

Memorandum

Our ref
Your ref
Date 15 January 2018

To Manager (Compliance)
Floor 2
61 Mary Street
Brisbane Q 4001

Subject Marine Incident GSG42827

Please find attached documents relating to the above marine incident, which is forwarded for your information and closure.

Kris Chant
Manager Ports Operations & Projects (Gladstone)

Department of Transport and Main Roads
Maritime Operations Gladstone
L7, 21 Yarroon Street
GLADSTONE QLD 4680
PO Box 123 GLADSTONE QLD 4680

Enquiries K M Stupkin
Telephone +61 7 4971 5201
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GSG42827

Marine Incident

Region File No MI 58/2017	HO File No	Region Gladstone	Status Open	Date closed	Cat 3	Investigate? ***
Reporting Agency Qld Transport	Reported via... F3071 Marine Incident Report	Reported on... 21/12/2017	Next review 31/12/2017			
Office Gladstone	Incident involved ***					
Pollution? ***						
Relevant Act Investigating Agency	TOMSA	Officer:				

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

Lat	Long	Water/ Landmark	Waterpark Creek Corio Bay
Bearing	Distance (nm or m)	Location	Smooth waters
Date 21/12/2017	Time 11:00 AM		

Type of Incident

Collision between ships

Incident Severity

Fatalities 0	Minor Injuries 0	Severity	Damage to Property Only
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 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 type="checkbox"/> Excessive speed	<input type="checkbox"/> Insufficient planning



Queensland
Government

Marine & Pollution Incident Investigation Report

Title:

Collision between vessels, Water Park Creek Corio Bay.

Incident date: 21/12/2017

Category: Category 2

CaseMan no: GSG 42827
(N/A for TOMPA incidents)

Investigator	Leon I Mckenzie
Position	MO 3
Division	Gladstone
Regional office	Gladstone
Address	Floor 7/21 Yarroon Street Gladstone
Contact number	49 715200
Email	leon.i.mckenzie@msq.qld.gov.au
Report date	

Summary

Regional office: DMS File No:

Incident date: Time of incident: Date reported:

Category: Incident type:

MSQ attended: Officers attending: Contact No:

QPS attended: Officers attending: Contact No:

QAS attended: Officers attending: Contact No:

QBFP attended: Officers attending: Contact No:

Aquatic event: (copy of permit attached)

Evidence

Add evidence

Remove evidence

Location

Body of water / landmark:

Latitude: Longitude:

Latitude & longitude must be recorded in decimal format for entry into the CaseMan system. All coordinates in deg/min or deg/min/sec format must be converted to decimal degree format for entry. For example 16°30'S would become -16.5000 degrees.

Waters:

Conditions

Weather: Visibility:

Water: Wind:

Tide:

Pollution

Source Ship: Land: Unknown:

Pollutant Sheen: Diesel: Bilge: HFO: Other:

Extent or
Size of slick (length and width in metres) Litres

Ships involved

Add ship

Remove last ship

Ship 1.

Ship name :	AngelPro Sniper 5.4 Pro		
Owners name:			
Owners address:	not relevant		
Ship type:	Recreational	Ship class:	Recreational
Ship description:	Aluminium tinnie centre console		
Reg no:	ZX022Q	Boat mark:	
		RUF:	<input type="checkbox"/>
Registering authority:	Dept Transport	Port of registry:	Rockhampton
Registration expiry:	17/11/2018		
Length (in metres):	5.2	Beam (in metres):	
		Construction:	Aluminium
Engine type:	Outboard	No. of engines:	1
		Total power (kW):	78.29
Last monitoring date:		Written direction:	
Previous incidents:			

Master of ship 1.

Masters name:			
Masters address:	not relevant		
Home phone:		Mobile phone:	not relevant
		Work phone:	
Email address:		Statement/ROI:	<input type="checkbox"/>
		Coercive powers used:	<input type="checkbox"/>
Date of birth:	not relevant	Place of birth:	

Add deceased or injured persons on ship 1.

Add inj. person

Remove inj. person

Add crew on ship 1.

Add crew

Remove crew

Add offence details for ship 1.

Add offence

Remove offence

Add witness

Add witness

Remove witness

Ship 2.

Ship name :	EU844Q		
Owners name:	not relevant		
Owners address:	not relevant		
Ship type:	Recreational	Ship class:	Recreational
Ship description:	Aluminum tinnie runabout		
Reg no:	EU844Q	Boat mark:	
		RUF:	<input type="checkbox"/>
Registering authority:	Dept Transport	Port of registry:	Brisbane
Registration expiry:	04/03/2018		
Length (in metres):	3.8	Beam (in metres):	
		Construction:	Aluminium
Engine type:	Outboard	No. of engines:	1
		Total power (kW):	29.82
Last monitoring date:		Written direction:	
Previous incidents:			

Master of ship 2.

Masters name:	not relevant				
Masters address:	not relevant				
Home phone:		Mobile phone:	not relevant	Work phone:	
Email address:		Statement/ROI:	<input type="checkbox"/>	Coercive powers used:	<input type="checkbox"/>
Date of birth:	not relevant	Place of birth:			

Add deceased or injured persons on ship 2.

Add inj. person

Remove inj. person

Add crew on ship 2.

Add crew

Remove crew

Add offence details for ship 2.

Add offence

Remove offence

Add witness

Add witness

Remove witness

Summary of facts—explain incident & investigations conducted

The Incident

Include full particulars of vessels, voyage and location of incident.

On Thursday the 21st day of December 2017 at approximately 1100hrs, recreational vessel (Unit 1) being driven by Winter has negotiated a right hand bend at speed in Water Park Creek Corio Bay and collided with another recreational vessel (Unit 1) operated by _____, hitting the starboard side of _____ vessel. _____ was turning to the left in this instance. Both vessel at the time of the incident were on the incorrect side of Water Park Creek. As a result of the incident, Winter sustained _____ not relevant

The Investigation

_____ has provided an MIR with a drawing that shows both vessels at the time of the incident were on the incorrect side of the creek.

On Thursday 1 January 2018, _____ stated that he was travelling at around 30kph and was travelling on the port side of the creek to avoid a sand bar. He states being a local, he knows where the sand bars are in the creek and operates his vessel to avoid them. He did state that there was a high tide around the time of the incident and that he could have travelled on the starboard side of the creek. He states at the time of the incident, the other vessel has turned to starboard and his hit him. (Conversation recorded).

The driver of the second vessel states he was travelling on the port side of the creek at about half to three quarter throttle, which in his vessel is just on the plane. He states he came to the corner and turned to starboard to cross and saw the other vessel travelling at speed and they have collided. As a result, _____

_____ not relevant
(Conversation recorded).

In regards to both _____ both were asked if they new the COLREGS and the rules of travelling on the water. Both advised they knew they should travel as far as practicable to the starboard side of a water way. Both were not aware of the COLREGS. Both were given information in regards to COLREGS and where to find the rules on the internet.

In regards to this matter, both operators were travelling on the incorrect side of a narrow channel being Water Way Creek, Corio Bay. It would appear that _____ was travelling at a speed that was unsafe for the conditions of the waterway he was travelling in.

In regards to the COLREGS, both operators have failed in their obligations breaching rules of the COLREGS Rules 5 Lookout, Rule 6 Safe Speed and Rule 9 Narrow Channels. There could also be a breach of sec 43 TOMSA in regards to Safety Obligations.

Released under RTI - DTMR

Contributing factors

Contributing factors are not the cause of the marine incident but rather factors that may have contributed to the incident taking place or its severity. All factors that potentially contributed to the incident should be recorded here.

Human contributing factors

- | | |
|--|---|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insufficient crew numbers |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient fuel |
| <input checked="" type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Fatigue | <input type="checkbox"/> Insufficient planning |
| <input type="checkbox"/> Inadequate training of crew | <input type="checkbox"/> Navigation error—failure to keep proper lookout |
| <input type="checkbox"/> Inappropriate advice to ship—Harbour Control/Port Authority | <input type="checkbox"/> Navigation error—other |
| <input type="checkbox"/> Inappropriate advice to ship—Pilot | <input checked="" type="checkbox"/> Navigation error—violation of Colregs |
| <input type="checkbox"/> Inappropriate advice to ship—Vessel Traffic System | <input type="checkbox"/> Operational error—other |
| <input type="checkbox"/> Inappropriate instructions to crew—other | <input type="checkbox"/> Overloading |
| <input type="checkbox"/> Inappropriate instructions to crew—poor communications | <input type="checkbox"/> Poor communications |
| <input type="checkbox"/> Inattention | <input type="checkbox"/> Poor ship to shore communications |
| <input type="checkbox"/> Inexperience or lack of knowledge | <input type="checkbox"/> Violation of standard procedures |
| <input type="checkbox"/> Insecure mooring | <input type="checkbox"/> Violation of statutory rules or standards |

Other (human):

Rule 5 Fail to have proper lookout, Rule 6 Safe speed, Rule 9 Colregs. Sec 43 General Safety obligations TOM

Material contributing factors

- | | |
|--|---|
| <input type="checkbox"/> Bridge or navigation failure | <input type="checkbox"/> Inadequate stability—shifting cargo |
| <input type="checkbox"/> Electrical failure | <input type="checkbox"/> Inappropriate hull or equipment—construction fault |
| <input type="checkbox"/> Equipment failure - other | <input type="checkbox"/> Inappropriate hull or equipment—design fault |
| <input type="checkbox"/> Fuel or gas leak | <input type="checkbox"/> Inappropriate hull or equipment—insufficient maintenance |
| <input type="checkbox"/> Hull failure | <input type="checkbox"/> Insufficient safety equipment |
| <input type="checkbox"/> Inadequate stability—other | <input type="checkbox"/> Machinery failure |
| <input checked="" type="checkbox"/> Inadequate stability—overloading | <input type="checkbox"/> Shore structure badly designed built or maintained |

Other (material):

Environmental contributing factors

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

Other (environmental):

Findings

Add findings

Remove last finding

1. Breaches rules 5, 6, 9 Colregs, Sec 43 General Safety Obligations

Conclusions

In regards to this matter, both operators have breached the COLREGS as described and if the breaches were put together, sec 43 TOMSA may also be used.

Both operators understand that they were on the incorrect side of the water way at the time of the incident and both had made admissions of this. Even though there is enough evidence to summons both operators due to their actions, it would not be within the public interest on this occasion to do so. Further, the breaches committed cannot be dealt with by way of a Caution MIN as the rules breached are not nominated under the MIN codes. In this instance, education would be the best possible outcome.

Perhaps compliance can review this matter with a view of directing both operators to attend a Boat Safety course. Both operators obtained their recreational vessel licences sometime ago and may not be fully aware of their obligations. If not a course, perhaps a formal letter of caution should be sent to both operators.

Completed actions

Acknowledgement letter sent <i>(Not applicable to TOMPA incidents)</i>	<input type="checkbox"/>	Attached	<input type="checkbox"/>
CaseMan file closed or reassigned <i>(Not applicable to TOMPA incidents)</i>	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Marine incident categorised	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Ship inspection report (monitoring inspection completed)	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Written direction issued	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Photographic evidence taken	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Exhibits seized	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Witness statements	<input type="checkbox"/>	Attached	<input type="checkbox"/>
MIN issued	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>
Evidence	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Other	<input type="checkbox"/>	Attached	<input type="checkbox"/>
POLREP form sent	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>
CaseMan incident, ship and person records updated and validated	<input type="checkbox"/>		

By whom (enter name)

For consideration by Compliance Section

Further action required—copy of file forwarded for review and issue of a formal non-compliance letter.

Report completed by

Name: Leon McKenzie

Position: MO 3

Report endorsed by

Name: K. CHANT KRIS CHANT
MANAGER

Position: PORT OPERATIONS AND PROJECTS
GLADSTONE

not relevant

15/01/08

CaseMan updated by

Name:

Position:

GSG 42827

Marine Incident Category Assessment Form

Type of Marine Incident	Type of Ship				Consequence Score	Public Interest Score	Overall Rating
	Class 1	Class 2	Class 3	Recreational			
Fire	10	9	8	8			15
Explosion	10	9	9	9			
Person overboard	8	8	8	7			
Collision between ships	8	7	7	7	8	2	
Collision with overhead obstruction	6	6	6	6			
Collision with submerged object	6	6	6	6			
Collision with a fixed object	7	6	6	4			
Collision with floating object	8	8	8	7			
Collision with wharf	7	6	6	4			
Collision with an animal	3	3	3	2			
Grounding unintentional	7	7	7	6			
Grounding intentional	2	2	2	1			
Capsizing	8	6	6	6			
Capsizing- sinking	8	7	7	7			
Capsizing- swamping	8	6	6	6			
Capsizing- flooding	8	6	6	6			
Structural failure	8	7	7	6			
Loss of stability	6	5	5	4			
Onboard incident- falls within ship	4	3	3	2			
Onboard incident- crushing or pinching	4	3	3	2			
Onboard incident- other onboard injury	4	3	3	2			
Other personal injury- hit by propeller or ship	4	3	3	2			
Other personal injury- caused by operation of ship	4	3	3	2			
Other – ship adrift	5	5	5	5			
Other – crime issue	2	2	2	2			
Other – close call	2	1	1	1			

Comments:

CAT 2

Assessed by: K. CHAM Date: 21/12/17

Signature: not relevant



Queensland
Government

Our ref GSG42827
Your ref
Enquiries K M Stupkin

Department of
Transport and Main Roads

21/12/2017

not relevant

Dear

Re: Marine Incident report number GSG42827

I acknowledge receipt of your marine incident report regarding a marine incident involving vessel ZX022Q which occurred on 21/12/2017.

Maritime Safety Queensland's official incident report number is GSG42827. You may be asked to quote this number when making enquiries regarding this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

not relevant

Jennifer Tumbers
Assistant Regional Harbour Master (Gladstone)

Maritime Operations (Gladstone)
Level 7, 21 Yarroon Street
GLADSTONE QLD 4680
PO Box 123 GLADSTONE QLD 4680

Telephone +61 7 4971 5201
Facsimile +61 7 4971 5243
Website www.msq.qld.gov.au
Email gladstone.rhm@msq.qld.gov.au
ABN 39 407 690 291



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

Incident description

Position of incident

Date: 21/12/2017 Time: 11 am Body of water/Landmark: WATER PARK CREEK COOLO BAY

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

Type of incident

- Collision: between ships, with a fixed object, with a floating object, with an animal, with an overhead obstruction, with a submerged object, with a wharf
- Grounding: unintentional, intentional
- Onboard incident: fall within ship, crushing or pinching, other onboard incident
- Other incident: person hit by propeller or ship, water skiing incident, parasailing incident, diving incident, close call/near miss, other incident caused by the operation of the ship

Incident Severity Rating

Incident Severity Rating: Fatality, Serious injury, Ship lost, Damage to property only, No damage

Environmental conditions

Weather: Clear, Hazy, Cloudy, Rain, Flood. Visibility: Good, Fair, Poor. Water conditions: Calm, Choppy, Rough, Very rough. Wind speed: Light (1-6kts), Moderate (7-15kts), Strong (16-33kts), Gale (>33kts)

Ships involved

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

Own ship details: Name of ship: ANGLARRO SMITH, Official registration number: ZX022R, Length (metres): 5.4, Year built: 2016, Number of passengers on board: 3, Registration type: Commercial passenger

Other ship details: Name of ship: [blank], Official registration number: EU844R, Length (metres): 4, Year built: ?, Number of passengers on board: 2, Registration type: Commercial passenger

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

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

Ships involved - continued

Own ship

Ship description

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

Engine

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

Number of engines Total engine power

Hull material

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

Damage to ship

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

Other ship

Ship description

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

Engine

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

Number of engines Total engine power

Hull material

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender

- Male Female

Date of birth

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

 / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

 / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

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

Deceased or injured person

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

Name

Gender

Male Female

Date of birth

 / /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

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

Deceased or injured person

Name

Gender

Male Female

Date of birth

 / /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

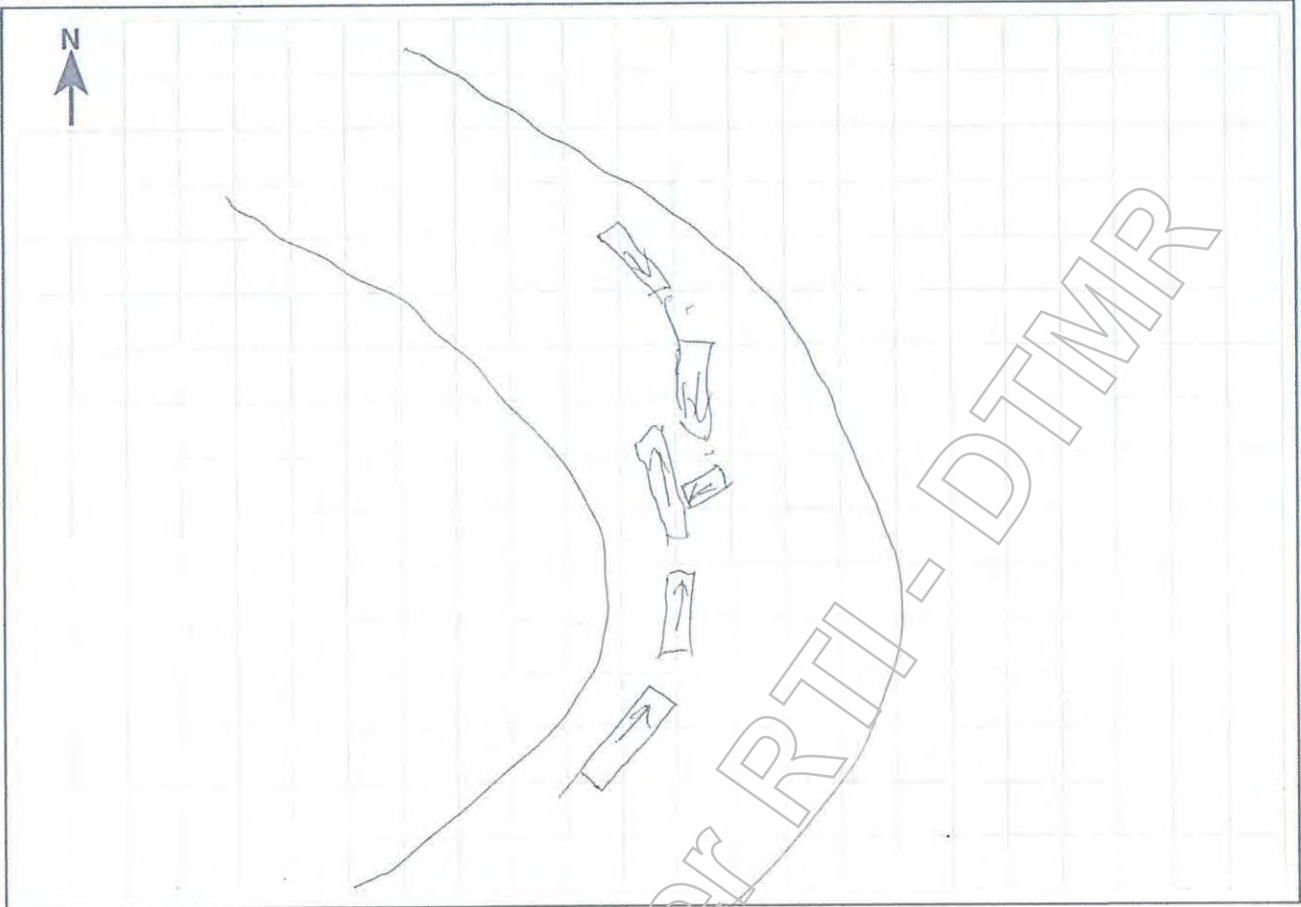
Activity of injured or deceased person

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

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

Report details

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



Owner's/Master's report

During A LEFT HAND TURN the other vessel
 can devoured to pass on the by doing a
 sharp RIGHT TURN which resulted in
 impact on the front RIGHT OF my
 collision was at SPEED damaged to BOTH vessels
 vessel. NO INJURY reported. although
 1 on board.

Assistance rendered/received at incident

rendered assistance, return all
 vessel to Boat ramp.

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

Signature (Owner/Master)

not relevant

Date 21.12/2017.

Owner/Master name (please print)



Released under RTI/DITM



Released under RTI - DMR

TCA0001111: DISPLAY SUCCESSFUL

Recreational Ship
Registration Hub

21/12/2017
KMSTUPK P1

Clear
Exit

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

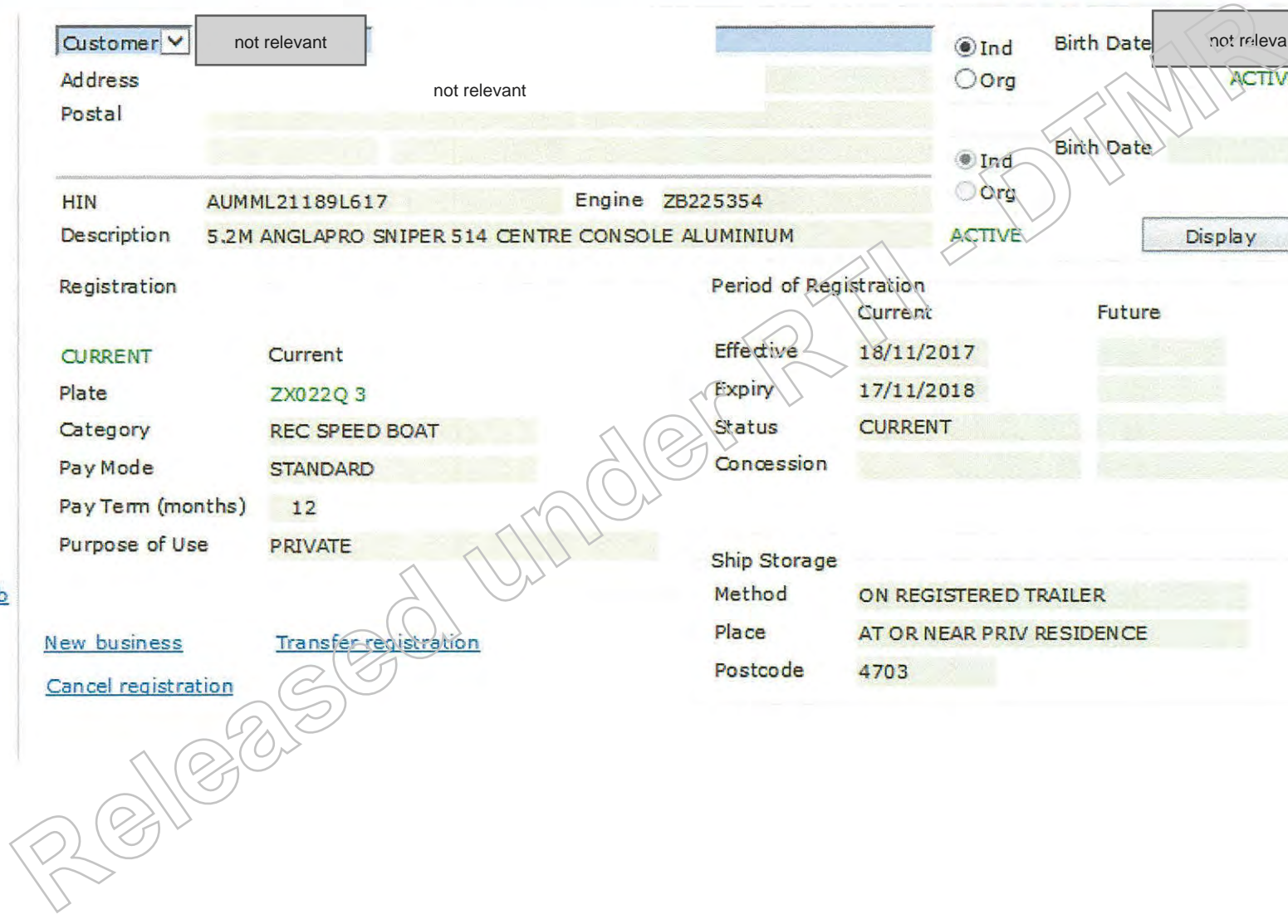
Customer Ind Birth Date
 Address Org
 Postal Ind Birth Date
 Org

HIN AUMML21189L617 Engine ZB225354
 Description 5.2M ANGLAPRO SNIPER 514 CENTRE CONSOLE ALUMINIUM

Registration		Period of Registration	
		Current	Future
CURRENT	Current	Effective 18/11/2017	
Plate	ZX022Q 3	Expiry 17/11/2018	
Category	REC SPEED BOAT	Status CURRENT	
Pay Mode	STANDARD	Concession	
Pay Term (months)	12		
Purpose of Use	PRIVATE		

Ship Storage
 Method ON REGISTERED TRAILER
 Place AT OR NEAR PRIV RESIDENCE
 Postcode 4703

[New business](#) [Transfer registration](#)
[Cancel registration](#)



Recreational Ship Details -- Webpage Dialog

HIN AUMML21189L617

Make and Model 2016 ANGLAPRO SNIPER 514 CENTRE CONSOLE ALUMINIUM

Name

Primary Colour WHITE

Secondary Colour

Compliance Type COMPL PLATE EXISTS

Compliance Year 2016

Planing hull

Previous Plate

Capable of speed greater than 10 knots

Previous State

Normally carries sails

Dimensions

Length (m) 5.20

Beam (m) 2.20

Draught (m) .20

Height (m) 1.80

Marine Engines

	Engine Number	Make	Model	Engine Type
Primary	ZB225354	MERCURY	115HP/85.7KW	MARINE OUTBOARD

Close

Released under RTI - DTMR

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

21/12/2017 KMSTUPK P1

Clear Exit

Vehicle registration hub Driver licence hub Payment

Customer [dropdown]

Address Postal

SIN AUABF000009Q15 Engine 006025001519 Description 3.8M WEST BEND CB1043 OPEN/DINGHY/RUNABOUT ALUMINIUM

Registration

CURRENT Current Plate EU844Q 8 Category REC SPEED BOAT Pay Mode STANDARD Pay Term (months) 12 Purpose of Use PRIVATE

Period of Registration

Current Future Effective 05/03/2017 Expiry 04/03/2018 Status CURRENT Concession

Ship Storage

Method ON REGISTERED TRAILER Place AT OR NEAR PRIV RESIDENCE Postcode 4301

New business Transfer registration Cancel registration

Ind Birth Date Org ACTIVE

Ind Birth Date Org ACTIVE Display

Released under RTI - DTMP

Linked Ship Details

Case **GSG42827**

Incident Date:
21/12/2017

Ships Ship Name & Reg No: **ANGLAPRO SNIPER 514 PRO ZX022Q**
Ship Type: **REC Motorboat**

Cases Involved: **None**
Name of Suspect
Vessel:
Location at Time of
Incident:

Fatalities Serious Injuries Minor Injuries Passengers Crew

Ship Damage Length (Range):

Notes

Last updated: 21/12/2017 by Kayleigh M Stupkin/Gladsione/cp4/qdot/au

Released under RTI-OTMR

Linked Ship Details

Case **GSG42827**

Incident Date:
21/12/2017

Ships **Ship Name & Reg No:** **EU844Q EQ844Q**
Ship Type: REC Motorboat

Cases Involved: None
Name of Suspect
Vessel:
Location at Time of
Incident:

Fatalities Serious Injuries Minor Injuries Passengers Crew

Ship Damage Length (Range): Up to 4.5m

Notes

Last updated: 21/12/2017 by Kayleigh M Stupkin/Gladstone/cp4/qcot/au

Released under RTI-DTMR

Linked Person Details

Case **GSG42827**
People **Name:**
Ships **Ship: ANGLAPRO SNIPER 514 PRO ZX022Q**

Role **Master & Owner**

Injury Status **Uninjured**

Cases Involved : **None**

Address:
Post Code:
Phone:

not relevant

Notes

Last updated: 21/12/2017 by Kayleigh M Stupkin/Gladstone/cp4/qdoi/au

Released under RTI - DTMR



Sign in to edit and save changes to t...



22° 53' 3.17 S
150° 43' 39.90 E

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

Material

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

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

On Thursday the 21st day of December 2017 at approximately 1100hrs, recreational vessel (Unit 1) being driven by [redacted] as negotiated a left hand bend at speed in Water Park Creek Corio Bay and collided with another recreational vessel (Unit 2) operated by [redacted] hitting the starboard side of [redacted] vessel. Nil injuries, no/very damage to both vessels occurred.

***A/SIO Barry Purnell, Brisbane Compliance, Review of the file, contents and end resolution. Zero issues with the actions and recommendations of MSQ staff. Closure letters drafted in a firm tone

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

[redacted] has provided an MIR with a drawing that shows both vessels at the time of the incident were on the incorrect side of the creek. In regards to this matter, the MIR suggests that [redacted] was operating EU844Q, in fact [redacted] was operating this vessel.

On Thursday 1 January 2018, [redacted] stated that he was travelling at around 30kph and was travelling on the port side of the creek to avoid a sand bar. He states being a local, he knows where the sand bars are in the creek and operates his vessel to avoid them. He was sure that there was a high tide around the time of the incident and that he could have travelled on the starboard side of the creek. He states at the time of the incident, the other vessel has turned to starboard and his hit him. (Conversation recorded).

The driver of the second vessel states he was travelling on the port side of the creek at about half to three quarter throttle, which in his vessel is just on the plane. He states he came to the corner and turned to starboard to cross and saw the other vessel travelling at speed and they have collided. As a result, he has hurt his shoulder, he has reported the matter to the Yeppoon Hospital and has seen his doctor, however, his injury does not require him to cease work. (Conversation recorded).

In regards to both [redacted] both were asked if they knew the COLREGS and the rules of travelling on the water. Both advised they knew they should travel as far as practicable to the starboard side of a water way. Both were not aware of the COLREGS. Both were given information in regards to COLREGS and where to find the rules on the internet.

In regards to this matter, both operators were travelling on the incorrect side of a narrow channel being Water Way Creek, Corio Bay. It would appear that [redacted] was travelling at a speed that was unsafe for the conditions of the waterway he was travelling in.

In regards to the COLREGS, both operators have failed in their obligations breaching rules of the COLREGS Rules 5 Lookout, Rule 6 Safe Speed and Rule 9 Narrow Channels. There could also be a breach of sec 43 TOMSA in regards to Safety Obligations.

In regards to this matter, both operators have breached the COLREGS as described in the above. r_RTI-352 - Release.pdf - Page Number: 27 of 31

Both operators understand that they were on the incorrect side of the water way at the time of the incident and both had made admissions of this. Even though there is enough evidence to summons both operators due to their actions, it would

30TH January 2018



Our ref CN42698
Your ref
Enquiries

Department of
Transport and Main Roads
Maritime Safety Queensland

not relevant

Dear Sir/Madam

Re: Marine Incident Report — Waterpark Creek, Corio Bay -- 21-12-2017

I am writing to you about a marine incident GSG42827 when your vessel, Queensland Registration EU844Q was involved in a collision with another vessel, Queensland Registration ZX022Q in an area convenient to Waterpark Creek, Corio Bay.

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

This incident serves to highlight why the COLREGS exist, despite what may appear to be a "freak incident" in an isolated waterway, this collision was avoidable. This incident had the very strong possibility of being a double fatality as a result of the decision made by both masters to disregard the COLREGS and ultimately their personal safety.

Having taken into consideration the nature of the investigation, the recommendation of the investigating officer, the severity of the damage caused to both vessels and the documented lack of knowledge displayed by both parties, the decision NOT to take formal action has been made.

This is not a decision which was taken lightly and a repeat event of a similar nature will without question result in a formal referral with a view to prosecution.

The safety of your vessel, your person and the safety of other boat users is and should always remain paramount. If you have doubts about your personal knowledge and capabilities towards the COLREGS I would strongly encourage you to seek out literature and/or additional training with a view to protecting yourself from critical scrutiny in the event of another marine incident.

Please ensure that you take better care of your personal safety and vessel when you return to the water for future recreational activities.

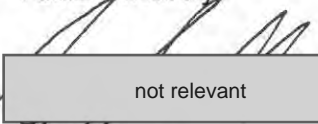
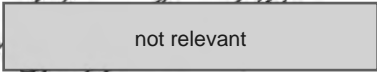
Maritime Safety Queensland
Marine Operations
Compliance Department
Floor 2
61 Mary Street Brisbane Queensland 4000

Telephone +61 7 3066 4083
Facsimile +61 7 3066 3920
Website www.tmr.qld.gov.au
Email barry.j.purnell@msq.qld.gov.au
ABN 39 407 690 291

If you have any questions at all, please contact Marine Officer Leon Mckenzie on telephone **07 4971 5200**.

I wish you safe boating in the future.

Yours sincerely,

Barry Purnell
Acting Senior Investigations Officer

Released under RTI - DTMR

30TH January 2018



Queensland
Government

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In addition to the collision, the investigating officer has also drawn reference to the speed at which your vessel was travelling at prior to collision, specifically in relation to the narrow nature of the waterway. I would ask that when considering an operating speed for future excursions you also consider risk assessing the likelihood of danger and proximity of vessels seen or unseen.

Please ensure that you take better care of your personal safety and vessel when you return to the water for future recreational activities.

If you have any questions at all, please contact Marine Officer Leon Mckenzie on telephone **07 4971 5200**.

I wish you safe boating in the future.

Yours sincerely




not relevant

Barry Purnell
Acting Senior Investigations Officer

Released under RTI - DTMP