ann T Whicheilo/cp4/qdot/au

Released under RTI - DTMR

GC42751

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution? Pollution Type Oil Spill Other

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input checked="" type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

30/10/2017 - Australian registered yac N/R suffered engine failure and was pushed onto the rocks of the southern breakwater whilst attempting to cross Gold Coast Seaway. The Not relevant subsequently broke up and sank in the following hours. The vessel could not be salvaged.

*** A/SIO Barry Purnell Brisbane Compliance 03/01/18. Review of file, actions and end resolution. Zero issues with MSQ Staff. in experience and an expensive mistake. Respectfully consider this matter to be closed.

Action Log - should summarise key investigative milestones, data modifications and include attachments

 MIR GC42751.pdf  lic-reg MIR GC42751.doc Ack Ltr Not relevant  MIR GC42751.doc

 Marine Incident GC42751 - location image.pdf

 Marine Incident GC42751 - master details.pdf

 Marine Incident GC42751 - wx and tide.pdf

 Marine Incident GC42751 - yacht pics.pdf

 Marine Incident GC42751 - final resting pic.pdf

 Marine Incident GC42751 - file note conversation with owner.docx

 Marine Incident GC42751 - Area Manager Review.docx

 Marine Incident GC42751 - letter to yacht owner.doc

Last updated: 04/01/2018 09:50:17 AM by Barry J Purnell/cp1/qdot/au
Date entered: 01/11/2017 02:38:51 PM by Dana y [REDACTED]/cp1/qdot/au

GSB33558

Marine Incident

Region File No: MI 84/2004
HO File No: 720/04634
Region: Gladstone
Status: Closed
Date closed: 13/01/2005
Cat: 4
Investigate?: ***

Reporting Agency: Qld Transport
Reported via...: F3071 Marine Incident Report
Reported on...:
Next review: 27/11/2004

Office: Bundaberg
Incident involved: ***

Pollution?: ***

Reason Closed: Investigation Completed - No action required
Investigating Agency:

Officer:

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -24.7569 Long: 152.4079 Water/Landmark: Burnett River
Bearing: Distance (nm or m): Location: Partially smooth waters
Date: 13/11/2004 Time: 07:47 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0
Severity: Ship Damaged

Environmental Conditions

Weather: Cloudy Visibility: Fair Water: Very Rough Time of Day: Night Wind Speed: Strong (force 5-7 / 17-33 knots)

General Ship Information

Select types of ships involved in incident:

- COM Fishing
- COM Hire & Drive (Other)
- COM Hire & Drive (Sail)
- COM Hire & Drive (Motor)
- COM Hire & Drive (PWC)
- COM Hire & Drive (House)
- COM Pax
- COM Non-pax (Non-specific)
- COM Non-pax (Boat share)
- COM Non-pax (Houseboat)
- COM Non-pax (Hovercraft)
- COM Non-pax (Paddle/row)
- COM Non-pax (PWC)
- COM Non-pax (Sail)
- REC Motorboat
- REC PWC
- REC Sailboat
- REC Paddle (row) boat
- REC Houseboat
- Unknown

Ships involved: Recreational only

Contributing Factors

- Human
 - Alcohol or drugs
 - Commercial pressure
 - Excessive speed
- Insufficient fuel
- Insufficient maintenance
- Insufficient planning

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Vessel motoring into channel, engine failed vessel blown onto rock wall. No injuries.

At 1947 hours on 13th November 2004 the N/R grounded on the southern breakwater adjacent to the boat harbour in the Burnett River. The grounding was a result of engine failure and the wind set the vessel on the breakwater. The vessel was towed to safety by the local VMP.

vessel on the breakwater. The vessel was towed to safety by the local VIMR.

N/R

Action Log - should summarise key investigative milestones, data modifications and include attachments

7/2/05 - Investigation Unit agrees with recommendation. Letter

sent to ^{N/R} Case closed.

Last updated: 07/02/2005 03:46:23 PM by Simon J Adams/cp1/qdot/au
Date entered: 17/11/2004 04:07:56 PM by Karyn F Hatton/cp5/qdot/au

Released under RTI - DTMR

GSB35822

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed -
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

collision with rock wall while entering harbour.

Water police investigated Not relevant

Not relevant

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments



Acknowledgement of Marine Incident.doc
23/6/08 - File closed by CU

Last updated:	23/06/2008 11:51:29 AM	by	Judith Osborne/cp1/qdot/au
Date entered:	01/04/2008 12:31:21 PM	by	Karyn F Hatton/cp5/qdot/au

Released under RTI - DTMR

GSB35936

Marine Incident

Region File No: MI 51/2008
HO File No: 720/07263
Region: Gladstone
Status: Closed
Date closed: 27/05/2008
Cat: 3
Investigate?: No

Reporting Agency: Qld Transport
Reported via...: F3071 Marine Incident Report
Reported on...: 26/05/2008
Next review: 06/06/2008

Office: Bundaberg
Incident involved: ***

Pollution?: No

Reason Closed: Investigation Completed - No action required
Investigating Agency: Qld Transport

Officer: LOWE, Robert

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -24.8333 Long: 152.3725 Water/Landmark: Burnett River, Bundaberg
Bearing: Distance (nm or m): Location: Smooth waters
Date: 25/05/2008 Time: 11:00 AM

Type of Incident

Collision with a fixed object

Incident Severity

Fatalities: 0 Minor Injuries: 1 Serious Injuries: 0
Severity: Ship Damaged

Environmental Conditions

Weather: Clear Visibility: Good Water: Calm Time of Day: Day Wind Speed: Moderate (force 3-4 / 8-16 knots)

General Ship Information

Select types of ships involved in incident:

- COM Fishing
- COM Hire & Drive (Other)
- COM Hire & Drive (Sail)
- COM Hire & Drive (Motor)
- COM Hire & Drive (PWC)
- COM Hire & Drive (House)
- COM Pax
- COM Non-pax (Non-specific)
- COM Non-pax (Boat share)
- COM Non-pax (Houseboat)
- COM Non-pax (Hovercraft)
- COM Non-pax (Paddle/row)
- COM Non-pax (PWC)
- COM Non-pax (Sail)
- REC Motorboat
- REC PWC
- REC Sailboat
- REC Paddle (row) boat
- REC Houseboat
- Unknown

Ships involved: Recreational only

Contributing Factors

- Human
 - Alcohol or drugs
 - Commercial pressure
 - Excessive speed
- Insufficient fuel
- Insufficient maintenance
- Insufficient planning

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

collision with submerged rock wall

Letter sent

Action Log - should summarise key investigative milestones, data modifications and include attachments



GSB35936 Collision with Kirbys Wall.doc GSB35936 Collision with Kirbys Wall 2.doc
28/11/08 - CU closed out

Last updated: 04/12/2008 09:15:05 AM by Judith Osborne/cp1/qdot/au
Date entered: 27/05/2008 11:12:52 AM by Karyn F Hatton/cp5/qdot/au

Released under RTI - DTMR

GSB36005

Marine Incident

Region File No: MI 66/2008
HO File No: 720/07481
Region: Gladstone
Status: Closed
Date closed: 14/08/2008
Cat: 4
Investigate?: No

Reporting Agency: Qld Police Service
Reported via...: Other
Reported on...: 02/07/2008
Next review: 12/07/2008

Office: Bundaberg
Incident involved: ***

Pollution?: No

Reason Closed: Investigation Completed - No action required
Investigating Agency: [Empty]

Officer: [Empty]

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -24.7575 Long: 152.403 Water/Landmark: Burnett River, Burnett Heads
Bearing: [Empty] Distance (nm or m): [Empty] Location: Smooth waters
Date: 01/07/2008 Time: 06:30 PM

Type of Incident

Collision with a fixed object

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0
Severity: Ship Damaged

Environmental Conditions

Weather: Other Visibility: Poor Water: Calm Time of Day: Night Wind Speed: Light (up to force 2 / 1-7 knots)

General Ship Information

Select types of ships involved in incident:

- COM Fishing
- COM Hire & Drive (Other)
- COM Hire & Drive (Sail)
- COM Hire & Drive (Motor)
- COM Hire & Drive (PWC)
- COM Hire & Drive (House)
- COM Pax
- COM Non-pax (Non-specific)
- COM Non-pax (Boat share)
- COM Non-pax (Houseboat)
- COM Non-pax (Hovercraft)
- COM Non-pax (Paddle/row)
- COM Non-pax (PWC)
- COM Non-pax (Sail)
- REC Motorboat
- REC PWC
- REC Sailboat
- REC Paddle (row) boat
- REC Houseboat
- Unknown

Ships involved: Recreational only

Contributing Factors

- Human: Alcohol or drugs
- Commercial pressure
- Excessive speed
- Insufficient fuel
- Insufficient maintenance
- Insufficient planning

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Collision with rock wall after being blinded by spotlight from nearby dinghy resulting in capsized 2 people overboard minor injuries.

As a result of losing night vision, turned early into Burnett Heads Marina and collided with breakwater. Unable to identify ship using spot light

Unable to identify ship using spot light.

Action Log - should summarise key investigative milestones, data modifications and include attachments



Acknowledgement of Marine Incident.doc GSB36005 Collision with breakwater Bumett Heads.doc
28/08/08 - CU closed out

Last updated: 28/08/2008 02:56:59 PM by Judith Osborne/cp1/qdot/au
Date entered: 02/07/2008 01:46:54 PM by Karyn F Hatton/cp5/qdot/au

Released under RTI - DTMR

GSB37463

Marine Incident

Region File No: MI 51/2010
HO File No: 720/08954
Region: Gladstone
Status: Closed
Date closed: 09/06/2010
Cat: 4
Investigate?: No

Reporting Agency: Qld Transport
Reported via...: F3071 Marine Incident Report
Reported on...: 03/06/2010
Next review: 13/06/2010

Office: Bundaberg
Incident involved: ***

Pollution?: No

Reason Closed: Investigation Completed - No action required
Investigating Agency: [Empty]

Officer: [Empty]

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: 24°45.2' Long: 152°24.4' Water/Landmark: North Wall - Burnett River
Bearing: [Empty] Distance (nm or m): [Empty] Location: Smooth waters
Date: 02/06/2010 Time: 08:00 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0
Severity: Ship Damaged

Environmental Conditions

Weather: Clear Visibility: Good Water: Calm Time of Day: Night Wind Speed: Light (up to force 2 / 1-7 knots)

General Ship Information

Select types of ships involved in incident:

- COM Fishing
- COM Hire & Drive (Other)
- COM Hire & Drive (Sail)
- COM Hire & Drive (Motor)
- COM Hire & Drive (PWC)
- COM Hire & Drive (House)
- COM Pax
- COM Non-pax (Non-specific)
- COM Non-pax (Boat share)
- COM Non-pax (Houseboat)
- COM Non-pax (Hovercraft)
- COM Non-pax (Paddle/row)
- COM Non-pax (PWC)
- COM Non-pax (Sail)
- REC Motorboat
- REC PWC
- REC Sailboat
- REC Paddle (row) boat
- REC Houseboat
- Unknown

Ships involved: Recreational only

Contributing Factors

- Human: Alcohol or drugs
- Commercial pressure
- Excessive speed
- Insufficient fuel
- Insufficient maintenance
- Insufficient planning

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

On entering Burnett River master got confused with lights and collided with rock wall. Had plotter covered so he could look for other boats. In future he will not cut the corner when approaching the mouth of the Burnett River. Minor damage and no injuries.

Letter sent

Letter sent.

Action Log - should summarise key investigative milestones, data modifications and include attachments



GSB37463 Grounding at mouth of Bumett River.doc
07/07/2010 - CU Closed out - NFA

Last updated:	13/07/2010 11:39:28 AM	by	Judith Osborne/cp1/qdot/au
Date entered:	03/06/2010 02:14:17 PM	by	Jennifer D Peardon/cp5/qdot/au

Released under RTI - DTMR

GSB37473

Marine Incident

Region File No MI 52/2010	HO File No 720/08953	Region Gladstone	Status Closed	Date closed 09/06/2010	Cat 4	Investigate? No
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Reporting Agency Qld Transport	Reported via... F3071 Marine Incident Report	Reported on... 09/06/2010	Next review 19/06/2010
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Office Bundaberg **Incident involved** ***

Pollution? No

Reason Closed Investigation Completed - No action required
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat 24° 49'	Long 152° 22'	Water/Landmark Kirby's Wall Burnett River
Bearing	Distance (nm or m)	Location Smooth waters
Date 31/05/2010	Time 11:00 AM	

Type of Incident

Grounding unintentional

Incident Severity

Fatalities 0	Minor Injuries 0	Severity Ship Damaged
Serious Injuries 0		

Environmental Conditions

Weather Clear	Visibility Good	Water Calm	Time of Day Day	Wind Speed Light (up to force 2 / 1-7 knots)
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General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Recreational only

Contributing Factors

- | | |
|--|---|
| <input type="checkbox"/> Human | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient planning |
| <input type="checkbox"/> Excessive speed | |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Navigating using electronic chart which shows mud flats and not the rock wall between the 2 red beacons. Tide was high so wall was not evident.
 Was motoring and sailing up the river & grounded on wall.
 Had a copy of Beacon to Beacon on board but did not refer to it in the river. Was advised to preview future trips using paper based charts to gain knowledge of potential hazards

future trips using paper based charts to gain knowiege of potential hazards.

Letter sent.

Action Log - should summarise key investigative milestones, data modifications and include attachments



GSB37473 Grounding at Kirby's wall Burnett River.doc
07/07/2010 - CU Closed out - NFA

Last updated:	13/07/2010 11:37:04 AM	by	Judith Osborne/cp1/qdot/au
Date entered:	09/06/2010 12:30:50 PM	by	Julianne Z Branthwaite/Bundaberg/WideBay/qdot/au

Released under RTI - DTMR

GSB39064

Marine Incident

Region File No MI25/2012	HO File No 	Region Gladstone	Status Closed	Date closed 25/06/2012	Cat 4	Investigate? Yes
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Reporting Agency Qld Transport	Reported via... F3071 Marine Incident Report	Reported on... 20/06/2012	Next review 30/06/2012
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Office Bundaberg **Incident involved** ***

Pollution? No

Reason Closed Investigation Completed - No action required

Relevant Act

Investigating Agency Qld Transport

Officer LOWE Robert

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat -24.7567	Long 152.4100	Water/ Landmark Burnett River Entrance
Bearing	Distance (nm or m)	Location Smooth waters
Date 18/06/2012	Time 07:45 PM	

Type of Incident

Collision with a fixed object

Incident Severity

Fatalities 0	Minor Injuries 0	Severity Ship Damaged
	Serious Injuries 0	

Environmental Conditions

Weather Clear	Visibility Poor	Water Calm	Time of Day Night	Wind Speed Light (up to force 2 / 1-7 knots)
----------------------	------------------------	-------------------	--------------------------	---

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Recreational only

Contributing Factors

Human

- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Master entering Burnett River south of navigation channel turned toward breakwater having claimed to see boat harbour entrance lights but they were the wrong way round so he turned back to the channel but he struck the breakwater. Marine officers could not explain additional lights. Area manager spoke with master and he could not explain extra lights and he stated they were not flashing. Master claimed

with master and he could not explain extra lights and he stated they were not flashing. N/R
N/R Not relevant
NFA.

Closure letter sent.

Action Log - should summarise key investigative milestones, data modifications and include attachments



GSB39064 memo.doc GSB39064 Collision with a fixed object Burnett River.doc



GSB39064 - 230-00572.pdf

Last updated: 10/08/2012 03:38:33 PM by Jennifer D Peardon/cp5/qdot/au
Date entered: 20/06/2012 04:51:47 PM by Jennifer D Peardon/cp5/peardon

Released under RTI - DTMR

GSB39549

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed

Relevant Act
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/
Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input checked="" type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human
 Alcohol or drugs
 Commercial pressure
 Insufficient fuel
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

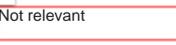
Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Vessel washed down river onto rockwall during flooding.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Not relevant  -  - GSB39549.doc GSB39549   Not relevant  pdf

12/4/13 Closed out by the compliance unit. Occurred as a direct result of extensive flooding in the area. No injuries, but vessel destroyed.
NFA.
29/4/13 Changed from Cat 4 to Cat 3

Last updated: 29/04/2013 12:59:06 PM by Kaylene I Clayton/cp1/
Date entered: 01/02/2013 02:51:51 PM by Julieanne Z Branthwaite/Bundaberg/WideBay/

Released under RTI - DTMR

GSB40808

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required

Relevant Act

Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Returning to Burnett Heads boat ramp approximately 9.00pm - was on northern side upstream of outer rock wall. Continued and thought he had positioned the boat two leads further out than we actually were and angled boat towards the boat ramp. Miscalculated the leads and actually ran straight into the outer rock wall. By the time we saw the rock wall and cut back the throttle it was too late.

N/R

N/R

e

Action Log - should summarise key investigative milestones, data modifications and include attachments

[redacted] from the Hervey Bay Water Police is investigating this matter he will advise when completed.



MIR GSB40808.pdf New Marine and Pollution Incident Investigation report GSB40808.pdf



GSB40808.pdf



14/7/15 Closed Closure Letter GSB40808 14_07_15.docx



File Assessment Report - GSB40808 14_07_15.doc GSB40808 File.pdf

Last updated: 14/07/2015 03:33:46 PM by Kaylene L Clayton/cp1/ [redacted]
Date entered: 14/01/2015 02:54:36 PM by [redacted] Peardon/[redacted]/qdot/au

Released under RTI - DTMR

GSB41287

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input checked="" type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Submerged rock wall extends from Northern bank into part of channel. ^{N/R}
 has back leads (no longer there since 2013).
 Rock wall fully submerged on early rising tide.
 Where is the bloody beacon on the end of the wall

There is the buoy located on the end of the wall.

Action Log - should summarise key investigative milestones, data modifications and include attachments

There is a green buoy in that location for the purpose guiding vessels away from the training wall. buoys now mark the channel since 2013 floods and the Fairymead Lead



lights were removed as they no longer marked the channel.

GSB41287.pdf

16/02/2016 Changed from 'Collision with a fixed object' to 'Grounding unintentional'.
S.Day (Vessel Standards)

Last updated:	18/02/2016 12:13:42 PM	by	Stewart Z Day/cp1/qdot/au
Date entered:	22/10/2015 01:11:02 PM	by	Vikki M Taber/cp1/qdot/au

Released under RTI - DTMR

GSB42097

Marine Incident

Region File No MI53/16 HO File No [] Region Gladstone Status **Closed** Date closed 15/08/2017 Cat 3 Investigate? ***

Reporting Agency Qld Transport Reported via... F3071 Marine Incident Report Reported on... 30/11/2016 Next review 11/12/2016

Office Bundaberg Incident involved ***

Pollution? ***

Reason Closed Investigation Completed - No action required
Relevant Act TOMSA
Investigating Agency Qld Transport Officer LOVERIDGE, Anthony

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat -24.7542 Long 152.4000 Water/Landmark Rock Wall - Burnett Heads
Bearing [] Distance (nm or m) [] Location Offshore
Date 29/11/2016 Time 08:00 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities 0 Minor Injuries 0 Serious Injuries 0 Severity Ship Damaged

Environmental Conditions

Weather Clear Visibility Good Water Choppy Time of Day Night Wind Speed Moderate (force 3-4 / 8-16 knots)

General Ship Information

- Select types of ships involved in incident
- COM Fishing
 - COM Hire & Drive (Other)
 - COM Hire & Drive (Sail)
 - COM Hire & Drive (Motor)
 - COM Hire & Drive (PWC)
 - COM Hire & Drive (House)
 - COM Pax
 - COM Non-pax (Non-specific)
 - COM Non-pax (Boat share)
 - COM Non-pax (Houseboat)
 - COM Non-pax (Hovercraft)
 - COM Non-pax (Paddle/row)
 - COM Non-pax (PWC)
 - COM Non-pax (Sail)
 - REC Motorboat
 - REC PWC
 - REC Sailboat
 - REC Paddle (row) boat
 - REC Houseboat
 - Unknown

Ships involved
Recreational only

Contributing Factors

- Human
- Alcohol or drugs
 - Commercial pressure
 - Insufficient fuel
 - Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Motoring from the North (1770) at shortly before 8pm I noticed the white light and numerous red/green/blue navigation lights and I headed towards those intending to enter the harbour at Burnett Heads. I was heading straight towards the brightest and closest pair of Red/green channel markers. On the right of the white light tower at about 3 knots and when it looked as I am just going through the lights

the right of the white light tower at about 3 knots and when it looked as if I was just going through the lights the boat hit the rock wall head on. At the time no wall was visible in the dark, but the pair of channel marker lights were the brightest and closest to what I took as the entrance. The initial knock was not apparently severe but the motor cut out and could not be started in time to go astern to safety and the swell turned the boat side on to the rockwall causing major damage. I immediately called Marine Rescue

Action Log - should summarise key investigative milestones, data modifications and include attachments

28/02/2017 Changed from 'Collision with a fixed object' to 'Grounding'. S.Day (SSB)



Not relevant



Not relevant



DS700238

Not relevant

DS2 <https://www.service.qdot.qld.gov/Rego.pdf>



<https://www.service.qdot.qld.gov/pdf> IMG_0889.JPG IMG_0891.JPG IMG_0899.JPG



IMG_0907.JPG IMG_1217.JPG IMG_1218.JPG IMG_1222.JPG IMG_1223.JPG IMG_1224.JPG



IMG_1225.JPG investigation plan and running sheet

Not relevant

docx



Marine Incident Investigation Report

Not relevant



Not relevant



GSB42097.pdf

Last updated: 22/09/2017 02:51:39 PM by Jennifer D Peardon /cp5/qdot/au
Date entered: 01/12/2016 12:10:15 PM by Jennifer D Peardon /cp5/qdot/au

GSG40774

Marine Incident

Region File No: MI1/2015
HO File No: 230/00775
Region: Gladstone
Status: Closed
Date closed: 19/01/2015
Cat: 2
Investigate?: ***

Reporting Agency: Qld Transport
Reported via...: F3071 Marine Incident Report
Reported on...: 02/01/2015
Next review: 12/01/2015

Office: Gladstone
Incident involved: ***

Pollution? No

Reason Closed: Investigation Completed - Not relevant

Relevant Act
Investigating Agency

Officer: MCKENZIE Leon

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -23.0015
Long: 151.7833
Water/Landmark: Rosslyn Bay Marina Entrance
Bearing:
Distance (nm or m):
Location: Partially smooth waters
Date: 29/12/2014
Time: 06:00 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 0
Minor Injuries: 0
Serious Injuries: 0
Severity: Ship Damaged

Environmental Conditions

Weather: Clear
Visibility: Fair
Water: Choppy
Time of Day: Twilight
Wind Speed: Strong (force 5-7 / 17-33 knots)

General Ship Information

Select types of ships involved in incident

- COM Fishing
- COM Hire & Drive (Other)
- COM Hire & Drive (Sail)
- COM Hire & Drive (Motor)
- COM Hire & Drive (PWC)
- COM Hire & Drive (House)
- COM Pax
- COM Non-pax (Non-specific)
- COM Non-pax (Boat share)
- COM Non-pax (Houseboat)
- COM Non-pax (Hovercraft)
- COM Non-pax (Paddle/row)
- COM Non-pax (PWC)
- COM Non-pax (Sail)
- REC Motorboat
- REC PWC
- REC Sailboat
- REC Paddle (row) boat
- REC Houseboat
- Unknown

Ships involved
Recreational only

Contributing Factors

- Human
- Alcohol or drugs
 - Commercial pressure
 - Insufficient fuel
 - Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

See GSG 40775.

On Monday the 29th of December 2014 at approximately 1645hrs, recreational vessel Not relevant with 7 POB had mechanical problems occur approximately 1/2 way across to Keppel Island Rosslyn Bay and as a result the owner Not relevant has requested the Not relevant to tow his vessel back into

...again, the owner of the boat has requested the Rosslyn Bay Coast Guard to tow the vessel back into Rosslyn Bay Marina. Not relevant

N/R d

Action Log - should summarise key investigative milestones, data modifications and include attachments

See GSG 40775.



Finalisation report attached. **AMSA Memo.docx**

Last updated:	09/02/2015 08:06:05 AM	by	Bradley J Reynolds /cp4/qdot/au
Date entered:	02/01/2015 12:47:18 PM	by	Christine A Pugh /Gladstone/Central/qdot/au

Released under RTI - DDMR

GSG40775

Marine Incident

Region File No: MI2/2015
HO File No: 230/03281
Region: Gladstone
Status: Closed
Date closed: 09/02/2015
Cat: 2
Investigate?: Yes

Reporting Agency: Qld Transport
Reported via...: F3071 Marine Incident Report
Reported on...: 02/01/2015
Next review: 15/01/2015

Office: Gladstone
Incident involved: ***

Pollution?: No

Reason Closed: Investigation Completed - Not relevant
Relevant Act: The National Law

Investigating Agency:

Officer: MCKENZIE Leon

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -24.5833 Long: 150.7883 Water/Landmark: Entrance Rosslyn Bay Harbour
Bearing: Distance (nm or m): Location: Partially smooth waters
Date: 29/12/2014 Time: 06:00 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0
Severity: Ship Lost

Environmental Conditions

Weather: Clear Visibility: Fair Water: Rough Time of Day: Twilight Wind Speed: ***

General Ship Information

Select types of ships involved in incident

- COM Fishing
- COM Non-pax (Non-specific)
- REC Motorboat
- COM Hire & Drive (Other)
- COM Non-pax (Boat share)
- REC PWC
- COM Hire & Drive (Sail)
- COM Non-pax (Houseboat)
- REC Sailboat
- COM Hire & Drive (Motor)
- COM Non-pax (Hovercraft)
- REC Paddle (row) boat
- COM Hire & Drive (PWC)
- COM Non-pax (Paddle/row)
- REC Houseboat
- COM Hire & Drive (House)
- COM Non-pax (PWC)
- Unknown
- COM Pax
- COM Non-pax (Sail)

Ships involved

Commercial/Recreational

Contributing Factors

Human

- Alcohol or drugs
- Commercial pressure
- Insufficient fuel
- Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Describe the contributing factor

SMS, training, risk assessments

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

5/1 - under inv.
 On Monday the 29th of December 2014 at approximately 1645hrs, recreational vesse Not relevant with 7 POB had mechanical problems occur approximately 1/2 way across to Keppel Island Rosslyn Bay and as a result the owner Not relevant has requested the Not relevant to tow his vessel back into

...again, the owner [redacted] has requested the Rosslyn Bay Coast Guard to tow the vessel back into Rosslyn Bay Marina. ^{Not relevant}

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments

31/12/2014: Contact Coast Guard in Yeppoon, speak to ^{N/R} [redacted] and ^{N/R} [redacted].
^{N/R} [redacted] Discuss issues surrounding incident with the Rescue vessel ^{N/R} [redacted].
^{N/R} [redacted] Request a MIR from Coast Guard as one had not been supplied to MSQ.

Not relevant

Released under RTI - DTMR

Not relevant

N/R

N/R

Not relevant

N/R

RTI - DTMR



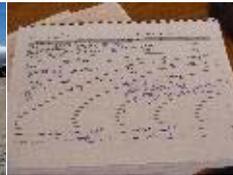
boat 3.JPG



DSC00133.JPG



DSC00140.JPG



P1030370.JPG



P1030371.JPG



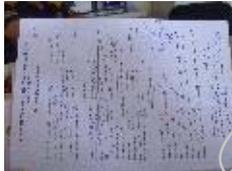
P1030372.JPG



P1030373.JPG



P1030374.JPG



P1030375.JPG



P1030376.JPG



IMG_0004.jpg

Investigation.report.pdf A

C AMSA Memo.docx

19/02/2015 Changed from 'Loss of ship' to 'Grounding unintentional. S.Day (Vessel Standards)

22/9/15 Update - file with AMSA and no current update available.



STHF6-MARI-15092209450.pdf

1/3/16 Reviewed by AMSA (Timed out 29/12/14) No public interest

Last updated: 23/05/2016 12:27:59 PM by Kaylene L Clayton/cp1/qdot/au
Date entered: 05/01/2015 09:27:14 AM by Christine A Pugh/Gladstone/Central/qdot/au

Released under RTI - DTMR

MK*30109

Marine Incident

Region File No	HO File No	Region	Status	Date closed	Cat	Investigate?
<input type="text"/>	720-1013	Mackay	Closed	16/02/99	2	Yes

Reporting Agency	Reported via...	Reported on...	Next review
Qld Transport	F3071 Marine Incident Report		28/02/2000

Office *** Incident involved ***

Pollution? No

Reason Closed

Investigating Agency Qld Transport

Officer OWENS, Gary -

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat	<input type="text"/>	Long	<input type="text"/>	Water/ Landmark	Breakwater at abel point marina
Bearing	<input type="text"/>	Distance (nm or m)	<input type="text"/>	Location	Partially smooth waters
Date	16/02/99	Time	10:00 AM		

Type of Incident

Collision with a fixed object

Incident Severity

Fatalities	<input type="text"/> 0	Minor Injuries	<input type="text"/> 0	Severity	Ship Damaged
		Serious Injuries	<input type="text"/> 0		

Environmental Conditions

Weather	Visibility	Water	Time of Day	Wind Speed
***	***	Very Rough	Day	Strong (force 5-7 / 17-33 knots)

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships Involved

Commercial only

Contributing Factors

Human

- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers

- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo

- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- | | | |
|--|--|---|
| <input type="checkbox"/> Abnormal tidal conditions | <input type="checkbox"/> Hazardous waters - lack navigation aids | <input type="checkbox"/> Poor visibility |
| <input type="checkbox"/> Bar conditions | <input type="checkbox"/> Hazardous waters - shifting channel | <input checked="" type="checkbox"/> Sea state |
| <input type="checkbox"/> Floating or submerged object | <input type="checkbox"/> Hazardous waters - uncharted hazards | <input type="checkbox"/> Wash of passing vessel |
| <input type="checkbox"/> Hazardous season (cyclones etc) | <input type="checkbox"/> Heavy traffic area | <input checked="" type="checkbox"/> Wind |
| <input type="checkbox"/> Hazardous waters - coral reefs | <input type="checkbox"/> Other (Environmental) | |

Summary - description of incident including events leading up to and following incident

N/R

rounded and sank on breakwater wall Abel Point Marina due to mechanical failure of engine.
NFAD

Action Log - should summarise key investigative milestones, data modifications and include attachments

Last updated: 18/12/2003 01:58:22 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 15/02/2000 12:14:22 PM by Sharyn A Durley/Maritime/qdot/au

Released under RTI - DTMR

MKA30558

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant

(Recreational) anchor drifted and grounded on rockwall

Action Log - should summarise key investigative milestones, data modifications and include attachments

30/08/00. Contacted the Water Police to obtain details

Last updated: 18/12/2003 02:05:43 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 24/08/2000 11:50:36 AM by Lesley A Spearman/Central/qdot/au

Released under RTI - DTMR

MKA31656

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|--|--|
| <input type="checkbox"/> COM Fishing | <input checked="" type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

QPWS patrol vessel Not relevant Propeller hit submerged rock during berthing operations at the QPWS operation base marina dock at Abell Point. Whilst manoeuvring away from their berth at Abell Point Marina at low tide, and turning around to leave the marina the vessel was manoeuvred to close to the rock wall in front of the travel lift at Hawkes Boat Yard and hit a rock. N/R

Not relevant

N/R

N/R

Damange was sustained to the propeller only and the vessel was slipped in the morning after the incident and returned in the water the same afternoon after repairs had been carried out to propeller.

Action Log - should summarise key investigative milestones, data modifications and include attachments

6/9/01. From review of this report further investigation is warranted. As plans are in place to expand this marina facility, any seabed obstructions which may contribute to future marine incidents need to be identified and brought to the attention of the Regional Harbour Master.

19/09/01 Contacted ^{N/R}) and interviewed him over phone.

26/9/01 Investigation report too brief. More detailed report required to make recommendations for corrective action.

Last updated: 18/12/2003 02:10:51 PM by Christopher F Campbell-Thomson/Perinsula/qdot/au
Date entered: 24/08/2001 03:32:22 PM by Michelle M Rogers/Central/qdot/au

Released under RTI - DTMR

MKA33690

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input checked="" type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Commercial Passenger Vessel Not relevant reported propeller damage due to a grounding incident. The Master stated that he and the Engineer were not sure when the incident happened, but believe that the grounding may have happened when entering the Abel Point Marina channel from a return voyage on the 29 January 2005.

No actual "large bang or knock" was noticed until vibration was noted when moving the ship to the

NO actual large bang or knock was noticed until vibration was noted when moving the ship to the fuelling wharf. The master reported that it was common for the Not relevant to stir up sediment while entering and leaving the marina.

N/R

Action Log - should summarise key investigative milestones, data modifications and include attachments

4/03/09 updated incident from collision with submerged object to grounding unintentionally t.lys s&p
22/11/10 ship relinked to include rego number as part of data cleansing. C Hsiao (S&P)

Last updated:	22/11/2010 04:36:52 PM	by	Christine Z Hsiao/cp1/qdot/au
Date entered:	31/01/2005 03:28:23 PM	by	Michael L O'Mullane/cp4/qdot/au

Released under RTI - DTMR

MKA34274

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input checked="" type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Incident

At about 0400 hours on 8 January 2006 broke it's mooring rope and with a heavy 2-3 metre swell running and W-NW winds of 20-30 knots and flood tide, flounded on the northern breakwater near Coral Sea Resort. The vessel hit another vessel Townsville with minimal damage. The alarm was

The vessel hit another vessel, Not relevant with minimal damage. The alarm was raised to police and then to owners. Vessel was pulled clear at high tide (0600 hours) to the marina, then taken out of the water to Hawkes Boat Yard, Abel Point Marina.

Action Log - should summarise key investigative milestones, data modifications and include attachments

20/12/06 Updated Lat & Long to digital values as part of data cleansing. S.Day (S&P)

Last updated: 20/12/2006 10:17:40 AM by Stewart Z Day/cp1/qdot/au
Date entered: 18/01/2006 08:31:20 AM by Debra A Frazer/cp4/qdot/au

Released under RTI - DTMR

MKA34481

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input checked="" type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Vessel left M arm approx. 12:30 PM 10/05/06 to avoid ebbing tide due to draft of vessel. Ran aground on Starboard side of channel within navigable marks of the marina entrance (sic)
 Tidal calculations were made and enough water was calculated for an effective exit from the marina.
 No casualties on board and no damage to vessel, safety of crew and vessel were checked (no problems)
 Vessel examination showed no ingress of water and no other physical damage, and no

vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on corner of marina break wall within navigable marks. Regular entries and exits on same vessel on similar tides without incident. Marina was notified, day shapes employed. Vessel was not able to be refloated and remained aground in mud until 17:30. The

Action Log - should summarise key investigative milestones, data modifications and include attachments

24/04/09 updated lat tonegative updted
contributing factors. 2009 data cleansing
project -COMPLETE t.lys s&p

Last updated:	24/04/2009 10:03:24 AM	by	Tanya A Lys/cp1/qdot/au
Date entered:	11/05/2006 12:23:21 PM	by	Rodney J Foale/cp4/qdot/au

Released under RTI - DTMR

MKA37408

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input checked="" type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input checked="" type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Describe the contributing factor

The berthing of the ship relying on one line. Nil other lines available in the event they were needed.

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

I reversed into the pen @ Abel Point, the approach was not as usual due to vessel hanging out of adjacent berth. I went straight into the pen approx 1 mtr off fender buoys, the set length midships line was handed to the polter, it went around the pole but did not make it back to the cleat on N/R. The breeze was holding me off the pen arm. I split the engines to get the midships closer to the arm to get the mooring line on, the stern swung out towards the rock wall, it was then that the south prop hit a

the mooring line on, the stern swung out towards the rock wall, it was then that the south prop hit a submerged object. I let the midship line go, moved out of the pen then came back in p secured the vessel on the pen.

Action Log - should summarise key investigative milestones, data modifications and include attachments

 Tides.doc  Berth on day of incident.pdf  Findings.doc  Incident Location - APM Map.pdf
 Incident Location.doc  Marine Incident Category Matrix.doc  Master's Qualifications.doc
 20101007105841264.pdf  20101007105810468.pdf  20101007110138418.pdf
25/10/10 - CU Closed out - NFA

17/02/2011 Changed from 'Collision with submerged object' to 'Grounding unintentional' (see attached MO Findings.doc). S.Day (S&P)

Last updated: 17/02/2011 09:59:12 AM by Stewart Z Day/cp1/qdot/au
Date entered: 13/05/2010 01:11:12 PM by Anne M Senden/Central/qdot/au

Released under RTI - DTMR

MKA39521

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

Human
 Alcohol or drugs
 Commercial pressure
 Insufficient fuel
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant

1 parts mooring at 1630. Vessel drifted into marina rock wall. Loss of ship.

This file has been closed upon review by Snr Investigator Marc Bailey and Acting Area Manager Ben Moran this incident and a series of other incidents are as a result of Cyclone Oswald. Closure letter

mergan, the incident and a series of other incidents are as a result of systemic errors. Closure letter has been sent, see attached.

Action Log - should summarise key investigative milestones, data modifications and include attachments

MKA39521 ^{N/R}   1.pdf

21/01/2014 Incident type changed from 'Loss of ship' to 'Grounding unintentional' and linked owner ^{N/R} s part of data cleansing for 2013 annual report. S.Day (Vessel Standards)

Last updated: 21/01/2014 11:38:08 AM by Stewart Z Day/cp1/qdot/au
Date entered: 30/01/2013 09:10:15 AM by Melissa G Tellegen/Central/qdot/au

Released under RTI - DTMR

MKA39526

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input checked="" type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

After a check of weather forecast on afternoon of 23/01/2013, Not relevant was left at anchor outside Abel Point Marina in her usual position.

Not relevant

Not relevant
No at 04:00 and drove to ABERPORT MAINA to check status/position of vessel. Vessel was

Action Log - should summarise key investigative milestones, data modifications and include attachments

N/R  Full File.pdf MKA39526 -  N/R  10215QD).pdf
21/01/2014 Changed incident type from "Loss of ship" to "Grounding unintentional" and linked owner as part of data cleansing for 2013 annual report. S.Day (Vessel Standards)

Last updated: 24/04/2014 10:00:41 AM by Timothy N Henderson /Central/qdot/au
Date entered: 30/01/2013 10:16:11 AM by Melissa G Tellegen /Central/qdot/au

Released under RTI - DTMR

MKA39711

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input checked="" type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Weather report received Wed. 23rd Jan 6pm (1800) 33-40 kn N/W swell 3-4 m.
 Travelled to Airlie Beach Thurs. 24th morning.-conditions too rough to attend vessel in 2.5m inflatable dinghy without risking personal injury. Vessel monitored from land until approx. 1500. Returned home.
 Approx 1900-1930 received call that vessel had broken mooring and washed up at Port of Airlie

approx 1000 1000 received can that vessel had broken mooring and washed up at Port of Kings
breakwater, east of Whitsunday sailing club.
Attended site, dark, unable to do anything, vessel demasted approx. 2100.
25th, 26th, 27th Jan, collect and remove vessel debris.

Action Log - should summarise key investigative milestones, data modifications and include attachments

 MKA39711.pdf  CL.pdf

Last updated: 22/05/2013 10:06:11 AM by Claire Z Willemse/Central/CPZ/CA
Date entered: 12/04/2013 12:00:24 PM by John Y Anderson/cp4/qdot/au

Released under RTI - DTMR

MKA40249

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input checked="" type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant had been moored on Q5 mooring in Pioneer Bay, which is directly in front of the Coral Sea Resort, Airlie Beach.

At some time during the morning of 31st of January 2014 the weather conditions deteriorated due to

MKA40878

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Relevant Act The National Law
Investigating Agency Qld Transport Officer EMERY, Jonathan M

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- COM Fishing
- COM Hire & Drive (Other)
- COM Hire & Drive (Sail)
- COM Hire & Drive (Motor)
- COM Hire & Drive (PWC)
- COM Hire & Drive (House)
- COM Pax
- COM Non-pax (Non-specific)
- COM Non-pax (Boat share)
- COM Non-pax (Houseboat)
- COM Non-pax (Hovercraft)
- COM Non-pax (Paddle/row)
- COM Non-pax (PWC)
- COM Non-pax (Sail)
- REC Motorboat
- REC PWC
- REC Sailboat
- REC Paddle (row) boat
- REC Houseboat
- Unknown

Ships involved

Contributing Factors

- Human
- Alcohol or drugs
 - Commercial pressure
 - Insufficient fuel
 - Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Describe the contributing factor

Error of judgement

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

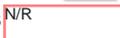
Summary - description of incident including events leading up to and following incident

The Incident:
 Not relevant departed from berth M14, Abell Point Marina at 2000 on the 3/2/15 with 21 passengers and 4 crew. As the vessel left the berth the port propeller made contact with the rockwall forming the western side of the marina channel Not relevant

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments

 AMSA529 Incident Report.pdf  Marine officer notes & pax list.pdf

 Public Extract.pdf  Witness  tat Dec.pdf  Memo Tasking Sheet MO.doc

 Master.docx  Location.docx  Weather.docx  Tide.docx  MIIR -  .pdf  AM Memo.pdf

 9/3/16 Closed Closure Letter Master MKA40878 09_03_16.docx

 Closure Letter Owner MKA40878 09_03_16.docx

 File Assessment Report - MKA40878 09_03_16.doc

Last updated: 15/03/2016 09:20:10 AM by Kaylene L Clayton/cp4/qdot/au
Date entered: 19/02/2015 12:03:47 PM by Pamela A Lyon/cp4/qdot/au

Released under RTI - DMR

MKA41246

Marine Incident

Region File No 230/00857 HO File No 230/03886 Region Mackay Status **Closed** Date closed 26/11/2015 Cat 3 Investigate? Yes

Reporting Agency Qld Transport Reported via... F3071 Marine Incident Report Reported on... 04/09/2015 Next review 10/10/2015

Office Airlie Beach Incident involved ***

Pollution? ***

Reason Closed Investigation Completed - No action required
Relevant Act TOMSA
Investigating Agency Qld Transport Officer WADSWORTH, Darren

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat -20.2659 Long 148.7219 Water/Landmark Rock wall east of Whitsunday Sailing Club
Bearing Distance (nm or m) Location Smooth waters
Date 03/09/2015 Time 02:00 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities 0 Minor Injuries 0 Serious Injuries 0 Severity Ship Lost

Environmental Conditions

Weather Clear Visibility Good Water Very Rough Time of Day Day Wind Speed Strong (force 5-7 / 17-33 knots)

General Ship Information

- Select types of ships involved in incident
- COM Fishing
 - COM Hire & Drive (Other)
 - COM Hire & Drive (Sail)
 - COM Hire & Drive (Motor)
 - COM Hire & Drive (PWC)
 - COM Hire & Drive (House)
 - COM Pax
 - COM Non-pax (Non-specific)
 - COM Non-pax (Boat share)
 - COM Non-pax (Houseboat)
 - COM Non-pax (Hovercraft)
 - COM Non-pax (Paddle/row)
 - COM Non-pax (PWC)
 - COM Non-pax (Sail)
 - REC Motorboat
 - REC PWC
 - REC Sailboat
 - REC Paddle (row) boat
 - REC Houseboat
 - Unknown

Ships involved
Recreational only

Contributing Factors

- Human
- Alcohol or drugs
 - Commercial pressure
 - Insufficient fuel
 - Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Engine was not operating. Dragged anchor. Unable to secure vessel prior to impact on rocks.

Not relevant

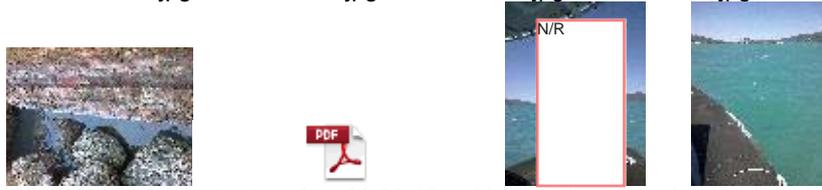
Not relevant

07/01/16 Compliance Unit review file and complete assessment check list and closure letter. Provided

Action Log - should summarise key investigative milestones, data modifications and include attachments



03092015563.jpg04092015566.jpg04092015567.jpg04092015569.jpg04092015570.jpg



04092015571.jpg Weather Obs 03.09.15.pdf 04092015572.jpg04092015573.jpg



04092015576.jpg04092015577.jpg04092015578.jpg Rec 14.10.15.MP3



Compliance email.msg 04092015579.jpg04092015581.jpg N/R OTES.pdf

Ph N/R 01.10.15.MP3 Phone call 30.09.15.MP N/R News Article.pdf

N/R .pdf N/R Reg.pdf N/R MP3 N/R pdf [attachment
"Shipping Inspectors Declaration.pdf" deleted by Darren A Wadsworth/cp4/qdot/au]

MIR.pdf Shipping Inspectors Declaration.pdf Notebook N/R pdf

N/R News Article.pdf Shareplex PTY LTD.pdf N/R Reg.pdf

Phone call 30.09.15.MP3 E-mails from N/R df Email 14.10.15.pdf [attachment

E-mails 15.10.15.pdf N/R pdf N/R E N/R pdfMAILS

14.10.15.pdf" deleted Memo - Rec Cat 3 - grounding N/R doc by Darren A

Wadsworth/cp4/qdot/au] ASIC Search 07_01_16.pdf

7/1/15 Closed Closure Letter MKA41246 07_01_16.docx

 File Assessment Report - MKA41246 07_01_16.doc  ^{N/R} [redacted] .msg

 RE ^{N/R} [redacted] info from Caseman.msg R ^{N/R} [redacted]  .msg

 ^{N/R} [redacted] oc

19/02/2016 Changed from 'Loss of ship' to 'Grounding unintentional' as per Caseman definitions.
S.Day (**Vessel Standards**)

Last updated: 18/02/2016 04:30:52 PM by Stewart Z Day/cp1/qdot/au
Date entered: 30/09/2015 12:11:23 PM by Melissa G Tellegen/Central/qdot/au

Released under RTI - DTPR

MKA41252

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Relevant Act TOMSA
Investigating Agency Qld Transport Officer WADSWORTH, Darren

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

- Select types of ships involved in incident
- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

SUMMARY :

Boat was anchored off Boathaven Beach 200-300 m for past 10 weeks. First I knew of incident was approx 11:30am about 1 hour after it happened. My boat Not relevant dragged anchor and came to a stop on top of the end of the rockwall at Southern End of Boathaven Beach. It was towed off the rocks

step on top of the end of the rock [redacted] and grounded on the beach by [redacted]

Attached Letter:
On Wednesday 03/09/2015 [redacted] was involved in a marine incident. I last boarded

Action Log - should summarise key investigative milestones, data modifications and include attachments

 Hamilton Island, Qld - September 2015 - Daily Weather Observations.htm  Ack Letter.pdf

MIR  N/R [redacted].pd  [redacted] statement.pdf  Vessel & Mast Details.pdf

MIIR  N/R [redacted].pdf  Memo - Rec Cat 3 - Vessel Loss  N/R [redacted] doc

 20/1/16 Closure Letter MKA41252 20_01_16.docx

 File Assessment Report - MKA41252 20_01_16.doc

Last updated: 16/02/2016 02:26:11 PM by Emma J Grainger/Central/qdot/au
Date entered: 02/10/2015 11:23:02 AM by Emma J Grainger/Central/qdot/au

Released under RTI - DTMR

Pages 109 through 111 redacted for the following reasons:

Not relevant

Released under RTI - DTMR

MKM35117

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Inconclusive - see Summary
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

The 68 foot recreationally registered motor vessel Not relevant was returning towards the entrance to the Mackay harbour after completing a short sea trial and the master was reducing engine speed when he discovered the engines were not responding.

This resulted in the vessel unintentionally grounding onto the northern breakwater

This resulted in the vessel unintentionally grounding onto the northern breakwater.

Action Log - should summarise key investigative milestones, data modifications and include attachments

25/102007 Report finalised. No enforcement action decided. Copy of report emailed to Senior Advisor Ken Gray for his information and advice.

Copy of report attached.

Not relevant

Released under RTI - DTMR

Pages 115 through 121 redacted for the following reasons:

Not relevant

Released under RTI - DTMR

MKM35589

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Inconclusive - see Summary
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

At approx 2000 hours on 27 November 2007 a report was received from VMR Mackay that a yacht had struck the northern breakwater outside Mackay harbour, adjacent to Berth M5, 2 adults and 2 children were rescued.

The yacht had sunk and was anchored in position and marked with a buoy.

The yacht had sunk and was anchored in position and marked with a buoy.

The yacht Not relevant was salvaged and towed to Mackay Marina.

Action Log - should summarise key investigative milestones, data modifications and include attachments

21/01/08 Incident type changed from COLLISION with a fixed object to GROUNDING unintentional. S.Day (S&P)

Last updated:	27/06/2008 03:56:36 PM	by	Michael J Saunders/cp4/qdot/au
Date entered:	20/12/2007 10:42:05 AM	by	Debra A Frazer/cp4/qdot/au

Released under RTI - DTMR

MKM38109

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Time expired
Relevant Act

Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/
Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input checked="" type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human
 Alcohol or drugs
 Commercial pressure
 Insufficient fuel
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

VTS received call about the sailing trimaran Not relevant was semi-submerged on the northern side of the north breakwater of Mackay harbour.

Later the vessel had drifted ashore and broken up. Assistant harbour Master Laurence Maver was in

Later the vessel had engine failure and broken up. 7 person harbour master. Evidence **Not relevant**
contact with the owner who was safe and well advising of the situation. Owners details **Not relevant**
Not relevant it is a 7 meter trimatan sail vessel. Information at 1700 hours.

No action taken to follow up - vessel has been removed. No marine incident report form submitted.

Action Log - should summarise key investigative milestones, data modifications and include attachments



20111129111348229.pdf



mkm38109 signed report.pdf

Last updated: 07/11/2012 01:07:26 PM by Debra A Frazer/cp4/qdot/au
Date entered: 05/05/2011 02:04:50 PM by Michael J Saunders/cp4/qdot/au

Released under RTI - DTMR

MKM40015

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input checked="" type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant

was berthing alongside the pontoon in the Half Tide Tug Harbour. The master went to engage forward gear as he was coming astern into the pontoon. Instead of the vessel pulling up like it should have it started to turn in an anticlockwise direction and was still coming astern.

N/R

Action Log - should summarise key investigative milestones, data modifications and include attachments

 N/R MI.pdf

Last updated: 03/02/2014 10:47:11 AM by Nicholas W Vernalls/cp1/qdot/au
Date entered: 26/09/2013 12:55:47 PM by Nicholas W Vernalls/cp1/qdot/au

Released under RTI - DTMR

PB*21366

Marine Incident

Region File No	HO File No	Region	Status	Date closed	Cat	Investigate?
<input type="text"/>	720/27	Brisbane	Closed	10/07/99	2	Yes

Reporting Agency	Reported via...	Reported on...	Next review
Qld Transport	F3071 Marine Incident Report		28/02/2000

Office *** Incident involved ***

Pollution? ***

Reason Closed

Investigating Agency Qld Water Police

Officer OPPERMAN, Ronald John

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat	<input type="text"/>	Long	<input type="text"/>	Water/ Landmark	Scarborough Harbour Wall
Bearing	<input type="text"/>	Distance (nm or m)	<input type="text"/>	Location	Partially smooth waters
Date	10/07/99	Time	07:00 PM		

Type of Incident

Grounding unintentional

Incident Severity

Fatalities	<input type="text"/> 0	Minor Injuries	<input type="text"/> 0	Severity	Ship Damaged
		Serious Injuries	<input type="text"/> 0		

Environmental Conditions

Weather	Visibility	Water	Time of Day	Wind Speed
Rain	Poor	Choppy	Night	Moderate (force 3-4 / 8-16 knots)

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships Involved

Recreational only

Contributing Factors

- | | |
|--|---|
| <input type="checkbox"/> Human | |
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers

- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo

- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- | | | |
|--|--|---|
| <input type="checkbox"/> Abnormal tidal conditions | <input type="checkbox"/> Hazardous waters - lack navigation aids | <input checked="" type="checkbox"/> Poor visibility |
| <input type="checkbox"/> Bar conditions | <input type="checkbox"/> Hazardous waters - shifting channel | <input type="checkbox"/> Sea state |
| <input type="checkbox"/> Floating or submerged object | <input type="checkbox"/> Hazardous waters - uncharted hazards | <input type="checkbox"/> Wash of passing vessel |
| <input type="checkbox"/> Hazardous season (cyclones etc) | <input type="checkbox"/> Heavy traffic area | <input type="checkbox"/> Wind |
| <input type="checkbox"/> Hazardous waters - coral reefs | <input type="checkbox"/> Other (Environmental) | |

Summary - description of incident including events leading up to and following incident

Not relevant

was in choppy seas at night in a rain squall and misjudged the red beacons and collided with rock wall at Scarborough Harbour.
 Factors - visibilty and possible confusion with lights on moreton Bay Boat Club and car brake lights.
 NFAD.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Last updated: 18/12/2003 01:58:01 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 14/02/2000 09:06:39 AM by Sharyn A Durley/Maritime/qdot/au

Released under RTI - DTMR

PBM31784

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Investigating Agency Qld Boat & Fisheries

Officer EXTEN, Richard John

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Ship intended to enter Moololaba Boat Harbour Master misjudged entrance grounding the ship to the east of the eastern breakwater.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Case closed 11/12/01 on recommendation of QBFP Action taken considered satisfactory given the circumstances

27/08/09 - Regional File number enter - JK Fitton

Last updated:	27/08/2009 11:12:44 AM	by	Judy K Fitton/cp5/qdot/au
Date entered:	06/11/2001 01:43:54 PM	by	Doug H Kippen/Mooloolaba/NorthCoast/qdot/au

Released under RTI - DTPMR

PBM32762

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Vessel Grounded momentarily on end of western breakwater. master states that the ship was pushed there by 3 consecutive waves due to sand bar at mouth of river

Action Log - should summarise key investigative milestones, data modifications and include attachments

Last updated: 18/12/2003 02:17:03 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 04/07/2003 03:38:25 PM by Doug H Kippen/Mooloolaba/NorthCoast/qdot/au

Released under RTI - DTMR

PBM35345

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Fibreglass catamaran grounded on rocks at Point Cartwright about 50 metres from the entrance to Mooloolah River. The owner/master attempted to enter the Mooloolah River and has run aground on the outside of the western rock wall.

Action Log - should summarise key investigative milestones, data modifications and include attachments

06/02/08 Added location Smooth waters and changed Incident type from COLLISION with a fixed object to GROUNDING unintentional. S.Day (S&P)



Letter ^{N/R} [redacted] s43].doc

07/06/10 - File closed b ^{N/R} [redacted] letter NFA warranted at this stage - Peter Kleinig
07/07/2010 - CU Closed out - NFA

Last updated: 13/07/2010 11:24:10 AM by Judith Osborne/cp1/qdot/au
Date entered: 11/09/2007 03:04:07 PM by Judy K Fitton/cp5/qdot/au

Released under RTI - DTMR

PBM38679

Marine Incident

Region File No: 230/00250 HO File No: 230/01226 Region: Brisbane Status: **Closed** Date closed: 28/03/2012 Cat: 3 Investigate?: Yes

Reporting Agency: Qld Transport Reported via...: Written advice Reported on...: 31/12/2011 Next review: 19/01/2012

Office: Mooloolaba Incident involved: ***

Pollution? No

Reason Closed: Investigation Completed - No action required
Relevant Act:
Investigating Agency: Qld Transport Officer: BERTRAM, Richard Allan

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -26.6801 Long: 153.1319 Water/Landmark: Mooloolah River entrance
Bearing: Distance (nm or m): Location: Smooth waters
Date: 29/12/2011 Time: 08:45 AM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0 Severity: No Damage

Environmental Conditions

Weather: Clear Visibility: Good Water: Calm Time of Day: Day Wind Speed: Light (up to force 2 / 1-7 knots)

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved: Recreational only

Contributing Factors

- Human
- Alcohol or drugs
 - Commercial pressure
 - Insufficient fuel
 - Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

At approximately 8.45am on 29/12/2011 Not relevant departed the Mooloolah River on his recreational sailing ship. his vessel draws 2.4 metres and he noted advice that shoaling had been observed near the extreme end of the eastern breakwater, and set a course slightly west of the river's centreline, clear of the sand dredge and towards the redlateral buoy some 200 metres or so from the river mouth. Wind was

the sand dredge, and towards the rear lateral buoy some 200 metres or so from the river mouth. Wind was light and sea was calm when he exited the river mouth and went hard aground, throwing his vessel off course and causing it to heel to starboard. The vessel broke free, then grounded twice more before reaching deeper water. Another sailing vessel with a draft of 2.2 metres crossed in approximately the same area half an hour later on a higher tide and it also hit bottom.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Marine Incident Report received 10/01/12



Notification Letter ^{N/R} [redacted] PBM38679.doc

25/01/12 - PBM38684 and PBM38679 same incident transferred relevant details to PBM38679 - JF

12/02/12 - File tasked to MO for investigation

13/03/12 - Investigation completed. Closure letter fwd to AM(SC) for consideration. RB



Closure Letter ^{N/R} [redacted] re MI).doc

28/03/2012 - File closed at area level by closure letter - NFA warranted - Peter Kleinig

20/04/2012 - CU closed out - NFA

Last updated: 04/05/2012 09:51:11 AM by Judith Osborne/cp1/qdot/au
Date entered: 09/01/2012 02:37:43 PM by Judy K Fitton/cp5/qdot/au

Released under RMA - DTMR

PBP35122

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant - Whilst returning to Brisbane River from Mud Island and was travelling at about 10 knots on a high tide. Due to lack of lighting and poor visibility around the Port Reclamation Area rock wall, I turned the vessel to soon upon entering the main channel, seconds later my vessel run aground. In the second prior to the impact the depth sounder was showing 24ft leaving no time to take evasive action.

29/6/07 Report attached to action log

NFA - Closed 10 September 2007

Action Log - should summarise key investigative milestones, data modifications and include attachments

29/6/07 File forwarded to MMS Pinkenba for information



N/R [redacted] doc
07/08/07 N/R [redacted] issued to N/R [redacted] s43 and coll regs



N/R [redacted] - PBP35122).doc
07/08/07 Closed forwarded to M(C)

18/01/08 Ship type changed from REC Motorboat to REC Speedboat (TRAILS). S.Day (S&P)

Last updated: 18/01/2008 09:16:14 AM by Stewart Z Day/cp1/qdot/au
Date entered: 09/05/2007 12:15:28 PM by Sherryn B McPherson/cp1/qdot/au

Released under RTI DTMR

PBP35902

Marine Incident

Region File No 08/044	HO File No 720/07432	Region Brisbane	Status Closed	Date closed 11/06/2008	Cat 2	Investigate? No
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Reporting Agency Qld Transport	Reported via... Other	Reported on... 13/05/2008	Next review 23/05/2008
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Office Pinkenba **Incident involved** ***

Pollution? No

Reason Closed Investigation Completed - Refer for N/R
Investigating Agency Qld Water Police

Officer FRANCIS Warren George

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat -27.3483	Long 153.1933	Water/Landmark Eastern end of rock wall - Fisherman Island
Bearing	Distance (nm or m)	Location Partially smooth waters
Date 13/05/2008	Time 05:20 AM	

Type of Incident

Grounding unintentional

Incident Severity

Fatalities 0	Minor Injuries 0	Severity Serious Injury Incident
	Serious Injuries 1	

Environmental Conditions

Weather Clear	Visibility Good	Water Calm	Time of Day Twilight	Wind Speed Light (up to force 2 / 1-7 knots)
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General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Recreational only

Contributing Factors

- | | |
|--|---|
| <input type="checkbox"/> Human | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Commercial pressure | <input checked="" type="checkbox"/> Insufficient planning |
| <input type="checkbox"/> Excessive speed | |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

13.05.08 - Recreational motor boat collided with the eastern end of the rock wall at Fisherman Island

Action Log - should summarise key investigative milestones, data modifications and include attachments



PBP35902.doc

14/07/08 Closed forwarded to M(C)

26/08/08 - closed out by CU

27/02/09 updated incident from grounded unintentionally to collision with fixed object. t.
lys s&p

06/01/10 Changed from minor injury to serious injury (see attached report) and
changed incident type from COLLISION with a fixed object to GROUNDING
unintentional according to updated marine incident definitions (MAR1504sh4). S.Day
(S&P)

Last updated:	06/01/2010 12:42:50 PM	by	Stewart Z Day/cp1/qdot/au
Date entered:	13/05/2008 11:30:09 AM	by	Leigh A Russell/cp3/qdot/au

Released under RTI - DMR

PBP36830

Marine Incident

Region File No 09/096	HO File No 720/08250	Region Brisbane	Status Closed	Date closed 13/06/2013	Cat 1	Investigate? Yes
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Reporting Agency Qld Transport	Reported via... F3071 Marine Incident Report	Reported on... 06/08/2009	Next review 16/08/2009
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Office Pinkenba **Incident involved** ***

Pollution? No

Reason Closed Time expired
Investigating Agency Qld Transport

Officer CUMMING, Peter Maxwell

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat -27.3479	Long 153.1912	Water/Landmark Fisherman Island Outer Rock Wall
Bearing	Distance (nm or m)	Location Smooth waters
Date 01/08/2009	Time 06:22 PM	

Type of Incident

Grounding unintentional

Incident Severity

Fatalities 0	Minor Injuries 0	Severity Ship Damaged
Serious Injuries 0		

Environmental Conditions

Weather Clear	Visibility Good	Water Choppy	Time of Day Night	Wind Speed Moderate (force 3-4 / 8-16 knots)
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General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Recreational only

Contributing Factors

- | | |
|---|---|
| <input type="checkbox"/> Human
Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input checked="" type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

01.08.09 - Recreational cruiser Not relevant collided with the Fisherman Island Outer Rock Wall. 2 people sustained injuries and were transferred to hospital.

Action Log - should summarise key investigative milestones, data modifications and include attachments

10/08/09 Marine Incident Report submitted by master N/R

Matter being investigated by S/Const Lucas of Brisbane Water police with assistance



of Peter Cumming, Compliance Unit. Marine Incident Report - N/R .pdf

17/06/2013 - matter forms part of the compliance unit review of outstanding Caseman files - closed by compliance unit - Paul Hubbert

Last updated: 17/06/2013 09:55:52 AM by Sara-Anne J Holzheimer/cp1/qdot/au
Date entered: 06/08/2009 10:47:21 AM by Leigh A Russell/cp3/qdot/au

Released under RTI - D1MR

PBP38233

Marine Incident

Region File No 11/046	HO File No 	Region Brisbane	Status Closed	Date closed 19/07/2012	Cat 4	Investigate? ***
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Reporting Agency Qld Transport	Reported via... F3071 Marine Incident Report	Reported on... 18/04/2011	Next review 16/06/2011
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Office Pinkenba **Incident involved** ***

Pollution? ***

Reason Closed Regional Investigation Completed - Refer to Compliance Unit
Relevant Act
Investigating Agency Qld Transport **Officer** BALDWIN, Luan

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat -27.6189	Long 153.3167	Water/ Landmark Redland Bay Weinam Creek
Bearing	Distance (nm or m)	Location Smooth waters
Date 14/04/2011	Time 05:36 AM	

Type of Incident

Collision with a fixed object

Incident Severity

Fatalities 0	Minor Injuries 0	Severity Damage to Property Only
	Serious Injuries 0	

Environmental Conditions

Weather Clear	Visibility Good	Water ***	Time of Day Twilight	Wind Speed Light (up to force 2 / 1-7 knots)
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General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input checked="" type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Commercial only

Contributing Factors

- | | |
|---|---|
| <input type="checkbox"/> Human
<input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

14.04.11 - Commercial passenger vessel Not relevant collided with the rock wall and the green beacon at Weinam Creek after they lost control of the jet units.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Matter classified as Cat 4 and closure letters sent. File scanned and copied to Caseman- L. Baldwin. File retained in region- no further action **required**.

Closure Letter  ^{N/R}  pbp38233.doc Closure Letter-   pbp38233.doc


img-7191312-0001.pdf

Last updated: 06/08/2012 04:21:58 PM by Luan L Baldwin/cp3/qdot/au
Date entered: 06/06/2011 11:25:43 AM by Leigh A Russell/cp3/qdot/au

Released under RTI - DTMR



MI Report PBP38047.pdf

Released under RTI - DTMR

PBP38426

Marine Incident

Region File No 11/086	HO File No 230/00818	Region Brisbane	Status Closed	Date closed 13/10/2011	Cat 3	Investigate? ***
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Reporting Agency Qld Transport	Reported via... F3071 Marine Incident Report	Reported on... 24/08/2011	Next review 17/09/2011
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Office Pinkenba **Incident involved** ***

Pollution? ***

Reason Closed Investigation Completed - No action required
Relevant Act
Investigating Agency Qld Transport

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat 27.4428	Long 153.0667	Water/ Landmark	Brisbane River Newstead Park
Bearing	Distance (nm or m)	Location	Smooth waters
Date 22/08/2011	Time	12:30 PM	

Type of Incident

Grounding unintentional

Incident Severity

Fatalities 0	Minor Injuries 0	Severity	Ship Damaged
	Serious Injuries 0		

Environmental Conditions

Weather Cloudy	Visibility Fair	Water Strong Current	Time of Day Day	Wind Speed Strong (force 5-7 / 17-33 knots)
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General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Recreational only

Contributing Factors

- | | |
|--|---|
| <input type="checkbox"/> Human
Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Describe the contributing factor

Buoy mooring failed

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

On the 22.08.2011 Recreational sailing boat Not relevant was moored on it's mooring at Bulimba Reach. At approximately 12:30pm vessel broke loose and due to strong winds it ran aground against the rock wall at Newstead Park.

Action Log - should summarise key investigative milestones, data modifications and include attachments



PBP38426-N/R [redacted] oc

AM- Closed Out 13.10.11- NFA

27/10/2011 - CU Closed out - NFA

22/02/2012 Changed severity from 'Damage to property only' to 'Ship damaged' and added contributing factor 'Wind'. S.Day (S&P)

Last updated:	22/02/2012 10:33:51 AM	by	Stewart Z Day/cp1/qdot/au
Date entered:	07/09/2011 03:45:45 PM	by	Sarah R Pike/cp3/qdot/au

Released under RTI - DTPMR

Pages 162 through 164 redacted for the following reasons:

Not relevant

Released under RTI - DTMR

TV30149

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant [redacted] dragged anchor from outer breakwater mooring during cyclone Tessie. vessel recovered with assistance of [redacted] on 3/4/00. minor damage only. owners report [redacted] was on the boat holding it into the wind with the motor going on 2 anchors, tiller snapped and the boat dragged onto The Strand beach. vessel recovered b [redacted] on 4/4/00 anchors were [redacted]

011 4/4/00. Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments

Owner: ^{N/R} [redacted] contacted 6/4/00 to complete incident report . Report received 12/4/00.

Last updated: 18/12/2003 02:01:56 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 05/04/2000 03:40:31 PM by Ian C Wood/Northern/qdot/au

Released under RTI - DTMR

TV30150

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

31ft Trimaran --plywood [fibreglassed] Vessel dragged anchor from outer breakwater during cyclone "tessie" on 02/04/00. ^{Not relevant} were on board at the time but abandoned vessel for safety[Bulletin report 04/04/00. Vessel grounded on Rowes Bay beach and was extensively damaged . Owner recovered vessel on the 05/04/00 and it was placed in Besshever Marine holding yard. Vessel name ^{N/R}

05/04/00 and it was placed in Rosshaven marine holding yard.

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments

OWNER^{N/R}

^{N/R}

NO CONTACT

WITH OWNER AS AT 13/04/00.

14/04/2000

RHM had phone conversation with ^{N/R} re. this incident. Arranged to conduct interview next week.

Last updated: 18/12/2003 02:01:56 PM
Date entered: 05/04/2000 04:21:20 PM

by
by

Christopher F Campbell-Thomson/Peninsula/qdot/au
Ian C Wood/Northern/qdot/au

Released under RTI - DTMR

TV30151

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant

dragged anchor from outer breakwater on night of 2/4/00 cyclone Tessie.
No persons were on board, vessel was recovered by owner at highwater on 5/4/00.

Action Log - should summarise key investigative milestones, data modifications and include attachments

N/R [redacted] contacted on 6/4/00 to complete incident report form , contacted again 11/4/00, report form picked up 12/4/00 .
Incident report received 14/04/00

Last updated: 18/12/2003 02:02:16 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 05/04/2000 04:25:31 PM by Ian C Wood/Northern/qdot/au

Released under RTI - DTPMR

TV30152

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed

Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships Involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers

- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo

- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- | | | |
|--|--|---|
| <input type="checkbox"/> Abnormal tidal conditions | <input type="checkbox"/> Hazardous waters - lack navigation aids | <input type="checkbox"/> Poor visibility |
| <input type="checkbox"/> Bar conditions | <input type="checkbox"/> Hazardous waters - shifting channel | <input type="checkbox"/> Sea state |
| <input type="checkbox"/> Floating or submerged object | <input type="checkbox"/> Hazardous waters - uncharted hazards | <input type="checkbox"/> Wash of passing vessel |
| <input type="checkbox"/> Hazardous season (cyclones etc) | <input type="checkbox"/> Heavy traffic area | <input type="checkbox"/> Wind |
| <input type="checkbox"/> Hazardous waters - coral reefs | <input type="checkbox"/> Other (Environmental) | |

Summary - description of incident including events leading up to and following incident

N/R dragged anchor from outer breakwater anchorage during cyclone Tessi and fetched up on the beach at Pallarenda.

Not relevant
 V/I recovered and at Ross Haven Marine 7.05.00

Owner Not relevant contacted on 5.04.00 at N/R (D. Greenwood)

Action Log - should summarise key investigative milestones, data modifications and include attachments

Vessel recovered by truck N/R on 5/5/00
and is being assessed by N/R assessor

N/R Owner contacted 9/5/00 and is waiting on

N/R

7/7/00 - Closed. NFA

Last updated: 18/12/2003 02:01:56 PM by Christopher F Campbell-Thomson/Peninsula/qdot/au
Date entered: 05/04/2000 04:28:40 PM by Ian C Wood/Northern/qdot/au

Released under RTI - DTMR

TV30593

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

The vessel on deparure from No 4 berth at Tsv was under pilotage.
 The pilot allowed the master to take control of the vessel after it was positioned in the swing basin.
 The master did not manage to straighten the vessel onto the leads as the vessel exited the Breakwater entrance and allowed her to come across to port .

Action Log - should summarise key investigative milestones, data modifications and include attachments

[redacted] attended vessel for AMSA in Gladstone .Class Surveyors also attended V/I and reported no damage. Master Hand delivered the incident report to RHM . He denied actually going aground in spite of reports to the contrary.

A/rhm .No further action . Recommendations will be made to TPA pilots re procedures for allowing Masters to take the control of vessels And particularly taking over if in any doubt as to the masters actions.

Last updated: 12/12/2007 04:47:55 PM by Stewart Z Day/cp1/gdot/au
Date entered: 08/09/2000 02:11:37 PM by Michelle R Martin/Northern/gdot/au

Released under RTI - DTMR

TV33319

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Investigating Agency Qld Transport

Officer GREENWOOD, Richard

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved
Commercial only

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Not relevant steering failed, arm broked off ruddler stock, sideways to the rockwall with arm hitting against the rocks. N/R towed off and into port at harbourside.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Sgt. Paul Campbell issued W/D 001526 on 31/5/04 - compliance for hull repairs. cert. of survey no. 16368 of 9/6/04 direction cleared 10/6/04.

N/R

No Injuries , No Pollution , No Further Action.

12/11/04 - received by Investigations Unit. Concur with recommendations. ^{N/R} letter sent to Owner.

Last updated: 05/01/2005 09:04:33 AM by Dick F Greenwood/cp2/qdot/au
Date entered: 07/06/2004 11:35:31 AM by Jenny Z Southwell/cp2/qdot/au

Released under RTI - DTMR

TV34922

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Investigating Agency Qld Transport

Officer KIRKBY, Peter J

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Grounding unintentional at the Breakwater Townsville. Not relevant
 Vessel recovered from rock wall on next tide. Substantial hull damage. Vessel removed from the ater at

Not relevant

No pollution, no injuries.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Operator of the vessel provided a statement to Townsville MSQ detailing circumstances of the incident. Evident in statement the vessel's outboard motor was coming out of the water and cavitating when endeavouring to negotiate the seas entering the harbour. Operator consequently loss control of the vessel and she was swept to starboard and onto the rocks. No further action recommended. P. Kirkby MSO / TSV

File Reviewed by Compliance Unit. NFA

Last updated:	16/04/2007 03:39:05 PM	by	Aaron C Barnes/cp1/qdot/au
Date entered:	24/01/2007 02:56:11 PM	by	Annette Z Smolej/cp2/qdot/au

Released under RTI - DTMR

TV35159

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - Refer for
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Describe the contributing factor

Summary - description of incident including events leading up to and following incident

Not relevant

RAN INTO BREAKWATER WALL AND SANK.

NFA - Closed 06 July 2007

Action Log - should summarise key investigative milestones, data modifications and include attachments



Jol.doc Interview conducted with master/owner of yacht.

Vessel refloated and slipped after 3 days. Extensive damage to interior of yacht. Hull damage in several places. No injuries , no pollution reported.

Not relevant



(Marine Safety)Act 1994. N/R doc

Last updated: 06/07/2007 09:35:16 AM by Aaron C Barnes/cp1/qdot/au
Date entered: 06/06/2007 03:31:29 PM by Cindy J Cappler/cp2/qdot/au

Released under RTI - DTMR

TV35246

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|---|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input checked="" type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

RECREATIONAL BOAT COLLIDED WITH ROCK WALL. Not relevant

Not relevant

NFA - Closed 08 August 2007

Action Log - should summarise key investigative milestones, data modifications and include attachments

Operator of vessel interviewed and evidence obtained to allege Not relevant
Operator new to Cardwell area and never been in channel until that night. Inadequate
torch onboard.

Letter o ^{N/R} issued Sect 43(1)



Marine Incident TV35246.doc



^{N/R} .doc

Matter finalised 31/7/07 P. Kirkby

15/01/08 Changed from REC Motorboat to REC Speedboat and changed incident type
from COLLISION with a fixed object to GROUNDING unintentional. (TRAILS). S.Day
(S&P)

Last updated:	15/01/2008 11:57:37 AM	by	Stewart Z Day/cp1/qdot/au
Date entered:	25/07/2007 03:09:09 PM	by	Annette Z Smolej/cp2/qdot/au

Released under RIN-DTMR

TV35718

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Investigating Agency

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input checked="" type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Due to severe weather on 11 February, after the vessel's engine became entangled with the tender line the vessel's mooring dragged and impacted a rockwall. Resulted in loss of ship.

18.03.08 Compliance Unit agrees with regional recommendation. Case considered closed.

Action Log - should summarise key investigative milestones, data modifications and include attachments



Letter of Receipt MI N/R [redacted] 18.2.08.doc

[redacted] has made an attempt to lessen the impact of the wrecked vessel by salvaging any loose items and removing accessible pollutants. He has arranged for two persons to recover the vessel when the weather improves. The sunken vessel has been secured to the rockwall away from navigation areas and is considered not to be a hazard to navigation

25/02/09 updated incident from loss of ship to collision with fixed object. t.lys s&p.

Last updated:	25/02/2009 10:17:48 AM	by	Tanya A Lys/cp1/qdot/au
Date entered:	18/02/2008 09:58:52 AM	by	Katie L Comber/cp3/qdot/au

Released under RTI - DTMR

TV37099

Marine Incident

Region File No: 720/00802 HO File No: 230/00025 Region: Townsville Status: **Closed** Date closed: 16/04/2013 Cat: 1 Investigate? Yes

Reporting Agency: Qld Transport Reported via...: Other Reported on...: 21/12/2009 Next review: 31/12/2009

Office: Townsville Incident involved: ***

Pollution? Yes Pollution Type: Oil Spill Other

Reason Closed: Regional Investigation Completed - Refer to Compliance Unit
Investigating Agency: Qld Water Police Officer: PEGG, Matthew Luke

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -19.2424 Long: 146.8300 Water/Landmark: ROCK WALL ADJACENT TO PORT OF TOWNSVILLE
Bearing: Distance (nm or m): Location: Smooth waters
Date: 19/12/2009 Time: 09:15 PM

Type of Incident

Grounding unintentional

Incident Severity

Fatalities: 1 Minor Injuries: 12 Serious Injuries: 0 Severity: Fatal Incident

Environmental Conditions

Weather: Clear Visibility: Good Water: Choppy Time of Day: Night Wind Speed: Moderate (force 3-4 / 8-16 knots)

General Ship Information

Select types of ships involved in incident:

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved: Recreational only

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

AT APPROXIMATELY 2130 HOURS ON SATURDAY 19 DECEMBER 2009 THE 15M MOTOR CRUISER MV Not relevant COLLIDED WITH THE ROCK WALL BETWEEN THE PORT OF TOWNSVILLE AND THE BREAKWATER MARINA. THE VESSEL HAD BEEN ON A REEF FISHING TRIP.

THE INCIDENT RESULTED IIN ONE FATALITY ^{N/R} AND INJURIES TO THE 12 OTHER PEOPLE ON BOARD.

Action Log - should summarise key investigative milestones, data modifications and include attachments

05/03/2010 Changed from COLLISION with wharf to GROUNDING unintentional.

S.Day (S&P)

Incident with Coroner, no incident report received from owner ^{N/R} owner has not made any statement on events.

15.4.2013 Incident has been investigated by the QPS and is before the Northern Coroner, file closed by CU.

Last updated: 26/06/2013 07:57:49 AM by Sara-Anne J Holzheimer /cp1/qdot/au
Date entered: 21/12/2009 09:43:22 AM by Jessica L Rodgers /cp2/qdot/au

Released under RTI - DTMR

TV37427

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Investigating Agency Qld Water Police

Officer PEGG, Matthew Luke

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input checked="" type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient planning |

- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Masters Report:

[redacted] travelling towards marina from Palm island. Vessel was operating with plotter, radar and radio VHF. All on.. Master familiar with entrance and slowed to turn in to channel. Slowed to 15 knots from 22 knots to make the turn. Sudden appearance of Kevake with LED on heads created total fear for their

knots to make the turn. Sudden appearance of kayaks with LED on heads created total fear for their safety. Immediately reduced power in fear of hitting unseen kayak. Vessel drifted into rock wall estimated speed at impact 5 knots.

Action Log - should summarise key investigative milestones, data modifications and include attachments

QWP (Tville) to investigate and report, minor scrap to chine and propellor damage. see attachment below.

  Marine Incident Category Matrix  .doc SKMBT_C45010070715260.pdf SKMBT_C45010070715280.pdf
Marine Incident Investigation report   .doc Close out letter   .doc
3/8 - CU Closed out - NFA

Last updated: 16/08/2010 02:05:49 PM by Judith Osborne/cp1/qdot/au
Date entered: 19/05/2010 08:30:41 AM by Chantal L. Pink/cp2/qdot/au

Released under RTI - DTMR

TV38006

Marine Incident

Region File No: 230/00820 HO File No: 230/02121 Region: Townsville Status: **Closed** Date closed: 19/04/2013 Cat: 4 Investigate? Yes

Reporting Agency: Qld Transport Reported via...: F3071 Marine Incident Report Reported on...: 21/02/2011 Next review: 24/03/2011

Office: Townsville Incident involved: ***

Pollution? ***

Reason Closed: Time expired
Relevant Act:
Investigating Agency: Qld Transport Officer: GREENWOOD, Richard

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat: -19.2500 Long: 146.8170 Water/Landmark: Ross Creek
Bearing: Distance (nm or m): Location: Inland waters
Date: 13/02/2011 Time: 10:40 AM

Type of Incident

Collision with a fixed object

Incident Severity

Fatalities: 0 Minor Injuries: 0 Serious Injuries: 0 Severity: Ship Damaged

Environmental Conditions

Weather: Clear Visibility: Good Water: Calm Time of Day: Day Wind Speed: Light (up to force 2 / 1-7 knots)

General Ship Information

- Select types of ships involved in incident
- COM Fishing
 - COM Hire & Drive (Other)
 - COM Hire & Drive (Sail)
 - COM Hire & Drive (Motor)
 - COM Hire & Drive (PWC)
 - COM Hire & Drive (House)
 - COM Pax
 - COM Non-pax (Non-specific)
 - COM Non-pax (Boat share)
 - COM Non-pax (Houseboat)
 - COM Non-pax (Hovercraft)
 - COM Non-pax (Paddle/row)
 - COM Non-pax (PWC)
 - COM Non-pax (Sail)
 - REC Motorboat
 - REC PWC
 - REC Sailboat
 - REC Paddle (row) boat
 - REC Houseboat
 - Unknown

Ships involved: Recreational only

Contributing Factors

- Human
- Alcohol or drugs
 - Commercial pressure
 - Insufficient fuel
 - Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

As per Marine Incident Report - Not relevant was holding our boat on the Northern most boat ramp on Ross Creek while Not relevant was retrieving the vehicle and boat trailer. A sunferry went past the boat ramp heading towards the Sunferry terminal at a spread that created a wash. This resulted in my boat being lifted and pushed further up the boat ramp at the same time pushing the stern of my boat

boat being lifted and pushed further up the boat ramp at the same time pushing the stern of my boat towards the rockwall.

When the surge receded there was a rapid drop of water hitting the breakwall, damaging the starboard stern corner of the boat (see attached photos.)

The incident occurred at approx 1040hrs. The ferry was orange in colour. I was unable to ascertain any

Action Log - should summarise key investigative milestones, data modifications and include attachments



SKMBT_C45011031416090.pdf

19.4.2013 File reviewed and closed by CU, time expired NFA.

2/5/13 Changed from cat 3 to Cat 4

Last updated:	02/05/2013 01:17:25 PM	by	Kaylene L Clayton/cp1/qdot/au
Date entered:	14/03/2011 03:53:04 PM	by	Chantal L Pink/cp2/qdot/au

Released under RTI - DTMR

TV38193

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution? Pollution Type Oil Spill Other

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|--|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input checked="" type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

Human Alcohol or drugs Insufficient fuel
 Commercial pressure Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Marine Officer Mike Maxwell reported on cyclone Yasi incident
 Located private pontoon Port Hinchinbrook Marina

Not relevant

Not relevant

Currently located Breakwater Townsville
Damage included awning destroyed, aerials mast, instrumental damaged.
Repairs to be made.

Action Log - should summarise key investigative milestones, data modifications and include attachments

1 attachment



SKMBT_C45011052612480.pdf



Supporting Email STC Yasi incidents.pdf



Investigation Report STC Yasi Marine Incidents.pdf

Last updated: 20/03/2012 08:37:33 AM by Stephen G Knowles/Central/qdot/au
Date entered: 25/05/2011 02:15:43 PM by Kelly M Johnston/cp2/qdot/au

Released under RTI - DTMR

TV38910

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - Refer for

Relevant Act Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

- Select types of ships involved in incident
- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

- Human
- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient maintenance |

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
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- Inexperience or lack of knowledge
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- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
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- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Masters Report from marine Incident report:

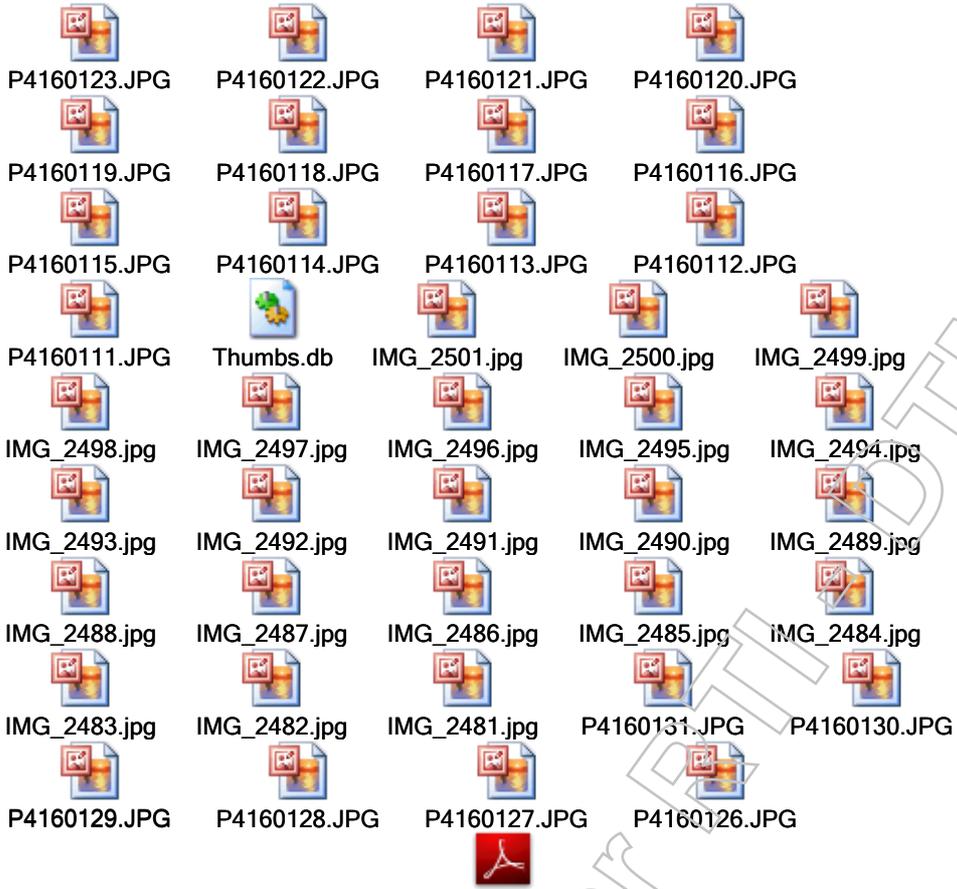
Not relevant

commenced the return journey at around 2:00pm.

Not relevant

Action Log - should summarise key investigative milestones, data modifications and include attachments

-  InvestigationRepor TV 38910t.pdf
-  Letter from pdf
-  Marine Incident report.pdf
-  Townsville Bulletin 11 04 12.pdf
-  Statement.pdf
-  Townsville Bulletin 12.4.12.pdf
-  VTS Incident report final.pdf
-  VTS Incident report #1.pdf
-  Witness Statement .docx
-  Witness Statement - .docx
-  Incident Photo Log.doc
-  File note 3 .doc
-  Marine Incident Acknowledgement Lette .doc
-  MINDA Registration.doc
-  MINDA License.doc
-  MINDA extract .doc
-  MINDA extract .doc
-  Boat hitting rockwall 873046_S00048246091.wmv
-  File note 2 .doc
-  File Note 1.doc
-  Witness Statement - .docx
-  - aground on Townsville rockwall.pdf
-  Case Management Matrix - .xls
-  - aground on Townsville rockwall final.pdf
-  Witness Statement .docx
-  Witness Statement - .docx
-  P4160125.JPG
-  P4160124.JPG



Not relevant

Released under PRTMR

Pages 211 through 212 redacted for the following reasons:

Not relevant

Released under RTI - DTMR

TV40317

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed
Relevant Act
Investigating Agency Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

- | | | |
|---|---|---|
| <input type="checkbox"/> COM Fishing | <input type="checkbox"/> COM Non-pax (Non-specific) | <input checked="" type="checkbox"/> REC Motorboat |
| <input type="checkbox"/> COM Hire & Drive (Other) | <input type="checkbox"/> COM Non-pax (Boat share) | <input type="checkbox"/> REC PWC |
| <input type="checkbox"/> COM Hire & Drive (Sail) | <input type="checkbox"/> COM Non-pax (Houseboat) | <input type="checkbox"/> REC Sailboat |
| <input type="checkbox"/> COM Hire & Drive (Motor) | <input type="checkbox"/> COM Non-pax (Hovercraft) | <input type="checkbox"/> REC Paddle (row) boat |
| <input type="checkbox"/> COM Hire & Drive (PWC) | <input type="checkbox"/> COM Non-pax (Paddle/row) | <input type="checkbox"/> REC Houseboat |
| <input type="checkbox"/> COM Hire & Drive (House) | <input type="checkbox"/> COM Non-pax (PWC) | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> COM Pax | <input type="checkbox"/> COM Non-pax (Sail) | |

Ships involved

Contributing Factors

Human
 Alcohol or drugs
 Commercial pressure
 Insufficient fuel
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
- Inattention
- Inexperience or lack of knowledge
- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
- Navigation error - violation of Colregs
- Operational error - other
- Other (Human)
- Overloading
- Poor communications
- Poor ship to shore communications
- Violation of standard procedures
- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
- Inappropriate hull or equipment - construction fault
- Inappropriate hull or equipment - design fault
- Inappropriate hull or equipment - insufficient maintenance
- Insufficient safety equipment
- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
- Floating or submerged object
- Hazardous season (cyclones etc)
- Hazardous waters - coral reefs
- Hazardous waters - lack navigation aids
- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Master navigated vessel outside of marked channel between starboard lateral marker at port entrance and end of breakwater wall. Vessel grounded on shallow rocky bottom and engine stalled. Vessel subsequently washed up against breakwater wall. Police attended and subsequently issued Not relevant

Not relevant

Police have provided an attached report stating matter is closed.
No further action warranted from MSQ.
Recommend matter be closed in Case Man.

Action Log - should summarise key investigative milestones, data modifications and include attachments

Marine Officer Ash Leavy discussed  issued with QPS
Constable 

  
marine incident report.pdf Police report.pdf  pdf

 
memo signed with compliance section memo.pdf memo endorsed.pdf

 
compliance section memo signed.pdf compliance section memo mailed.pdf
memo to compliance section on 31/03/14 with copy of file.

26.6.14. Reviewed at Compliance Unit. NFAD. Des M 230.02675.doc


img-701103242-0001.pdf

Last updated: 01/07/2014 09:40:32 AM by Kaylene L Clayton/cp1/qdot/au
Date entered: 28/03/2014 10:40:53 AM by Ashley L Leavy/Northern/qdot/au

Released under RTI - DTMR

TV42559

Marine Incident

Region File No HO File No Region Status Date closed Cat Investigate?

Reporting Agency Reported via... Reported on... Next review

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
Relevant Act The National Law
Investigating Agency Qld Transport

Officer

Position of Incident - Latitude and Longitude should be entered in decimal format

Lat Long Water/
Landmark
Bearing Distance (nm or m) Location
Date Time

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

Select types of ships involved in incident

<input type="checkbox"/> COM Fishing	<input checked="" type="checkbox"/> COM Non-pax (Non-specific)	<input type="checkbox"/> REC Motorboat
<input type="checkbox"/> COM Hire & Drive (Other)	<input type="checkbox"/> COM Non-pax (Boat share)	<input type="checkbox"/> REC PWC
<input type="checkbox"/> COM Hire & Drive (Sail)	<input type="checkbox"/> COM Non-pax (Houseboat)	<input type="checkbox"/> REC Sailboat
<input type="checkbox"/> COM Hire & Drive (Motor)	<input type="checkbox"/> COM Non-pax (Hovercraft)	<input type="checkbox"/> REC Paddle (row) boat
<input type="checkbox"/> COM Hire & Drive (PWC)	<input type="checkbox"/> COM Non-pax (Paddle/row)	<input type="checkbox"/> REC Houseboat
<input type="checkbox"/> COM Hire & Drive (House)	<input type="checkbox"/> COM Non-pax (PWC)	<input type="checkbox"/> Unknown
<input type="checkbox"/> COM Pax	<input type="checkbox"/> COM Non-pax (Sail)	

Ships involved

Contributing Factors

Human
 Alcohol or drugs
 Commercial pressure
 Insufficient fuel
 Insufficient maintenance

- Excessive speed
- Fatigue
- Inadequate training of crew
- Inappropriate advice to ship - Harbour Control or Port Authority
- Inappropriate advice to ship - Pilot
- Inappropriate advice to ship - Vessel Traffic System
- Inappropriate instructions to crew - other
- Inappropriate instructions to crew - poor communications
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- Insecure mooring
- Insufficient crew numbers
- Insufficient planning
- Navigation error - failure to keep proper lookout
- Navigation error - other
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- Other (Human)
- Overloading
- Poor communications
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- Violation of statutory rules or standards

Material

- Bridge or navigation failure
- Electrical failure
- Equipment failure - other
- Fuel or gas leak
- Hull failure
- Inadequate stability - other
- Inadequate stability - overloading
- Inadequate stability - shifting cargo
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- Inappropriate hull or equipment - insufficient maintenance
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- Machinery failure
- Other (Material)
- Shore structure badly designed built or maintained

Environmental

- Abnormal tidal conditions
- Bar conditions
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- Hazardous waters - shifting channel
- Hazardous waters - uncharted hazards
- Heavy traffic area
- Other (Environmental)
- Poor visibility
- Sea state
- Wash of passing vessel
- Wind

Summary - description of incident including events leading up to and following incident

Commercial line handling vessel assisting a ship arrival lost hydraulic steer due to undetected hydraulic fluid leak. Propeller wash from Tug nearby (also assisting ship arrival) pushed vessel momentarily onto rocks at adjacent rock wall. Steering fault was rectified and vessel refloated without further incident. Master reported that inspection of vessel indicated no damage. No persons injured.

master reported that inspection of vessel indicated no damage. No persons injured.

02.11.17 A/SIO Barry Purnell Brisbane Compliance. N/R

N/R

Action Log - should summarise key investigative milestones, data modifications and include attachments



Marine incident report.pdf Advisory letter mailed.pdf TV42559 finalised.msg

Last updated: 02/11/2017 04:08:42 PM by Barry J Purnell/cp1/qdot/au
Date entered: 17/07/2017 10:29:46 AM by Ashley L Leavy/Northern/qdot/au

Released under RTI - DTMR

Pages 219 through 221 redacted for the following reasons:

Not relevant

Released under RTI - DTMR

Case No	Incident Summary
MK*30109	[redacted] grounded and sank on breakwater wall Abel Point Marina due to machanical failure of engine. NFAD
PB*21366	[redacted] was in choppy seas at night in a rain squall and misjudged the red beacons and collided with rock wall at Scarborough Harbour. Factors - visibilty and possible confusion with lights on moreton Bay Boat Club and car brake lights. NFAD.
TV30151	[redacted] dragged anchor from outer breakwater on night of 2/4/00 cyclone Tessie. No persons were on board, vessel was recovered by owner at highwater on 5/4/00.
TV30150	31ft Trimaran --plywood [fibreglassed] Vessel dragged anchor from outer breakwater during cyclone "tessie" on 02/04/00. [redacted] n were on board at the time but abandoned vessel for safety[Bulletin report 04/04/00. Vessel grounded on Rowes Bay beach and was extensively damaged . Owner recovered vessel on the 05/04/00 and it was placed in Rosshaven Marine holding yard. Vessel name "
TV30149	[redacted] dragged anchor from outer breakwater mooring during cyclone Tessie. vessel recovered with assistance of [redacted] on 3/4/00. miner damage only. owners report : [redacted] as on the boat holding it into the wind with the motor going on 2 anchors ,tiller snapped and the boat dragged onto The Strand beach .vessel recovered by [redacted] on 4/4/00.anchors were [redacted]
TV30152	[redacted] dragged anchor from outer breakwater anchorage during cyclone Tessi and fetched up on the beach at Pallarenda. [redacted] 00. V/I recovered and at Ross Haven Marine 7.05.00 Owner
MKA30558	[redacted] contacted on 5.04.00 at [redacted]
TV30593	[redacted] Recreational) anchor drifted and grounded on rockwall The vessel on deparure from No 4 berth at Tsv was under pilotage. The pilot allowed the master to take control of the vessel after it was positioned in the swing basin. The master did not manage to straighten the vessel onto the leads as the vessel exited the Breakwater entrance and allowed her to come across to port .
CN31303	Whilst manouvering vessel to depart the main jetty the vessl [redacted] ecame grounded on the nearby rock wall to the north. Due to a faulty morse cable that would not disengage the stbd engine from fwd gear. QPWS patrol vessel [redacted] ropeller hit submerged rock during berthing operations at the QPWS operation base marina dock at Abell Point. Whilst manoeuvring away from their berth at Abell Point Marina at low tide, and turning around to leave the marina the vessel was manoeuvred to close to the rock wall in front of the travel lift at Hawkes Boat Yard and hit a rock. [redacted]
MKA31656	[redacted] Referred to RHM for consideration of dredging requirements during the construction of the new Operations base marina facility.
PBM31784	Ship intended to enter Moololaba Boat Harbour Master misjudged enterance grounding the ship to the east of the eastern breakwater.
PBM32762	Vessel Grounded momentarily on end of western breakwater. master states that the ship was pushed there by 3 consecutive waves due to sand bar at mouth of river
TV33319	[redacted] steering failed, arm broked off ruddler stock, sideways to the rockwall with arm hitting against the rocks. [redacted] towed off and into port at harbourside. Vessel motoring into channel, engine failed vessel blown onto rock wall. No injuries. At 1947 hours on 13th November 2004 the [redacted] grounded on the southern breakwater adjacent to the boat harbour in the Burnett River. The grounding was a result of engine failure and the wind set the vessel on the breakwater. [redacted]
GSB33558	[redacted] It is decided that this investigation is finalised and that no enforcement action is required.
MKA33690	Commercial Passenger Vessel [redacted] eported propeller damage due to a grounding incident. The Master stated that he and the Engineer were not sure when the incident happened, but believe that the grounding may have happened when entering the Abel Point Marina channel from a return voyage on the 29 January 2005. No actual "large bang or knock" was noticed until vibration was noted when moving the ship to the fuelling wharf. The master reported that it was common for the [redacted] to stir up sediment while entering and leaving the marina. [redacted] [redacted] In conclusion, this was not a significant incident; the incident is considered to be an operational error caused by the environmental hazard of an uncharted hazard. Recommend: No further action Michael O'Mullane Marine Safety Officer.
MKA34274	Incident At about 0400 hours on 8 January 2006 [redacted] broke it's mooring rope and with a heavy 2-3 metre swell running and W-NW winds of 20-30 knots and flood tide, flounded on the northern breakwater near Coral Sea Resort. The vessel hit another vessel, [redacted] with minimal damage. The alarm was raised to police and then to owners. Vessel was pulled clear at high tide (0600 hours) to the marina, then taken out of the water to Hawkes Boat Yard, Abel Point Marina. [redacted] [redacted] MSQ will not be taking any further action in regards to this Marine incident. Recommendations Due to the nature of the incident and actions taken by the owner of the vessel, it is recommended that no further investigation or action is required. P. McDonald Marine Safety Officer

Vessel left M arm approx. 12:30 PM 10/05/06 to avoid ebbing tide due to draft of vessel. Ran aground on Starboard side of channel within navigable marks of the marina entrance (sic) Tidal calculations were made and enough water was calculated for an effective exit from the marina. No casualties on board and no damage to vessel, safety of crew and vessel were checked (no problems) Vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on corner of marina break wall within navigable marks. Regular entries and exits on same vessel on similar tides without incident. Marina was notified, day shapes employed. Vessel was not able to be refloated and remained aground in mud until 17:30

The Incident: Vessel left M arm approx. 12:30 PM 10/05/06 to avoid ebbing tide due to draft of vessel. Ran aground on Starboard side of channel within navigable marks of the marina entrance (sic) Tidal calculations were made and enough water was calculated for an effective exit from the marina. No casualties on board and no damage to vessel, safety of crew and vessel were checked (no problems) Vessel examination showed no ingress of water and no other physical damage, and no pollution. Grounding was in soft mud build-up on corner of marina break wall within navigable marks. Regular entries and exits on same vessel on similar tides without incident. Marina was notified, day shapes employed. Vessel was not able to be refloated and remained aground in mud until 17:30 Investigation: Monday

N/R

ships in their care. Recommendations: The channel into Abel Point Marina is narrow and shallow. This is a fact which needs to be managed by mariners transiting the channel. It is recommended that the accompanying letter be sent to the Master, and copied to the Owners for use making other masters aware of their responsibility. The incident is closed .

MKA34481

Grounding unintentional at the Breakwater Townsville. N/R Vessel recovered from rock wall on next tide. Substantial hull damage. Vessel removed from the water at Ross Haven. N/R

TV34922

N/R No pollution, no injuries.

N/R - Whilst returning to Brisbane River from Mud Island and was travelling at about 10 knots on a high tide. Due to lack of lighting and poor visibility around the Port Reclamation Area rock wall, I turned the vessel to soon upon entering the main channel, seconds later my vessel ran aground. In the second prior to the impact the depth sounder was showing 24ft leaving no time to take evasive action. 29/6/07 Report attached to action

PBP35122

log NFA - Closed 10 September 2007

The 68 foot recreationally registered motor vessel N/R was returning towards the entrance to the Mackay harbour after completing a short sea trial and the master was reducing engine speed when he discovered the engines were not responding. This resulted in the vessel unintentionally grounding onto the northern breakwater.

MKM35117

N/R RAN INTO BREAKWATER WALL AND SANK. NFA - Closed 06 July 2007

TV35159

RECREATIONAL BOAT COLLIDED WITH ROCK WALL. N/R NFA - Closed 08 August 2007

TV35246

Fibreglass catamaran grounded on rocks at Point Cartwright about 50 metres from the entrance to Mooloolah River. The owner/master attempted to enter the Mooloolah River and has run aground on the outside of the western rock wall.

PBM35345

At approx 2000 hours on 27 November 2007 a report was received from VMR Mackay that a yacht had struck the northern breakwater outside Mackay harbour, adjacent to Berth M5, 2 adults and 2 children were rescued. The yacht had sunk and was anchored in position and marked with a buoy. The yacht N/R was salvaged and towed to Mackay Marina. Phoned owner to request a marine incident. Emailed a MI report. Owner stated his vessel struck the sisters off lamberts beach N/R Investigation closed pending further information. The area is well charted and the primary contributing factor is a lack of local knowledge and interpretation of charted information. Decided no further action pending further information.

MKM35589

Due to severe weather on 11 February, after the vessel's engine became entangled with the tender line the vessel's mooring dragged and impacted a rockwall. Resulted in loss of ship. 18.03.08 Compliance Unit agrees with regional recommendation. Case considered closed.

TV35718

collision with rock wall while entering harbour. Water police investigated an N/R

GSB35822

N/R

13.05.08 - Recreational motor boat N/R collided with the eastern end of the rock wall at Fisherman Island N/R

PBP35902

collision with submerged rock wall Letter sent

GSB35936

Collision with rock wall after being blinded by spotlight from nearby dinghy resulting in capsized 2 people overboard minor injuries. As a result of losing night vision, turned early into Burnett Heads Marina and collided with breakwater. Unable to identify ship using spot light.

GSB36005

GC36016	<p>N/R [redacted] was briefed late Friday afternoon 4/7/08 approx 5.00pm by N/R [redacted] staff member (briefing attached). Because of the lateness of the day and night was falling our briefer completed briefing and anchored the houseboat at a safe anchorage near our base. He explained to skipper and hirers of houseboat that the boat must not travel at night time, they were to remain where they were until the morning. Our briefer completed the briefing and returned to base to complete paperwork. At about 10.00pm that night we received a phone call from VMR Southport advising that N/R [redacted] had hit and run up on a rock wall at the northern side of Bayview Harbour. At some stage in the night the skipper of [redacted] had "up anchored" and decided to continue on their journey south in the night against our instructions. N/R [redacted]</p>
CN36067	<p>Vessel collided with rock wall entering Boat Ramp.</p>
GC36720	<p>N/R [redacted] was tied up in our berth Q60 at Horizon Shores marina. N/R [redacted] came into our arm at a quicker than normal speed, due to wind conditions. N/R [redacted] was unable to reverse into his berth. He tried to turn his boat around but hit the rock wall opposite his berth, he then proceeded to leave Q arm, but halfway out he decided again to try and turn the boat around 180 deg, during this manoeuvre he got into difficulties, he lost control and his boat hit the pylon next to our boat, then bounced off this and then collected the front of our boat on the bow sprit.</p>
PBP36830	<p>01.08.09 - Recreational cruiser N/R [redacted] collided with the Fisherman Island Outer Rock Wall. 2 people sustained injuries and were transferred to hospital.</p>
TV37099	<p>AT APPROXIMATELY 2130 HOURS ON SATURDAY 19 DECEMBER 2009 THE 15M MOTOR CRUISER MV N/R [redacted] COLLIDED WITH THE ROCK WALL BETWEEN THE PORT OF TOWNSVILLE AND THE BREAKWATER MARINA. THE VESSEL HAD BEEN ON A REEF FISHING TRIP. THE INCIDENT RESULTED IN ONE FATALITY N/R [redacted] AND INJURIES TO THE 12 OTHER PEOPLE ON BOARD.</p>
MKA37408	<p>I reversed into the pen @ Abel Point, the approach was not as usual due to vessel hanging out of adjacent berth. I went straight into the pen approx 1 mtr off fender buoys, the set length midships line was handed to the polter, it went around the pole but did not make it back to the cleat on N/R [redacted]. The breeze was holding me off the pen arm. I split the engines to get the midships closer to the arm to get the mooring line on, the stern swung out towards the rock wall, it was then that the south prop hit a submerged object. I let the midship line go, moved out of the pen then came back in & secured the vessel on the pen. Incident Findings and associated documents contained in Action Log.</p>
TV37427	<p>Masters Report: N/R [redacted] travelling towards marina from Palm island. Vessel was operating with plotter, radar and radio VHF. All on.. Master familiar with entrance and slowed to turn in to channel. Slowed to 15 knots from 22 knots to make the turn. Sudden appearance of Kayaks with LED on heads created total fear for their safety. Immediately reduced power in fear of hitting unseen kayak. Vessel drifted into rock wall estimated speed at impact 5 knots. The wall is poorly lit and the pylon lead lights marking the channel entrance a very weak. This had nothing to do with the accident but should be rectified. The cause of the accident was the fear of hitting an unseen kayak in the dark. There was no moon. There LED lights were extremely disorientating seeming to appear from nowhere.</p>
GSB37473	<p>Navigating using electronic chart which shows mud flats and not the rock wall between the 2 red beacons. Tide was high so wall was not evident. Was motoring and sailing up the river & grounded on wall. Had a copy of Beacon to Beacon on board but did not refer to it in the river. Was advised to preview future trips using paper based charts to gain knowledge of potential hazards. Letter sent.</p>
GSB37463	<p>On entering Burnett River master got confused with lights and collided with rock wall. Had plotter covered so he could look for other boats. In future he will not cut the corner when approaching the mouth of the Burnett River. Minor damage and no injuries. Letter sent.</p>
TV38193	<p>Marine Officer Mike Maxwell reported on cyclone Yasi incident Located private pontoon Port Hinchinbrook Marina N/R [redacted] Currently located Breakwater Townsville Damage included awning destroyed, aerials mast, instrumental damaged. Repairs to be made. INVESTIGATORS SUMMARY; Full details of the weather event "STC Yasi" and resultant Marine Incidents can be found in attached Investigation report.</p>
TV38006	<p>As per Marine Incident Report - N/R [redacted] was holding our boat on the Northern most boat ramp on Ross Creek while N/R [redacted] was retrieving the vehicle and boat trailer. A sunferry went past the boat ramp heading towards the Sunferry terminal at a speed that created a wash. This resulted in my boat being lifted and pushed further up the boat ramp at the same time pushing the stern of my boat towards the rockwall. When the surge receded there was a rapid drop of water hitting the breakwall, damaging the starboard stern corner of the boat (see attached photos.) The incident occurred at approx 1040hrs. The ferry was orange in colour. I was unable to ascertain any other details of the ferry as I was concentrating on holding the boat on the ramp away from rocks.</p>
PBP38233	<p>14.04.11 - Commercial passenger vessel N/R [redacted] collided with the rock wall and the green beacon at Weinam Creek after they lost control of the jet units.</p>
MKM38109	<p>VTS received call about the sailing trimaran N/R [redacted] was semi-submerged on the northern side of the north breakwater of Mackay harbour. Later the vessel had drifted ashore and broken up. Assistant harbour Master Laurence Mayer was in contact with the owner who was safe and well advising of the situation. N/R [redacted] it is a 7 meter trimaran sail vessel. Information at 1700 hours. No action taken to follow up - vessel has been removed. No marine incident report form submitted.</p>
PBP38426	<p>On the 22.08.2011 Recreational sailing boat N/R [redacted] was moored on its mooring at Bulimba Reach. At approximately 12:30pm vessel broke loose and due to strong winds it ran aground against the rock wall at Newstead Park.</p>
PBM38679	<p>At approximately 8.45am on 29/12/2011 N/R [redacted] departed the Mooloolah River on his recreational sailing ship. his vessel draws 2.4 metres and he noted advice that shoaling had been observed near the extreme end of the eastern breakwater, and set a course slightly west of the river's centreline, clear of the sand dredge, and towards the red lateral buoy some 200 metres or so from the river mouth. Wind was light and sea was calm when he exited the river mouth and went hard aground, throwing his vessel off course and causing it to heel to starboard. The vessel broke free, then grounded twice more before reaching deeper water. Another sailing vessel with a draft of 2.2 metres crossed in approximately the same area half an hour later on a higher tide and it also hit bottom.</p>

CN38853 Vessel dragged anchor in high wind and was pushed by the wind onto a rock wall. The vessel was anchored in 2 meters of water with 30 meters of half short link galvanised chain to a 60lb CQR anchor. The vessel had been safely moored for in excess of 3 months and was checked weekly. No person was onboard at the time. The incident occurred between 2am - 5am. Even though the Navy was in the harbour and was asked for assistance but was denied. No suspicious circumstances revealed during investigation. Vessel experienced 50 knot winds resulting in dragging her anchor over a sand bottom. No further action recommended.

Masters Report from marine Incident report: N/R

N/R

N/R . We then proceeded on our journey to the Breakwater Marina. By about the halfway point it had become very dark. The red and green channel markers at the entrance to the Breakwater Marina were not activated. At approximately 6.45pm the vessel collided with the rock wall of the breakwater marina approximately 1 metre to the left of the red channel marker (which was not activated). N/R

N/R

TV38910 Master entering Burnett River south of navigation channel turned toward breakwater having claimed to see boat harbour entrance lights but they were the wrong way round so he turned back to the channel but he struck the breakwater. Marine officers could not explain additional lights. Area manager spoke with master and he could not explain extra lights and he stated they were not flashing. N/R

GSB39064 N/R NFA. Closure letter sent.

MKA39521 N/R 1 parts mooring at 1630. Vessel drifted into marina rock wall. Loss of ship. This file has been closed upon review by Snr Investigator Marc Bailey and Acting Area Manager Ben Morgan, this incident and a series of other incidents are as a result of Cyclone Oswald. Closure letter has been sent, see attached

After a check of weather forecast on afternoon of 23/01/2013 N/R was left at anchor outside Abel Point Marina in her usual position. N/R

N/R

When it became obvious that we were still definitely dragging towards the marina, we put the vessel in gear, and started to pull up the anchor. The plan was to move the vessel out to sea further off the breakwater, and then reanchor the vessel. N/R

N/R . Even under power, the vessel was unable to make any headway against the force of the oncoming swells, and continued to move slowly towards the breakwater. Vessel was now pitching excessively, with the ship's propeller was coming in and out of the water. Approximately 20 metres before the vessel was to collide with the breakwater wall all on board agreed that the safest action was to abandon the ship. The vessel continued on its course into the breakwater. N/R

N/R

MKA39526 Included in the file was a letter dated 9th May 2012 under the hand of Marine Officer Ben Morgan. This letter was addressed to the owner and stated that MSQ were not intend to take further action against the owner. This file has remained dormant for an extended period of time without explanation. File has been reviewed with no outcome due to letter dated 9/05/12 and inaction by the investigating officer. File note completed by Marine Officer Ben Morgan.

<p>MKA39711 GSB39549</p> <p>Weather report received Wed. 23rd Jan 6pm (1800) 33-40 kn N/W swell 3-4 m. Travelled to Airlie Beach Thurs. 24th morning.-conditions too rough to attend vessel in 2.5m inflatable dinghy without risking personal injury. Vessel monitored from land until approx. 1500. Returned home. Approx 1900-1930 received call that vessel had broken mooring and washed up at Port of Airlie breakwater, east of Whitsunday sailing club. Attended site, dark, unable to do anything, vessel demasted approx. 2100. 25th, 26th, 27th Jan, collect and remove vessel debris. This file has been closed upon review by Snr Investigator Marc Bailey and Acting Area Manager Ben Morgan, this incident and a series of other incidents are as a result of Cyclone Oswald. Closure letter has been sent, see attached.</p> <p>Vessel washed down river onto rockwall during flooding.</p>
<p>MKM40015 TV40317</p> <p>N/R [redacted] as berthing alongside the pontoon in the Half Tide Tug Harbour. The master went to engage forward gear as he was coming astern into the pontoon. Instead of the vessel pulling up like it should have it started to turn in an anticlockwise direction and was still coming astern. N/R [redacted]</p> <p>N/R [redacted]</p> <p>N/R [redacted]</p> <p>N/R [redacted] He tried again both engines ahead but the vessel still wouldn't respond or pull up. By this time it was too late and the vessel backed into the rock wall. N/R [redacted]</p> <p>N/R [redacted]</p> <p>Master navigated vessel outside of marked channel between starboard lateral marker at port entrance and end of breakwater wall. Vessel grounded on shallow rocky bottom and engine stalled. Vessel subsequently washed up against breakwater wall. Police attended and subsequently N/R [redacted] Police have provided an attached report stating matter is closed. No further action warranted from MSQ. Recommend matter be closed in Case Man.</p>
<p>MKA40249</p> <p>N/R [redacted] had been moored on Q5 mooring in Pioneer Bay, which is directly in front of the Coral Sea Resort, Airlie Beach. N/R [redacted] At some time during the morning of 31st of January 2014, the weather conditions deteriorated due to Tropical Cyclone Dylan crossing the Whitsunday Coast. The vessel was attached to the mooring by a cleat on the foredeck. In the recorded 70kn winds and rough seas the cleat was ripped out of the foredeck and the vessel ended up on the rocks in front of the lagoon at Airlie Beach. N/R [redacted]</p> <p>N/R [redacted]</p> <p>N/R [redacted] 12/01/2015: AM</p> <p>has reviewed file and forwarded to Compliance for finalisation.</p>
<p>GSB40808</p> <p>Returning to Burnett Heads boat ramp approximately 9.00pm - was on northern side upstream of outer rock wall. Continued and thought he had positioned the boat two leads further out than we actually were and angled boat towards the boat ramp. Miscalculated the leads and actually ran straight into the outer rock wall. By the time we saw the rock wall and cut back the throttle it was too late. N/R [redacted]</p> <p>N/R [redacted]</p> <p>N/R [redacted] 14/7/15 file</p> <p>N/R [redacted] complete check list and closure letter NFA required.</p>
<p>GSG40775</p> <p>5/1 - under inv. On Monday the 29th of December 2014 at approximately 1645hrs, recreational vessel N/R [redacted] with 7 POB had mechanical problems occur approximately 1/2 way across to Keppel Island Rosslyn Bay and as a result, the owner N/R [redacted] has requested the N/R [redacted] to tow his vessel back into Rosslyn Bay Marina. N/R [redacted]</p> <p>N/R [redacted]</p> <p>N/R [redacted] Approximately 200 meters from the entrance to Rosslyn Bay, the Coast Guard vessel crew have shortened the tow rope to enable the vessel to be towed through the entrance. Upon shortening the rope, the Coast Guard vessel has taken up the slack on the tow line and as this occurred, the tow connection has snapped causing the vessel N/R [redacted] to continue onwards and the vessel has hit the rock wall at the entrance of the marina. N/R [redacted]</p> <p>N/R [redacted] The vessel has become swamped and holed before sinking near the rock wall.</p>

See GSG 40775. On Monday the 29th of December 2014 at approximately 1645hrs, recreational vessel [N/R] with 7 POB had mechanical problems occur approximately 1/2 way across to Keppel Island Rosslyn Bay and as a result, the owner [N/R] has requested the [N/R] to tow his vessel back into Rosslyn Bay Marina. [N/R]

[N/R]
[N/R] Approximately 200 meters from the entrance to Rosslyn Bay, the Coast Guard vessel crew have shortened the tow rope to enable the vessel to be towed through the entrance. Upon shortening the rope, the Coast Guard vessel has taken up the slack on the tow line and as this occurred, the tow connection has snapped causing the vessel [N/R] continue onwards and the vessel has hit the rock wall at the entrance of the marina. [N/R]

[N/R] The vessel has become swamped and holed before sinking near the rock wall.

GSG40774

The Incident: [N/R] departed from berth M14, Abell Point Marina at 2000 on the 3/2/15 with 21 passengers and 4 crew. As the vessel left the berth the port propeller made contact with the rockwall forming the western side of the marina channel. [N/R]

[N/R]

[N/R] . Conclusion This was a minor accident, damage was minimal, there were no casualties at the time.

[N/R] recommend no further action be taken. 19/01/2015: AM has reviewed file and forwarded to compliance. 09/03/16 Compliance Unit review file and complete check list and closure letter to owner and master. NFA.

MKA40878

Engine was not operating. Dragged anchor. Unable to secure vessel prior to impact on rocks.

[N/R]

MKA41246

MKA41246
(continued)

N/R

SUMMARY : Boat was anchored off Boathaven Beach 200-300 m for past 10 weeks. First I knew of incident was approx 11:30am about 1 hour after it happened. My boat ^{N/R} dragged anchor and came to a stop on top of the end of the rockwall at Southern End of Boathaven Beach. It was towed off the rocks and grounded on the beach by ^{N/R} Attached Letter: On Wednesday 03/09/2015 my boat ^{N/R} was involved in a marine incident. ^{N/R}

N/R

N/R

In reviewing this file I have carefully considered the following, the incident is one-off event, major damage was caused to the the vessel, no injuries sustained, no environmental damage was caused, there appears to be no criminal negligence by any party. The mitigating factor of this incident appears to be weather and sea conditions. The owner/master accepted full responsibility and arranged recovery of the vessel I have carefully considered the facts and recommend that this incident be closed out by way of close out letter. Forwarded to Area Manager for consideration. 25/11/2015: AM has overviewed file and forwarded to compliance. 20/01/16 Compliance Unit review file and complete file assessment check list and closure letter. NFA.

MKA41252

GSB41287	Submerged rock wall extends from Northern bank into part of channel [N/R] has back leads (no longer there since 2013). Rock wall fully submerged on early rising tide. Where is the bloody beacon on the end of the wall.
GC41427	Report completed by MSQ Area Manager - PWC underway in channel, returning to beach at speed, took power off and attempted to turn, no steering resulting in hitting rock wall. INVESTIGATOR REPORT Water Police from the Gold Coast attended and investigated the incident shortly after it was reported. [N/R]
GC41399	[N/R] had pulled up alongside the rock wall jetty at Paradise Point (Ephraim Island) to pick up [N/R] During this time [N/R] had tried to open the front hatch to retrieve a vest while the ski was left in neutral. While [N/R] was handing [N/R] vest, [N/R] knocked the throttle, forcing the Jet Ski to collide with the ramp. No assistance required
GSB42097	Motoring from the North (1770) at shortly before 8pm I noticed the white light and numerous red/green/blue navigation lights and I headed towards those intending to enter the harbour at Burnett Heads. I was heading straight towards the brightest and closest pair of Red/green channel markers. On the right of the white light tower at about 3 knots and when it looked as I am just going through the lights the boat hit the rock wall head on. At the time no wall was visible in the dark, but the pair of channel marker lights were the brightest and closest to what I took as the entrance. The initial knock was not apparently severe but the motor cut out and could not be started in time to go astern to safety and the swell turned the boat side on to the rock wall causing major damage. I immediately called Marine Rescue on the radio. Marine Rescue later attended and took both of us off the rock wall. The boat was salvaged and towed the next day.
TV42559	Commercial line handling vessel assisting a ship arrival lost hydraulic steer due to undetected hydraulic fluid leak. Propeller wash from Tug nearby (also assisting ship arrival) pushed vessel momentarily onto rocks at adjacent rock wall. Steering fault was rectified and vessel refloated without further incident. Master reported that inspection of vessel indicated no damage. No persons injured. 02.11.17 A/SIO Barry Purnell Brisbane Compliance. [N/R] [N/R] Further to the conversation this has been clarified as a sudden loss of power steering fluid which is unavoidable. On this basis I agree with the actions and course taken and respectfully request this matter be closed.
GC42751	30/10/2017 - Australian registered yacht [N/R] suffered engine failure and was pushed onto the rocks of the southern breakwater whilst attempting to cross Gold Coast Seaway. The [N/R] subsequently broke up and sank in the following hours. The vessel could not be salvaged. *** A/SIO Barry Purnell Brisbane Compliance 03/01/18. Review of file, actions and end resolution. Zero issues with MSQ Staff. in experience and an expensive mistake. Respectfully consider this matter to be closed.