

Item

ITEM DETAILS			
Item ID:	39843 - MOS	Item Type:	Email
Date Created:	09/04/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - MSC348-2018		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

MSC348-2018

Subject MSC348-2018
From Anthony.Z.Loveridge@msq.qld.gov.au
To NR
Cc
Bcc
Sent 9/04/2019 10:12:01 AM
Attached

Good Morning

I'm sorry that I missed your phone call on Thursday 4 April at 2:23pm. As stated in the Maritime Safety Queensland (MSQ) closure letter dated 21 January 2019, the other

vessel involved in the Marine Incident was operating as a Domestic Commercial Vessel (DCV). Marine incidents which involve DCV's, such as this incident, fall under the jurisdiction of the Australian Maritime Safety Authority (AMSA).

MSQ are unable to make comment on DCV related matters nor can MSQ provide comment regarding AMSA investigations. If you require further information regarding the marine Incident please contact AMSA on 1800 627 484, or via AMSA.gov.au.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949603 | M:

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

www.msq.qld.gov.au

Released under RTI - DDMR

Item

ITEM DETAILS

Item ID:	39842 - MOS	Item Type:	Email
Date Created:	09/04/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Automatic reply: MSC348-2018		

Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]

Author:		Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			

Action Officer:		Last Movement Date:	09/04/2019
Home Location:	Hervey Bay - Records		

SECURITY & ACCESS

Security Classification:	SECURITY-IN-CONFIDENCE	
Security Access:	MSQ.DMS.Secure.Urangan.MS ID	

ADDITIONAL INFORMATION

Description / Additional Info:	

DOCUMENT CONTENTS

Automatic reply: MSC348-2018

Subject Automatic reply: MSC348-2018
From NR [redacted]
To Anthony.Z.Loveridge@msq.qld.gov.au
Cc
Bcc
Sent 9/04/2019 10:13:01 AM
Attached

Hi there. I am currently away from the branch commencing 5/4/19. I will not be returning until Tuesday 23/4/2019. PI [redacted] from my office will be monitoring my in-box and will deal with any matters pending my return.

Item

ITEM DETAILS			
Item ID:	39858 - MOS	Item Type:	Email
Date Created:	18/06/2018	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE	Incident report.	
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

RE: J

Subject RE Incident report.
From Anthony.Z.Loveridge@msq.qld.gov.au
To NR
Cc
Bcc
Sent 18/06/2018 8:37:30 AM
Attached

Hi

Thanks for the Email.

None of the photos are showing or accessible.

Can you please resend in a different format?

Regards

Anthony

Anthony Loveridge

Marine Officer

Maritime Safety Queensland | Department of Transport and Main Roads

Buccaneer Avenue

Hervey Bay Qld 4655

P: (07) 41949600 | F: (07) 41949650

M: NR

E: anthony.z.loveridge@msq.qld.gov.au

W: www.msq.qld.gov.au

From

[mailto:NR]

Sent: Sunday, 17 June 2018 7:14 PM

To: Anthony Z Loveridge <Anthony.Z.Loveridge@msq.qld.gov.au>

Subject: Incident report.

Hi Anthony,

Attached are the discussed photos.

Kind regards,

Released under RTI - DTMR

Item

ITEM DETAILS			
Item ID:	39855 - MOS	Item Type:	Email
Date Created:	20/06/2018	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incident Report -		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:		Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

RE: Marine Incident Report -

Subject RE: Marine Incident Report -
From NR
To Anthony.Z.Loveridge@msq.qld.gov.au
Cc
Bcc
Sent 20/06/2018 6:03:25 PM
Attached

Thanks for confirming same Anthony.

-----Original Message-----

From: Anthony Z Loveridge [<mailto:Anthony.Z.Loveridge@msq.qld.gov.au>]
Sent: Wednesday, 20 June 2018 4:28 PM
To: NR
Subject: RE: Marine Incident Report

Thanks.
Received the photos

Anthony
Anthony Loveridge
Marine Officer
Maritime Safety Queensland | Department of Transport and Main Roads

Buccaneer Avenue
Hervey Bay Qld 4655
P: (07) 41949600 | F: (07) 41949650
M: NR
E: anthony.z.loveridge@msq.qld.gov.au
W: www.msq.qld.gov.au

-----Original Message-----

From: NR
Sent: Wednesday, 20 June 2018 4:25 PM
To: Anthony Z Loveridge <Anthony.Z.Loveridge@msq.qld.gov.au>
Subject: Marine Incident Report -

Hi Anthony,

Sorry for the delay in providing the attached photographic evidence we have of the vessel and the damage caused.

These photos are not showing the complete picture of all damage but is all I have on file at this stage.

We are yet to deliver boat to the repairer for a quotation for repairs but will be doing this asap.

If you need anything further don't hesitate to email me.

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Released under RTI - DTPMR

Item

ITEM DETAILS			
Item ID:	39856 - MOS	Item Type:	Email
Date Created:	20/06/2018	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incident Report -		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

RE: Marine Incident Report -

Subject RE: Marine Incident Report -
From Anthony.Z.Loveridge@msq.qld.gov.au
To NR
Cc
Bcc
Sent 20/06/2018 4:28:24 PM
Attached

Thanks.
 Received the photos

Anthony

Anthony Loveridge
Marine Officer
Maritime Safety Queensland | Department of Transport and Main Roads

Buccaneer Avenue
Hervey Bay Qld 4655
P: (07) 41949600 | F: (07) 41949650
M: NR
E: anthony.z.loveridge@msq.qld.gov.au
W: www.msq.qld.gov.au

-----Original Message-----

From: [mailto:NR]
Sent: Wednesday, 20 June 2018 4:25 PM
To: Anthony Z Loveridge <Anthony.Z.Loveridge@msq.qld.gov.au>
Subject: Marine Incident Report -

Hi Anthony,

Sorry for the delay in providing the attached photographic evidence we have of the vessel and the damage caused.

These photos are not showing the complete picture of all damage but is all I have on file at this stage.

We are yet to deliver boat to the repairer for a quotation for repairs but will be doing this asap.

If you need anything further don't hesitate to email me.

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Item

ITEM DETAILS			
Item ID:	39857 - MOS	Item Type:	Email
Date Created:	20/06/2018	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Marine Incident Report -		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:		Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

Marine Incident Report -

Subject Marine Incident Report -
From NR
To Anthony.Z.Loveridge@msq.qld.gov.au
Cc
Bcc
Sent 20/06/2018 4:24:37 PM
Attached



Hi Anthony,

Sorry for the delay in providing the attached photographic evidence we have of the vessel and the damage caused.

These photos are not showing the complete picture of all damage but is all I have on file at this stage.

We are yet to deliver boat to the repairer for a quotation for repairs but will be doing this asap.

If you need anything further don't hesitate to email me.

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Item

ITEM DETAILS			
Item ID:	36810 - MOS	Item Type:	Email
Date Created:	27/06/2018	Project ID:	
Date Captured:	27/06/2018	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Copy of Initial Marine Incident Report - Master - 13/06/18		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	ApeosPort-V C3373 T2	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	27/06/2018
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

Scan Data from FX-D79E96

Subject Scan Data from FX-D79E96
From HERM-MSQ-XER-APC3373@tmr.qld.gov.au
To kristine.m.dale@msq.qld.gov.au
Cc
Bcc
Sent 27/06/2018 12:02:13 PM
Attached



27062018120213-0001.pdf

Number of Images: 6
Attachment File Type: PDF

Device Name: ApeosPort-V C3373 T2
Device Location:

Released under RTI - DTMR



This is the approved form to report a marine incident in Queensland. A ship's master must report a marine incident to a shipping inspector within 48 hours of the incident taking place, 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: 30/05/18 Time: 1.00 pm Body of water/Landmark: RIVER HEADS BOAT RAMP

Location: [] Inland waters (non-tidal) [x] Smooth waters [] Partially smooth waters [] Offshore Latitude: Longitude:

Type of incident

Collision: [x] between ships [] with a fixed object [] with a floating object [] with an animal [] with an overhead obstruction [] with a submerged object [] with a wharf
Grounding: [] unintentional [] intentional
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
Onboard incident: [] fall within ship [] crushing or pinching [] other onboard incident
[] Capsizing [] Swamping [] Flooding [] Person overboard [] Loss of stability [] Fire [] Explosion [] Structural/equipment failure [] Loss of ship 1

Incident Severity Rating

[] Fatality Number of persons [] Serious injury 2 Number of persons [] Ship lost 3 [] Damage to property only 4 [] Ship damaged [x] No damage
2 Requiring admission to hospital 3 Economic write-off or not recovered 4 No damage to any ships

Environmental conditions

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

Ships involved

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

Own ship
Name of ship: BARCE
Official registration number: XE 208Q Registering authority: Queensland
Length (metres): 9 Beam (metres): 3-6 Year built: 1990's
Number of passengers on board: NIL Number of crew on board: 3 INC MYSELF
Registration type: [x] Queensland Regulated ship

Other ship
Name of ship: UNKNOWN
Official registration number: UNKNOWN Registering authority: UNKNOWN
Length (metres): 4 to 5m Beam (metres): 2m? Year built: Unknown
Number of passengers on board: NIL Number of crew on board: NIL
Registration type: [x] Queensland Regulated ship

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

Office use only
File number: Caseman number: Received by (full name): NR
Received on: 15 JUN 2018

Ships involved - continued

Own ship

Ship description

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

BARGE

Engine

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

Number of engines Total engine power

1 6 Litre Ford ^{HP}

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

1 UNKNOWN ^{HP} _{KW}

Hull material

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

LIFELIGHT LTD

Dedicated person ashore/operations manager (commercial only)

PRIVATE VESSEL

Telephone (business hours)

PI

Telephone (after hours)

Address

PI

Email address

PI

Master's details

Master's name

Gender

- Male Female

Date of birth

PI

Licence type and grade (for example, Master 5)

POWER BOAT

Licence number

PI

Issuing authority

Queensland

Issue date

? / ? / 1989

Expiry date (if applicable)

07/01/2020

Telephone (business hours)

PI

Telephone (after hours)

PI

Address

PI

Email address

PI

Other ship

Ship owner's details

Owner's name

UNKNOWN

Dedicated person ashore/operations manager (commercial only)

UNKNOWN

Telephone (business hours)

UNKNOWN

Telephone (after hours)

UNKNOWN

Address

UNKNOWN

Email address

UNKNOWN

Master's details

Master's name

UNKNOWN

Gender

- Male Female

Date of birth

UNKNOWN

Licence type and grade (for example, Master 5)

UNKNOWN

Licence number

UNKNOWN

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

UNKNOWN

Telephone (after hours)

Address

UNKNOWN

Email address

UNKNOWN

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role
 Crewmember Passenger Master (details as above)

Name

Gender Male Female Date of birth
 PI

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable)

Telephone (business hours) Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role
 Crewmember Passenger Master (details as above)

Name

Gender Male Female Date of birth

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable)

Telephone (business hours) Telephone (after hours)

Address

Email address

Witnesses

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

Deceased or injured person

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

Name

Gender Male Female Date of birth

Address

Telephone Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury Name of hospital

Activity of injured or deceased person

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

Deceased or injured person

Name

Gender Male Female Date of birth

Address

Telephone Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury Name of hospital

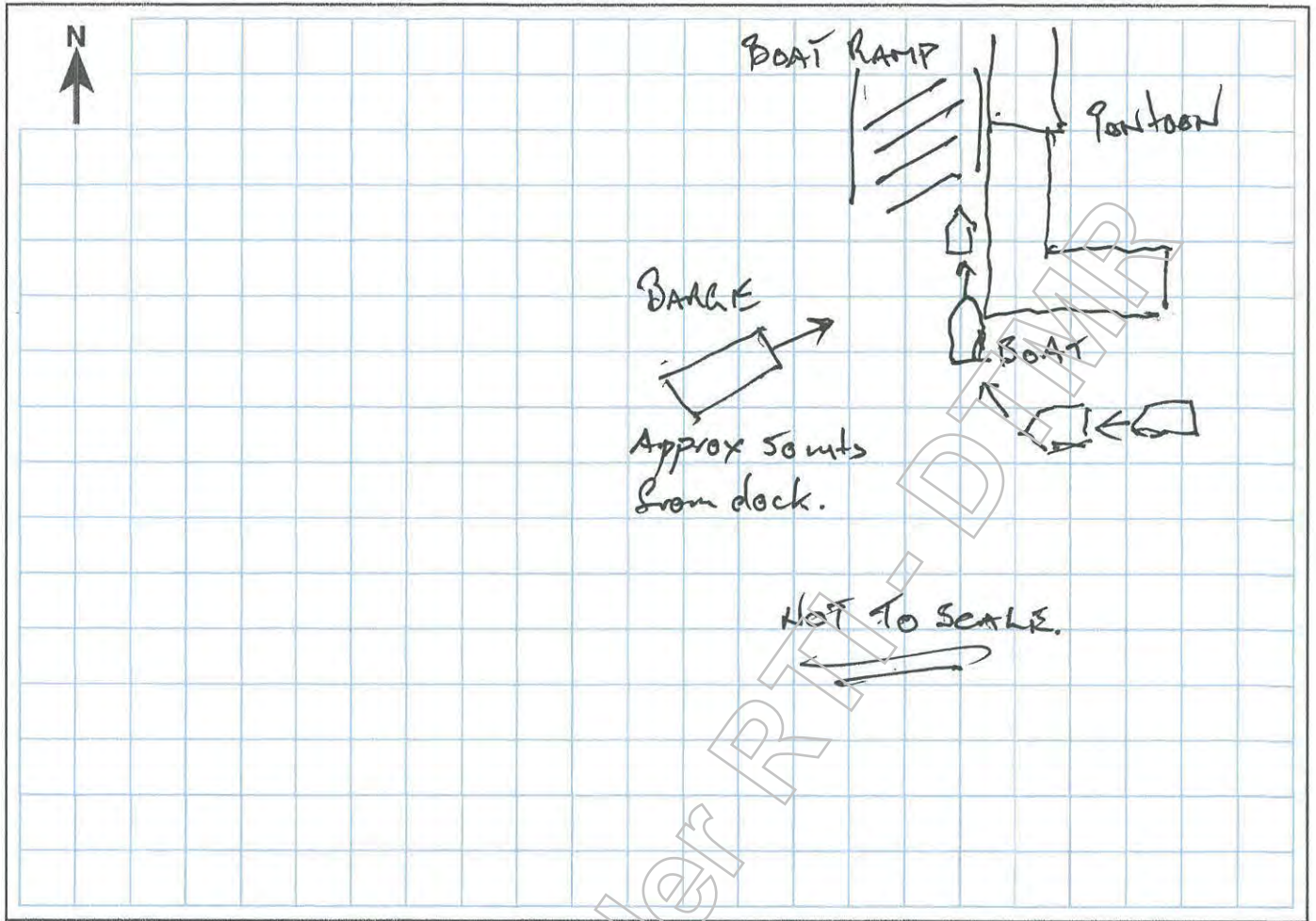
Activity of injured or deceased person

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

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

Report details

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



Owner's/Master's report Please see ATTACHED.

Assistance rendered/received at incident NIL REQUIRED.

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

Signature (Owner/Master) ✓ Date 13, 06, 2018

Owner/Master name (please print) _____

Reply to marine incident.

Whilst approaching the River Heads boat ramp, which to the best of my recollection was 30th may at approx 1 pm. I am unsure of the day as at present we have been working in this area up to 6 days per week and one day rolls into the next.

On my approach to the western dock at the pontoon/jetty the other vessel came in from the opposite direction (east) cut across my path and docked at the pontoon.

I was at approx 50 metres from docking when I noticed the vessel approaching the pontoon. The pontoon is an "L" shape design which enables vessels to tie off on a west and south side with small tenders able to tie off on the northern side, tide depending. My thoughts were, given the direction he was travelling, and with my approach from the west he would tie off on the southern end. The operator seemingly oblivious to my approach came around to the western side when I was approx 30 metres from the pontoon, docked disembarked from his boat and walked away from the vessel leaving it in the charge of a child of approx 12 to 14 years of age.

I was committed on a path to the pontoon for a safe docking when he came across my path and docked on an otherwise empty pontoon. His action totally disrupted my approach, which left me no alternative but to immediately reverse engines in an attempt to hold off docking. However there is a strong current from the outgoing tide which creates an eddy at this area. As a vessel of this size and type cannot be stopped or redirected on a "dime" my remedial action resulted in the barge coming offcourse with the current pushing me onto the pontoon directly toward his boat leaving me no alternative but to continue docking but with no margin of error and no time or possibility to take any other action.

I endeavoured desperately to avoid a collision by forwarding and reversing engines to change course but with no room to move, low water and strong current the only course of action left to me was to attempt docking in front of the said vessel whilst calling out to the child to move their boat backwards.

The child did nothing other than look at me bewildered. All it would have taken to avoid this minor collision was for his boat to be moved 1 meter in reverse. I called and called to the child "move the boat, move the boat" but no action was taken.

After I had docked the owner reappeared quite agitated and demanded to know what I was going to do about his boat. I tried to explain to him that he'd cut across my path and destroyed my approach for a safe docking and that if the child had moved the boat back one metre no collision would have occurred. His response was "he doesn't have a licence" to which I replied the child didn't need one to push the boat backwards. He then told me that this was a "boat" ramp in a manner which made me think he thought it was for boats and no others. To which I tried to explain the barge is also a boat and you can't just cut in front of a vessel of this size and expect it to be able to manoeuvre with the ease of a "tinny". At this point the "fellow" became more agitated and started to film myself and my vessel on his phone, then spent some time talking on the phone to I don't know who.

I reported the incident to my immediate supervisor who was at the scene within 15 minutes of the incident. This "fellow" had by then, loaded his vessel on to the trailer and with some very choice language aimed at myself and my immediate supervisor left the scene without giving me any details

as to who he was, his address, his phone number, no information from which I could follow up at any length.

My supervisor left it to my discretion as to what should be done but without the other parties details and as no significant damage had been done to either vessel and no persons injured, although I was left shaken by his attitude and actions I dismissed the event and carried on with my duties.

Witnesses.

PI



Released under RTI - DTMR

Item

ITEM DETAILS			
Item ID:	36811 - MOS	Item Type:	Email
Date Created:	27/06/2018	Project ID:	
Date Captured:	27/06/2018	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Copy of Initial Marine Incident Report - Master - 15/06/18		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	ApeosPort-V C3373 T2	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	27/06/2018
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

Scan Data from FX-D79E96

Subject Scan Data from FX-D79E96
From HERM-MSQ-XER-APC3373@tmr.qld.gov.au
To kristine.m.dale@msq.qld.gov.au
Cc
Bcc
Sent 27/06/2018 12:02:25 PM
Attached



27062018120225-0001.pdf

Number of Images: 6
Attachment File Type: PDF

Device Name: ApeosPort-V C3373 T2
Device Location:

Released under RTI - DTMR



15 JUN 2018

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

Position of incident

Date: 21/6/18 Time: 10 am Body of water/Landmark: RIVER HEADS BOAT RAMP

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

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
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
Onboard incident: fall within ship crushing or pinching other onboard incident
Capsizing, Swamping, Flooding, Person overboard, Loss of stability, Fire, Explosion, Structural/equipment failure, Loss of ship

Incident Severity Rating

Fatality: Number of persons: Serious injury: Number of persons: Ship lost: Ship damaged: Damage to property only: No damage:
2 Requiring admission to hospital 3 Economic write-off or not recovered 4 No damage to any ships

Environmental conditions

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

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

Own ship
Name of ship:
Official registration number: YZ 650 Q Registering authority: QLD TRANSPORT
Length (metres): 5.2 m Beam (metres): Year built: 2017
Number of passengers on board: 2 Number of crew on board:
Registration type: Queensland Regulated ship

Other ship
Name of ship:
Official registration number: XE 208 Q Registering authority: QLD TRANSPORT
Length (metres): 9 m Beam (metres): Year built:
Number of passengers on board: Number of crew on board: 3
Registration type: Queensland Regulated ship

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

Office use only
File number: Caseman number: Received by (full name): NR
15 JUN 2018
Received on: / /
Continued over p
HERVEY BAY

Own ship

Ship description

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

Engine

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

Number of engines: Total engine power: HP/KW

Hull material

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

Damage to ship

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

Other ship

Ship description

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

SMALL BARGE

Engine

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

Number of engines: Total engine power: HP/KW

Hull material

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

Damage to ship

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

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

NR

Email address

NR

Master's details

Master's name

Gender

- Male
- Female

Date of birth

NR

Licence type and grade (for example, Master 5)

OPEN RMDL

Licence number

NR

Issuing authority

Queb GOVERNMENT

Issue date

8/11/2021

Expiry date (if applicable)

24/1/2022

Telephone (business hours)

NR

Telephone (after hours)

NR

Address

NR

Email address

NR

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

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

NR

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

NR

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?

MASTER

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

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

Deceased or injured person

Name

Gender

Male Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

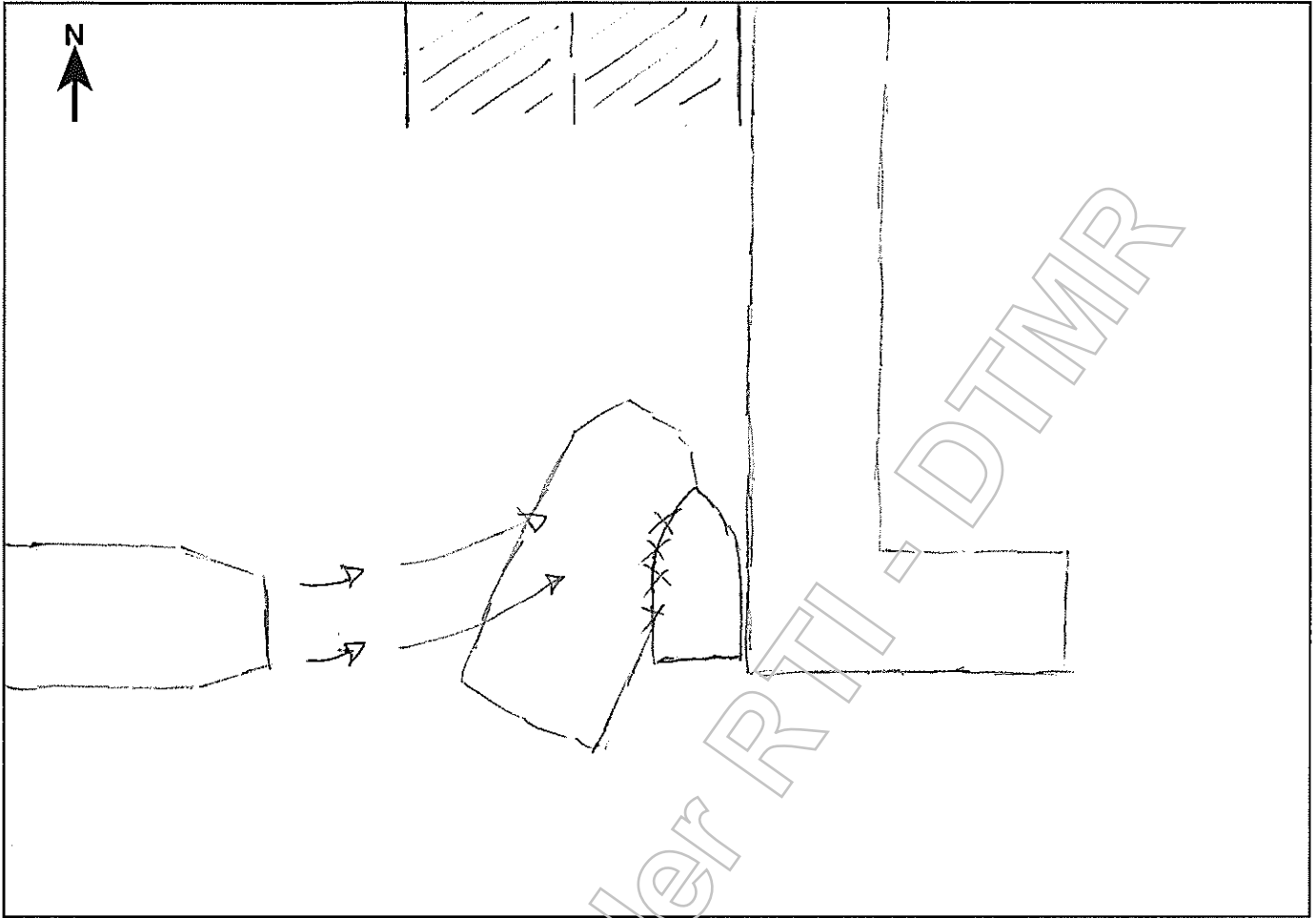
Activity of injured or deceased person

- Person in charge (Master)
- Person at helm
- Crew
- Passenger on vessel
- Water-skier
- Surfboard/surf-ski rider
- Swimmer
- Para-flier
- Diver
- 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 Our boat was positioned at the end of the pontoon whilst being held. The other vessel approached from the west, attempting to pull up along side the pontoon, however miscalculated the entrance colliding with the left side of our ~~boat~~ boat causing significant force compressing the ~~boat~~ boat into the pontoon and eventually lifting the boat up. I approached the man in charge of the vessel wanting to discuss the incident. However he would refuse to talk to me other than saying we should have moved our boat. As represented in the diagram, we were unable to move our boat further down, nor was there time to do so.

Assistance rendered/received at incident

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

Signature (Owner/Master)

NR

Date 15, 06 18

Owner/Master name (please print)

Released under RTI - DTMR

Item

ITEM DETAILS			
Item ID:	39848 - MOS	Item Type:	Email
Date Created:	17/01/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.4		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.4

Subject RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.4
From Anthony.Z.Loveridge@msq.qld.gov.au
To MSQCompliance@msq.qld.gov.au
Cc
Bcc
Sent 17/01/2019 12:04:50 PM
Attached



<https://www.service.qdot.qld.gov/Detail>

df

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

 <https://www.service.qdot.qld.gov/co/details.pdf>

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

Hi Andrea

Here is the emails sent to Tom Parsons AMSA regarding the Marine Incident.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655
(07) 41949600 | M: 
anthony.z.loveridge@msq.qld.gov.au
www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Wednesday, 19 December 2018 11:48 AM

To: Thomas.Parsons (Thomas.Parsons@amsa.gov.au) <Thomas.Parsons@amsa.gov.au>

Cc: Anthony M Macfarlane <Anthony.M.Macfarlane@msq.qld.gov.au>

Subject: Barge Vs Dinghy River Heads Boat Ramp.4

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655
(07) 41949600 | M: 
anthony.z.loveridge@msq.qld.gov.au
www.msq.qld.gov.au

Item

ITEM DETAILS			
Item ID:	39851 - MOS	Item Type:	Email
Date Created:	19/12/2018	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Barge Vs Dinghy River Heads Boat Ramp.4		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

Barge Vs Dinghy River Heads Boat Ramp.4

Subject Barge Vs Dinghy River Heads Boat Ramp.4
From Anthony.Z.Loveridge@msq.qld.gov.au
To Thomas.Parsons@amsa.gov.au
Cc Anthony.M.Macfarlane@msq.qld.gov.au
Bcc
Sent 19/12/2018 11:48:25 AM
Attached



<https://www.service.qdot.qld.gov/Details>

pdf



<https://www.service.qdot.qld.gov/RMD>

df



<https://www.service.qdot.qld.gov/co/details.pdf>



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

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M: NR

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

www.msq.qld.gov.au

Released under RTI - DTMR



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Transport and Main Roads

Transport integrated customer access

Display Individual ▼ Smartcard ▼ Products ▼ Additional Requirements ▼ Online Account Management ▼ Links ▼ About

TCA0001111: DISPLAY SUCCESSFUL

Individual Customer Hub

Customer

Address

Postal

Ind Org Birth Date

ACTIVE

ONLI
08/08/2018
AZLOVER P1

Y D:

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

Type	Reference	Effective

[Add new individual](#)

[Update address](#)

[Update individual details](#)

[eContact details](#)



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Transport and Main Roads

Transport integrated customer access

Display Organisation ▼ Products ▼ Additional Requirements ▼ Links ▼ About

TCA000111I: DISPLAY SUCCESSFUL

Organisation
Customer Hub

Customer ▼ PI LIFELIGHT AUSTRALIA PTY LTD

Address Ind

Postal Org

ACTIVE

ONLI
17/04/2018
AZLOVER P1

Details

ACN 608853676

BN

Date Closed

Date Notified

Qualifications

Type	Reference	Effective

Contact Details

Name PI

Phone PI

- [Vehicle registration hub](#)
- [Driver licence hub](#)
- [Payment](#)
- [Add new organisation](#)
- [Update address](#)



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Transport and Main Roads

Transport integrated customer access

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

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

ONLI
17/04/2018
AZLOVER P1

Clear
Exit

7
H
r

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer ▾	PI	LIFELIGHT AUSTRALIA PTY LTD	<input type="radio"/> Ind	Birth Date	
Address					<input checked="" type="radio"/> Org
Postal					ACTIVE
HIN	AUABD000101QT6	Engine	733F6D	<input checked="" type="radio"/> Ind	Birth Date
Description	9.5M PRIVATE 9.5M CUDDY (1/4) CABIN LAST 1 STEEL			<input type="radio"/> Org	
				ACTIVE	Display

Registration	
CURRENT	Current
Plate	XE208Q 2
Category	REC MOTOR BOAT
Pay Mode	STANDARD
Pay Term (months)	12
Purpose of Use	PRIVATE

Period of Registration		
	Current	Future
Effective	26/09/2017	
Expiry	25/09/2018	
Status	CURRENT	
Concession		

Ship Storage	
Method	MOORED TO PILES
Place	AT OR NEAR PRIV RESIDENCE
Postcode	4655

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



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Transport and Main Roads

Transport integrated customer access

Display Driver Licence ▼ Smartcard ▼ Additional Requirements ▼ Authority ▼ Compare Facial Image... Datacard ▼ Links ▼ About

TCA000111I: DISPLAY SUCCESSFUL

Driver Licence Hub

Customer ▼ PI

Address

Postal

Ind Birth Date

Org

ACTIVE

ONLY
08/08/2018
AZLOVER P1

Status CURRENT

Licence Number Current Type Effective Date Expiry Date

Datacard Future Type Effective Date Expiry Date

Driver Licence Classes

Class	Type
HR	
R	

Marine Licences

Class	Status
PMDL	CURRENT

Conditions

Code	Description

- [Vehicle registration hub](#)
- [Driver licence hub](#)
- [Payment](#)
- [Renew driver licence](#)
- [Issue driver licence](#)
- [Transfer driver licence](#)
- [Upgrade driver licence](#)

Sanctions

Type	Effective Date	Expiry Date

Exemptions

Type	Effective Date	Expiry Date

Item

ITEM DETAILS			
Item ID:	39849 - MOS	Item Type:	Email
Date Created:	17/01/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.6		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.6

Subject RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.6
From Anthony.Z.Loveridge@msq.qld.gov.au
To Andrea.Z.Hanyicskane-Derhan@msq.qld.gov.au
Cc
Bcc
Sent 17/01/2019 12:00:47 PM
Attached



180615_007 Version

MP3

Hi Andrea

Here is the emails sent to Tom Parsons AMSA regarding the Marine Incident.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M:

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

www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Wednesday, 19 December 2018 11:59 AM

To: Thomas.Parsons (Thomas.Parsons@amsa.gov.au) <Thomas.Parsons@amsa.gov.au>

Cc: Anthony M Macfarlane <Anthony.M.Macfarlane@msq.qld.gov.au>

Subject: Barge Vs Dinghy River Heads Boat Ramp.6

Barge Master

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M:

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

www.msq.qld.gov.au

Released under RTI - DTMR

Item

ITEM DETAILS			
Item ID:	39852 - MOS	Item Type:	Email
Date Created:	19/12/2018	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Barge Vs Dinghy River Heads Boat Ramp.		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

Barge Vs Dinghy River Heads Boat Ramp.

Subject Barge Vs Dinghy River Heads Boat Ramp.
From Anthony.Z.loveridge@msq.qld.gov.au
To Thomas.Parsons@amsa.gov.au
Cc Anthony.M.Macfarlane@msq.qld.gov.au
Bcc
Sent 19/12/2018 11:30:30 AM
Attached



MIR Barge.pdf



MIR Quintrex.pdf



180615_005 Version



180615_007 Version

3

180615_00



P3

Good Morning Tom

As per our phone conversation this morning I spoke with MSI Darryl Dorrton, Darryl gave me Kevin Schindler's details.

Kev said to contact you with the details.

A QRS YZ650Q was struck while on the pontoon by QRS XE208Q.

XE208Q is a 9m Landing barge. It is being operated by Cornelius Builders to transport building materials to Kangaroo island to build a house for the owners of the Island and the Barge, Lifelight Australia.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M:

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

www.msq.qld.gov.au

Released under RTI - DIMR

Item

ITEM DETAILS			
Item ID:	39847 - MOS	Item Type:	Email
Date Created:	17/01/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q - Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]
ACTIONS & OWNERSHIP			
Author:	Anthony Z Loveridge	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Urangan Operations		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019
SECURITY & ACCESS			
Security Classification:	SECURITY-IN-CONFIDENCE		
Security Access:	MSQ.DMS.Secure.Urangan.MS ID		
ADDITIONAL INFORMATION			
Description / Additional Info:			

DOCUMENT CONTENTS

RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.

Subject RTI-88 FW: Barge Vs Dinghy River Heads Boat Ramp.
From Anthony.Z.Loveridge@msq.qld.gov.au
To MSQCompliance@msq.qld.gov.au
Cc
Bcc
Sent 17/01/2019 12:07:24 PM
Attached



MIR Barge.pdf



MIR Quintrex.pdf



180615_005 Versio

MP3



180615_007 Version

P3

180615_00



P3

Hi Andrea

Here is the emails sent to Tom Parsons AMSA regarding the Marine Incident.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M:

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

www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Wednesday, 19 December 2018 11:31 AM

To: Thomas.Parsons (Thomas.Parsons@amsa.gov.au) <Thomas.Parsons@amsa.gov.au>

Cc: Anthony M Macfarlane <Anthony.M.Macfarlane@msq.qld.gov.au>

Subject: Barge Vs Dinghy River Heads Boat Ramp.

Good Morning Tom

As per our phone conversation this morning I spoke with MSI Darryl Dorrton, Darryl gave me Kevin Schindler's details.

Kev said to contact you with the details.

A QRS YZ650Q was struck while on the pontoon by QRS XE208Q.

XE208Q is a 9m Landing barge. It is being operated by Cornelius Builders to transport building materials to Kangaroo island to build a house for the owners of the Island and the Barge, Lifelight Australia.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M:

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

www.msq.qld.gov.au

Item

ITEM DETAILS

Item ID:	39845 - MOS	Item Type:	Email
Date Created:	21/01/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: MSC348		

Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]

ACTIONS & OWNERSHIP

Author:	Matthew Z Larney	Corporate Author:	
Author Title / Position:	Temporary Senior Investigations Officer	Complaint Classification:	
Business Unit:	Compliance		
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019

SECURITY & ACCESS

Security Classification:	SECURITY-IN-CONFIDENCE	
Security Access:	MSQ.DMS.Secure.Urangan.MS ID	

ADDITIONAL INFORMATION

Description / Additional Info:	

DOCUMENT CONTENTS

RE: MSC348

Subject RE: MSC348
From Matthew.Z.Larney@msq.qld.gov.au
To Anthony.Z.Loveridge@msq.qld.gov.au
Cc
Bcc
Sent 21/01/2019 10:25:58 AM
Attached



CLOSURE LETTER

doc



CLOSURE LETTER

doc



image001.jpg

Perfect, I just made a tiny change.

Cheers

Matt

Matt Larney

A/Manager Compliance | Maritime Safety Queensland
Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane Qld 4000

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3979 | F: (07) 30663920

M: NR

E: matthew.z.larney@msq.qld.gov.au

W: www.msq.qld.gov.au

From: Anthony Z Loveridge

Sent: Monday, 21 January 2019 10:16 AM

To: Matthew Z Larney <Matthew.Z.Larney@msq.qld.gov.au>

Subject: MSC348

Hi Matt

As per our discussion,

Here is the closure letter to the parties involved for your review.

Kind Regards

Anthony Loveridge

Marine Officer | Gladstone South

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

Buccaneer Drive | Hervey Bay Qld 4655

(07) 41949600 | M: NR

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

www.msq.qld.gov.au

Our ref MSC348
Your ref MSQ 23710-2018
Enquiries Anthony Loveridge (07) 4194 9603

Department of
Transport and Main Roads
Maritime Safety Queensland

21 January 2019

Dear Sir,

Re: Marine Incident Report – YZ650Q –Collision Between Ships –River Heads – 2 June 2018

I refer to the marine incident involving a collision between ships in which you were involved on 2 June 2018.

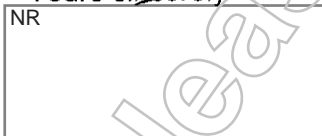
Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours sincerely

NR


Anthony MacFarlane
Area Manager (Gladstone South)
Maritime Safety Queensland

Maritime Operations Base
Buccaneer Avenue
Urangan, Queensland, 4655

Telephone +61 7 4194 9602
Website www.msq.qld.gov.au
Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291



Queensland
Government

Our ref MSC348
Your ref MSQ 23710-2018
Enquiries Anthony Loveridge (07) 4194 9603

Department of
Transport and Main Roads
Maritime Safety Queensland

21 January 2019

Dear Sir,

**Re: Marine Incident Report – BARGE XE208Q –Collision Between Ships –River Heads
– 2 June 2018**

I refer to the marine incident a Collision Between Ships in which you were involved on 2 June 2018

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

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Telephone +61 7 4194 9602
Website www.msq.qld.gov.au
Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291

Item

ITEM DETAILS

Item ID:	39862 - MOS	Item Type:	Photograph
Date Created:	09/04/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	SMS to		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]

ACTIONS & OWNERSHIP

Author:	Anthony LOVERIDGE	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019

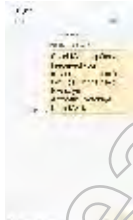
SECURITY & ACCESS

Security Classification:	SECURITY-IN-CONFIDENCE	
Security Access:	MSQ.DMS.Secure.Urangan.MS ID	

ADDITIONAL INFORMATION

Description / Additional Info:	

DOCUMENT CONTENTS



Screenshot_20190409-104117.png

Ringtone



SIVIS/MIVIS

Monday, 8 April 2019

Good Morning [REDACTED]
I received your
message this morning.
I will call in the next
few days.
Anthony Loveridge
from MSQ.

9:29 am

Released under RTI-DTMR



Enter message



SEND

Item

ITEM DETAILS

Item ID:	39202 - MOS	Item Type:	Investigation
Date Created:	30/01/2019	Project ID:	
Date Captured:	30/01/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Marine Incident MSC348-2018		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]

ACTIONS & OWNERSHIP

Author:	Anthony LOVERIDGE	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	30/01/2019

SECURITY & ACCESS

Security Classification:	SECURITY-IN-CONFIDENCE	
Security Access:	MSQ.DMS.Secure.Urangan.MS ID	

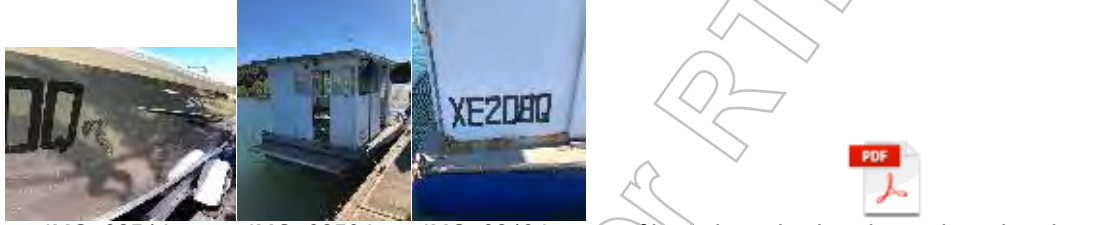
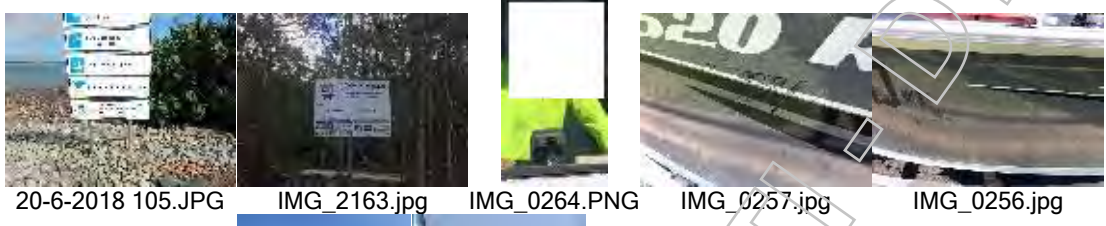
ADDITIONAL INFORMATION

Description / Additional Info:	

DOCUMENT CONTENTS

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

IMG_0493.JPG 20-6-2018 124.JPG 20-6-2018 123.JPG 20-6-2018 122.JPG 20-6-2018 121.JPG
 20-6-2018 120.JPG 20-6-2018 119.JPG 20-6-2018 118.JPG 20-6-2018 117.JPG 20-6-2018 116.JPG



Simple investigation plan and running sheet.pdf

File note 19-6-2018.pdf
Elements of offence.pdf

https www.service.qdot.qld.govRMD df

https www.service.qdot.qld.govDetail pdf File note 19-6-2018.docx

Elements of offence.docx 180615_008

180615_007 Version P3 RE Marine Incident Form.msg MIR Quintrex.pdf

MIR Barge.pdf Marine Incident.msg

Marine incident Report Ben Lineburg.msg

Marine Incident Investigation Report MSC348-2018.pdf



180615_006 Phone Cal
Not Relevant

P3



Simple investigation plan and running sheet.docx



180615_005 Versi

MP3

Released under RTI - DT

Maritime Safety Queensland

Investigation Plan and Running Sheet



Marine Incident Number	MSQ23710-2018
Lead Investigator	Anthony Loveridge
Situation/Background of the Investigation: <i>Time 10:30</i> <i>Date 2-6-2018</i> <i>Place River Heads Boat Ramp, Hervey Bay</i>	
Legislation	Possible Offence
TOMPA AMSA	Unsafe Operation Operate without COO, CoS
Planned investigation activities: Version master Quintrex Version Master of Barge Version Witness Photograph Location of incident.	

Area Manager Approval:

Date:

Date	Time	Officer	Actions
		AL	Received notification of incident from AM
		AL	Spoke with Operator of barge asking for MIR
		AL	Received MIR Renegade Took Version
12-6-2018		AL	Emailed Marine Incident form to ^{PI} [Redacted] Construction Manager Cornelius Builders.
15-6-2018		AL	Received MIR Master Barge Took Version
		AL	Contacted Witness
19-6-2016	14:00	AL	Took Version from Independent witness
20-6-2018	16:15	AL	Contacted crew Renegade for apt 08:00 Friday 22-6
20-6-2018	16:20	AL	Spoke with [Redacted] regarding photos of incident.
	16:25		Received photos of incident
21-6-2016	12:00	AL	Took Photos of ramp and surrounds
22-6-2018	10:35	AL	contacted council re use of ramp Brook Broadstock 1300794929 Unavailable
30-7-2018	13:43	AL	Received Email from FCRC Re no permission for Lifelight to use ramp.
8-8-2018	14:40	AL	Downloa [Redacted] details TICA
19-11-2018		AL	contacted MSI Darryl Dorrn regarding sending information to AMSA regarding breach of National Law
19-12-2018			Contacted Kevin Schindler regarding sending report to AMSA, Kevin said to forward to Thomas Parsons
19-12-2018		AL	Emailed details of incident to AMSA Thomas Parsons.
19-12-2018	15:15	AI	Completed MSID and closed file

Date	Time	Officer	Actions

<i>Offence</i>	Sources of Information								
Element	master of other vessel	Witness	Marine Incident report	Master version	Registration	Licence	Definition from the Act	Photos	ASIC Extract
Time Date Place 2-6-2018			Yes	Yes				Yes	
a Person	Yes	Yes	Yes	Yes		Yes		Yes	
A vessel			Yes	Yes	Yes		Vessel means a craft for use, or that is capable of being used, in navigation by water, however propelled or moved, and includes an air cushion vehicle, a barge, a lighter, a submersible, a ferry in chains and a wing in ground effect craft.	Yes	

Domestic Commercial Vessel				Yes			Domestic commercial vessel means a vessel that is for use in connection with a commercial, governmental or research activity.	
Not owned by a School/ Community Group Defence, foreign Vessel					Lifelight Australia			Company Details

Released under RTI - 501MR

File note

File number MSQ23710-2018

Subject **Marine Incident River Heads Barge Vs Quintrex**

Author Anthony Loveridge
Marine Officer

Date 19 June 2018

-
- Marine Incident Occurred between Barge and Quintrex Runabout approximately 2-6-2018.
 - Barge is owned by Lifelight Australia, who own Kangaroo Island, Refer Attached File Note.
 - The master of the barge is PI rom Cornelius Builders, who is borrowing the barge from the owner, to transport equipment to the build the house.
 - provided a version of events to MO Loveridge regarding the incident.
 - MO Loveridge, prior to taking version provided a warning to in the form of " just to let you know I will be recording this conversation and anything that you say may be used against you in court."
 - ersion was vastly different to the version given by the other master and an independent witness, including dates and time and occurrence.
 -

29 June 2018



PI

Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon - River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR

Anthony Macfarlane
Area Manager - Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland
Urangan

Buccaneer Avenue
Urangan Qld 4655
ABN 39 407 690 291

Our ref MSQ23710-2018
Your ref
Enquiries Anthony Loveridge
Telephone +61 7 07 41949600

Website www.msq.qld.gov.au
Email Urangan.marine@msq.qld.gov.au

29 June 2018



Queensland
Government

Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon - River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR


Anthony MacFariane
Area Manager - Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland
Urangan

Buccaneer Avenue
Urangan Qld 4655
ABN 39 407 690 291

Our ref MSQ23710-2018
Your ref
Enquiries Anthony Loveridge
Telephone +61 7 07 41949600

Website www.msq.qld.gov.au
Email Urangan.marine@msq.qld.gov.au



**Queensland
Government**

Marine & Pollution Incident Investigation Report

Title:

Barge Vs Dinghy River Heads
Collision Between Ships

Incident date: 02/06/2018

Category: Category 3

CaseMan no: MSC348-2018
(N/A for TOMPA incidents)

Investigator	Anthony Loveridge
Position	MARINE OFFICER
Division	Maritime Safety Queensland
Regional office	Bundaberg
Address	Buccaneer Ave Urangan
Contact number	(07) 4194-9603
Email	anthony.z.loveridge@msq.qld.gov.au
Report date	19/12/2018

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

Restitution

Example: costs of oil response, damage to beacons, total cost of repairs and so on (attach quotes / invoices to report)

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 :

Owners name:

Owners address:

NR

Ship type:

Recreational

Ship class: Recreational

Ship description:

5.2m Quintrex Renegade

Reg no:

YZ650Q

Boat mark:

RUF:

Registering authority:

TMR

Port of registry:

Registration expiry:

17/04/2019

Length (in metres):

5.4

Beam (in metres):

2.2

Construction:

Aluminium

Engine type:

Outboard

No. of engines: 1

Total power (kW): 85.7

Last monitoring date:

Written direction:

Previous incidents:

Master of ship 1.

Masters name:

Place of birth:

NR

Masters address:

NR

Date of birth:

NR

Home phone:

Mobile phone:

NR

Work phone:

Email address:

NR

Statement/ROI:

Coercive powers used:

Marine licences:

RMDL Current

Add deceased or injured persons on ship 1.

Add inj. person

Remove inj. person

Add crew on ship 1.

Add crew

Remove crew

Name: _____

Address: _____

Phone: _____ Email address:

Statement: Coercive powers used:

Position: Marine licences:

ESS: Employment history:

Crew on ship 1.

Add offence details for person on ship 1.

Add witness

Name: _____

Address: _____

Home phone: Mobile phone Work phone:

Email address: Coercive powers used:

Statement provided: _____

Evidence adopted: _____

Released under
ATIA

Ship 2.

Ship name :	Barge		
Owners name:	Lifelight Ltd		
Owners address:			
Ship type:	Commercial	Ship class:	Class 2
Ship description:	Steel Landing Barge		
Reg no:	XE208Q	Boat mark:	<input type="text"/> RUF: <input type="checkbox"/>
Registering authority:	TMR	Port of registry:	<input type="text"/>
Registration expiry:	25/09/2018		
Length (in metres):	9.5	Beam (in metres):	3 Construction: Steel
Engine type:	Inboard (diesel)	No. of engines:	1 Total power (kW): 89.5
Last monitoring date:	<input type="text"/>	Written direction:	<input type="text"/>
Previous incidents:	<input type="text"/>		

Master of ship 2.

Masters name:	<input type="text"/>	Place of birth:	<input type="text"/>
Masters address:	<input type="text"/>	Date of birth:	<input type="text"/>
Home phone:	<input type="text"/>	Mobile phone:	<input type="text"/>
Email address:	<input type="text"/>	Statement/ROI:	<input type="checkbox"/> Coercive powers used: <input type="checkbox"/>
Marine licences:	RMDL Current		

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 person on ship 2.

Add offence	Remove offence
-------------	----------------

Add witness

Add witness	Remove witness
-------------	----------------

Summary of facts—explain incident & investigations conducted

The Incident

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

Vessel XE208Q, a 9m steel landing barge, was being operated by [redacted] to deliver building materials to a construction site on Kangaroo Island. [redacted] lost control of the vessel as he was making a landing at the River Heads Boat ramp. The Barge struck a 5.2m Quintrex runabout YZ650Q on the port side. The Quintrex was sitting alongside the pontoon at the boatramp, and the Master was in the carpark retrieving the trailer. [redacted] claims that the runabout cut him off and caused the incident. [redacted] a witness said that the runabout had been alongside when the incident occurred. Tide was 1 hour before top of the tide.

The Investigation

AL Received notification of incident from AM
AL Spoke with Operator of barge asking for MIR
AL Received MIR Renegade Took Version
12-6-2018 AL Emailed Marine Incident form to [redacted] Construction Manager Cornelius Builders.
15-6-2018 AL Received MIR Master Barge Took Version
AL Contacted Witness
19-6-2018 14:00 AL Took Version from Independent witness
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8-8-2018 14:40 AL Download [redacted] details TICA
19-11-2018 AL contacted MSI Darryl Dorrn regarding sending information to AMSA regarding breach of National Law
19-12-2018 Contacted Kevin Schindler regarding sending report to AMSA, Kevin said to forward to [redacted]
19-12-2018 AL Emailed details of incident to AMSA
19-12-2018 15:15 AL Completed MSID and closed file

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"/> Insecure mooring |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient crew numbers |
| <input checked="" type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Failure to wear engine kill switch lanyard | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Failure to wear PFD | <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/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"/> Overloading |
| <input type="checkbox"/> Inappropriate instructions to crew—other | <input type="checkbox"/> Poor communications |
| <input type="checkbox"/> Inappropriate instructions to crew—poor communications | <input type="checkbox"/> Poor ship to shore communications |
| <input type="checkbox"/> Inattention | <input type="checkbox"/> Violation of standard procedures |
| <input checked="" type="checkbox"/> Inexperience or lack of knowledge | <input type="checkbox"/> Violation of statutory rules or standards |

Other (human):

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 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. The Quintrex was alongside the pontoon, the master had proceeded to the car park to retrieve trailer.
2. The barge struck the Quintrex on the port side whilst approaching the Ramp.
3. the barge is recreationally registered and performing commercial duties.
4. The master of the Barge has a recreational Marine Drivers Licence.

Conclusions

The Quintrex was alongside and had been there long enough for the master to get to the carpark.
The barge approach to the pontoon or ramp too fast for the conditions.
The barge masters actions contributed to the incident.
Refer to file to AMSA regarding use of recreational vessel for commercial operation.
Refer to file to AMSA regarding Master Operating a Commercial Vessel without appropriate Marine Licence

Released under RTI-DIMR

Completed actions

Acknowledgement letter sent <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached <input type="checkbox"/>
CaseMan file closed or reassigned <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached <input type="checkbox"/>
Marine incident categorised	<input checked="" 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 checked="" 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="text"/>	<input type="checkbox"/>	Attached <input type="checkbox"/>
Other <input type="text"/>	<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"/>	<input type="text"/>

By whom (enter name)

Released Under RTI - DTMP

For consideration by Compliance Section

Further action required—copy of file forwarded for review and prosecution for specified offences.

Report completed by

Name:

Position:

Report endorsed by

Name:

Position:

NR



CaseMan updated by

Name:

Position:

Queensland
Government

15 JUN 2018

Marine Incident Report
Transport Operations (Marine Safety) Act 1994

HERVEY BAY

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

Incident description

Position of incident

Date 30/05/18 Time 1.00 pm Body of water/Landmark RIVER HEADS BOAT RAMP

Location

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

Type of incident

- Capsizing
 Swamping
 Flooding
 Person overboard
 Loss of stability
 Fire
 Explosion
 Structural/equipment failure
 Loss of ship¹

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

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

Incident Severity Rating

Fatality Number of persons
 Serious injury² Number of persons
 Ship lost³ Damage to property only⁴
 Ship damaged No damage

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

Environmental conditions

Weather

Clear Hazy Cloudy Rain Flood

Visibility

Good Fair Poor

Water conditions

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

Wind speed

None Light (1-6kts) Moderate (7-15kts) Strong (16-33kts) Gale (>33kts) Wind coming from UNSURE

Ships involved

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

Own ship

Name of ship BARCE
 Official registration number XE 208Q Registering authority Queensland
 Length (metres) 9 Beam (metres) 3.6 Year built 1990's
 Number of passengers on board NIL Number of crew on board 3 INC MYSELF
 Registration type
 Commercial passenger Commercial fishing
 Commercial non-passenger Commercial hire and drive
 Queensland Regulated ship

Other ship

Name of ship UNKNOWN
 Official registration number UNKNOWN Registering authority UNKNOWN
 Length (metres) 4 to 5m Beam (metres) 2m? Year built Unknown
 Number of passengers on board NIL Number of crew on board NIL
 Registration type
 Commercial passenger Commercial fishing
 Commercial non-passenger Commercial hire and drive
 Queensland Regulated ship

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

Office use only

File number: _____

Caseman number: _____

Received by (full name): _____

NR

Received on: 15 JUN 2018

Continued over page

Forms Area Form F3071 CFD V01 Aug 2016
HERVEY BAY

Ships involved - continued

Own ship

Ship description

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

BARGE

Engine

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

Number of engines Total engine power

1 6 Litre ^{HP} _{KW}

Hull material

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

Damage to ship

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

Other ship

Ship description

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

Engine

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

Number of engines Total engine power

1 UNKNOWN ^{HP} _{KW}

Hull material

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

LIFELIGHT LTD

Dedicated person ashore/operations manager (commercial only)

PRIVATE VESSEL

Telephone (business hours)

PI

Telephone (after hours)

Address

PI

Email address

PI

Master's details

Master's name

Gender

- Male Female

Date of birth

PI

Licence type and grade (for example, Master 5)

POWER BOAT

Licence number

PI

Issuing authority

Queensland

Issue date

? / ? / 1989

Expiry date (if applicable)

07/01/2020

Telephone (business hours)

PI

Telephone (after hours)

PI

Address

PI

Email address

PI

Other ship

Ship owner's details

Owner's name

UNKNOWN

Dedicated person ashore/operations manager (commercial only)

UNKNOWN

Telephone (business hours)

UNKNOWN

Telephone (after hours)

UNKNOWN

Address

UNKNOWN

Email address

UNKNOWN

Master's details

Master's name

UNKNOWN

Gender

- Male Female

Date of birth

UNKNOWN

Licence type and grade (for example, Master 5)

UNKNOWN

Licence number

UNKNOWN

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

UNKNOWN

Telephone (after hours)

Address

UNKNOWN

Email address

UNKNOWN

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

PI

Licence type and grade (for example, Master 5)

Licence number

PI

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

PI

Telephone (after hours)

PI

Address

PI

Email address

PI

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?

Deceased or injured person

Name

Gender

Male Female

Date of birth

Address

Telephone

Which ship was this person associated with?

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

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

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

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

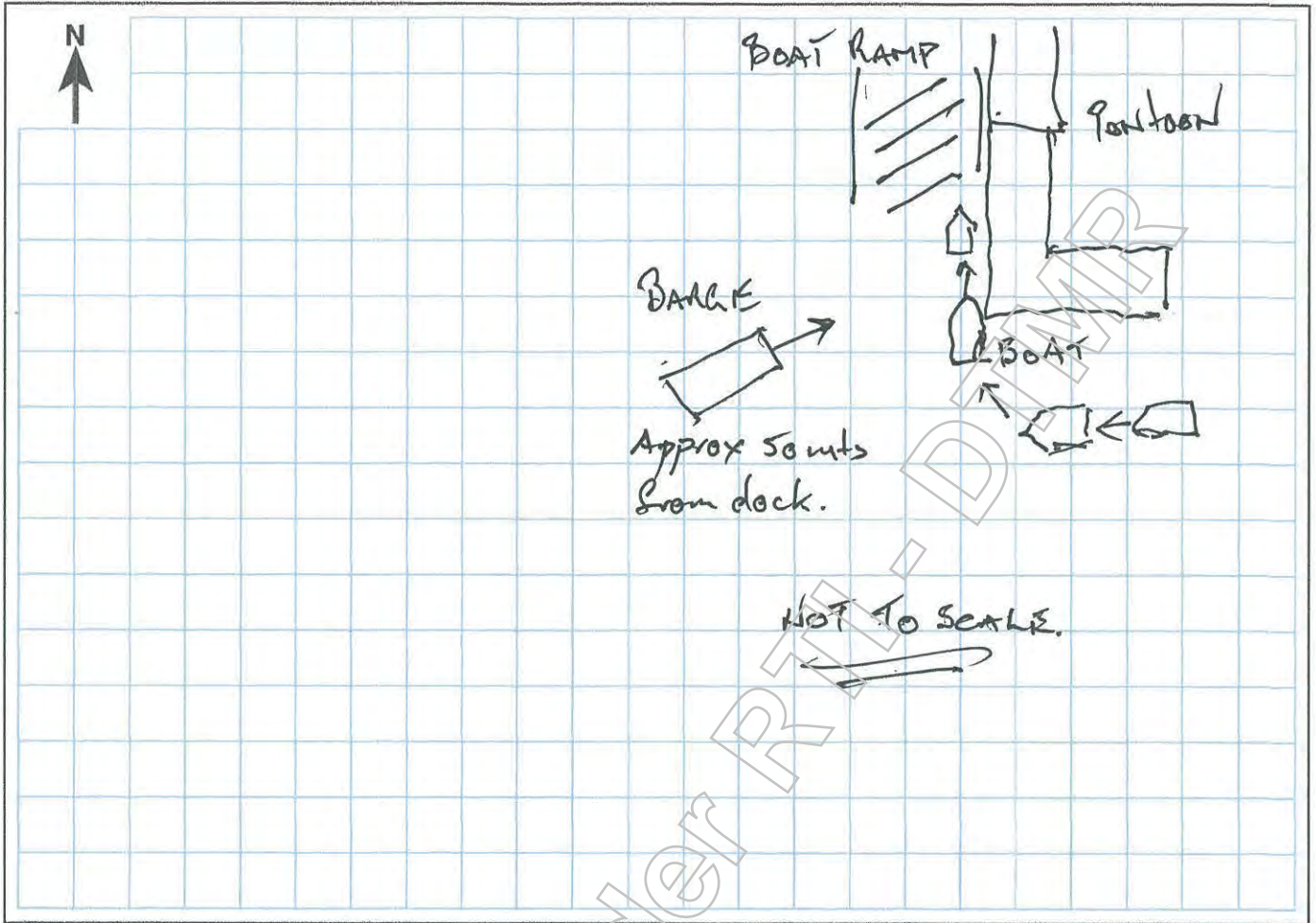
Activity of injured or deceased person

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

Assistance rendered/received at incident NIL REQUIRED.

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

Signature (Owner/Master) _____ Date 13, 06, 2018

Owner/Master name (please print) _____

Reply to marine incident.

Whilst approaching the River Heads boat ramp, which to the best of my recollection was 30th may at approx 1 pm. I am unsure of the day as at present we have been working in this area up to 6 days per week and one day rolls into the next.

On my approach to the western dock at the pontoon/jetty the other vessel came in from the opposite direction (east) cut across my path and docked at the pontoon.

I was at approx 50 metres from docking when I noticed the vessel approaching the pontoon. The pontoon is an "L" shape design which enables vessels to tie off on a west and south side with small tenders able to tie off on the northern side, tide depending. My thoughts were, given the direction he was travelling, and with my approach from the west he would tie off on the southern end. The operator seemingly oblivious to my approach came around to the western side when I was approx 30 metres from the pontoon, docked disembarked from his boat and walked away from the vessel leaving it in the charge of a child of approx 12 to 14 years of age.

I was committed on a path to the pontoon for a safe docking when he came across my path and docked on an otherwise empty pontoon. His action totally disrupted my approach, which left me no alternative but to immediately reverse engines in an attempt to hold off docking. However there is a strong current from the outgoing tide which creates an eddy at this area. As a vessel of this size and type cannot be stopped or redirected on a "dime" my remedial action resulted in the barge coming offcourse with the current pushing me onto the pontoon directly toward his boat leaving me no alternative but to continue docking but with no margin of error and no time or possibility to take any other action.

I endeavoured desperately to avoid a collision by forwarding and reversing engines to change course but with no room to move, low water and strong current the only course of action left to me was to attempt docking in front of the said vessel whilst calling out to the child to move their boat backwards.

The child did nothing other than look at me bewildered. All it would have taken to avoid this minor collision was for his boat to be moved 1 meter in reverse. I called and called to the child "move the boat, move the boat" but no action was taken.

After I had docked the owner reappeared quite agitated and demanded to know what I was going to do about his boat. I tried to explain to him that he'd cut across my path and destroyed my approach for a safe docking and that if the child had moved the boat back one metre no collision would have occurred. His response was "he doesn't have a licence" to which I replied the child didn't need one to push the boat backwards. He then told me that this was a "boat" ramp in a manner which made me think he thought it was for boats and no others. To which I tried to explain the barge is also a boat and you can't just cut in front of a vessel of this size and expect it to be able to manoeuvre with the ease of a "tinny". At this point the "fellow" became more agitated and started to film myself and my vessel on his phone, then spent some time talking on the phone to I don't know who.

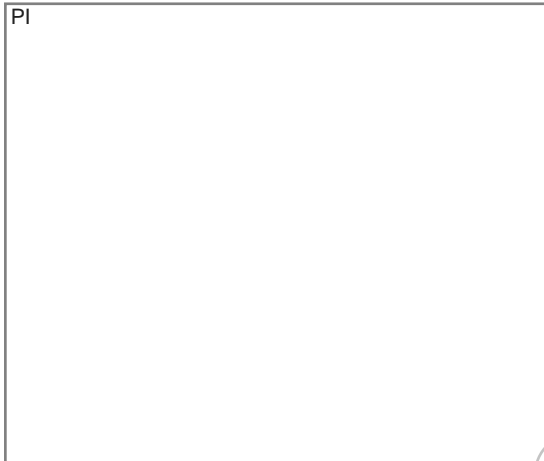
I reported the incident to my immediate supervisor who was at the scene within 15 minutes of the incident. This "fellow" had by then, loaded his vessel on to the trailer and with some very choice language aimed at myself and my immediate supervisor left the scene without giving me any details

as to who he was, his address, his phone number, no information from which I could follow up at any length.

My supervisor left it to my discretion as to what should be done but without the other parties details and as no significant damage had been done to either vessel and no persons injured, although I was left shaken by his attitude and actions I dismissed the event and carried on with my duties.

Witnesses.

PI



Released under RTI - DTMR

15 JUN 2018

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

Position of incident

Date 21/6/18 Time 10 am/pm am Body of water/Landmark RIVER HEADS BOAT RAMP

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

Type of incident

Capsizing Swamping Flooding Person overboard Loss of stability Fire Explosion Structural/equipment failure Loss of ship¹

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

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

Incident Severity Rating

Fatality Number of persons Serious injury² Number of persons Ship lost³ Damage to property only⁴ Ship damaged No damage

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

Environmental conditions

Weather Clear Hazy Cloudy Rain Flood **Visibility** Good Fair Poor

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

Wind speed None Light (1-6kts) Moderate (7-15kts) Strong (16-33kts) Gale (>33kts) Wind coming from

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

Own ship
Name of ship
Official registration number YZ 650 Q Registering authority QLD TRANSPORT
Length (metres) 5.2 m Beam (metres) Year built 2017
Number of passengers on board 2 Number of crew on board
Registration type Commercial passenger Commercial fishing Commercial non-passenger Commercial hire and drive Queensland Regulated ship

Other ship
Name of ship
Official registration number XE 208 Q Registering authority QLD TRANSPORT
Length (metres) 9 m Beam (metres) Year built
Number of passengers on board Number of crew on board 3
Registration type Commercial passenger Commercial fishing Commercial non-passenger Commercial hire and drive Queensland Regulated ship

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

Office use only
File number: _____ Caseman number: _____ Received by (full name): NR
Continued over page _____ Received on: 15 JUN 2018
MARITIME SAFETY QUEENSLAND
HERVEY BAY
Form F307 LCD - V01 Aug 2016

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

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

Own ship**Watchkeeper/person at the helm**

Role

 Crewmember Passenger Master (details as above)

Name

Gender

 Male Female

Date of birth

NR

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

NR

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?

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 injury⁵ A serious injury is defined as one where the injured person was admitted to hospital.

Nature of injury

Name of hospital

Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider
 Person at helm Swimmer
 Crew Para-flier
 Passenger on vessel Diver
 Water-skier Other**Injury status** Fatality Missing person Serious injury ⁵ Minor injury

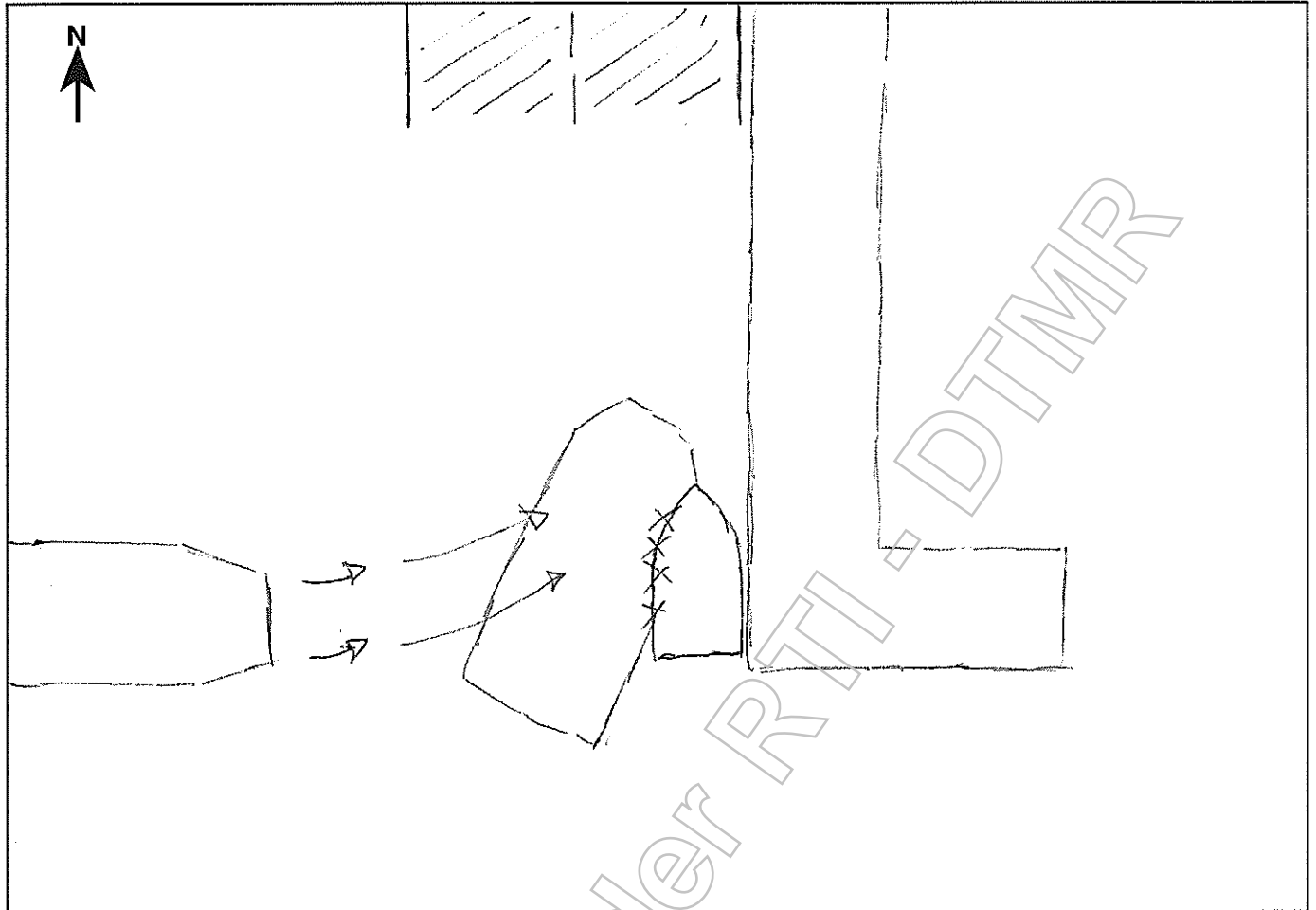
Nature of injury

Name of hospital

Activity of injured or deceased person Person in charge (Master) Surfboard/surf-ski rider
 Person at helm Swimmer
 Crew Para-flier
 Passenger on vessel Diver
 Water-skier Other**Privacy Statement:** The Department of Transport and Main Roads collects information on this form to administer the register of ships under the *Transport Operations (Marine Safety) Act*. This information may be released by the department to people who have an interest that justifies access to the register, including people proposing to buy, sell, lease or insure the ship and, when relevant, litigants in matters about marine incidents, or the insolvency, or external administration, or fraudulent activity of the registered owner, or Family Court matters. Your personal information will not be disclosed to other third parties without your consent unless authorised or required by law.

Report details

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



Owner's/Master's report Our boat was positioned at the end of the pontoon whilst being held. The other vessel approached from the west, attempting to pull up along side the pontoon, however miscalculated the entrance colliding with the left side of our ~~boat~~ boat causing significant force compressing the ~~boat~~ boat into the pontoon and eventually lifting the boat up. I approached the man in charge of the vessel wanting to discuss the incident. However he would refuse to talk to me other than saying we should have moved our boat. As represented in the diagram, we were unable to move our boat further down, nor was there time to do so.

Assistance rendered/received at incident _____

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

Signature (Owner/Master) ^{NR} _____

Date 15, 06 18

Owner/Master name (please print) _____

Released under RTI - DTMR

Item

ITEM DETAILS

Item ID:	39861 - MOS	Item Type:	Investigation
Date Created:	09/04/2019	Project ID:	
Date Captured:	09/04/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Internal	Copies Sent To:	
Subject:	Marine Incident Investigation Photos		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION (REGIONAL)
Container Title:	MI38/2018 - MSQ23710-2018 - YZ650Q - XE208Q Collision between ships - River Heads Boat Ramp - Pontoon	Container ID:	230/01085 [1]

ACTIONS & OWNERSHIP

Author:	Anthony LOVERIDGE	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:			
Home Location:	Hervey Bay - Records	Last Movement Date:	09/04/2019










SECURITY & ACCESS

Security Classification:	SECURITY-IN-CONFIDENCE	
Security Access:	MSQ.DMS.Secure.Urangan.MS ID	

ADDITIONAL INFORMATION

Description / Additional Info:	

DOCUMENT CONTENTS

				
20-6-2018 110.JPG	20-6-2018 109.JPG	20-6-2018 108.JPG	20-6-2018 107.JPG	20-6-2018 106.JPG
				
20-6-2018 105.JPG	10B Meaning of recreational ship.docx	20-6-2018 124.JPG	20-6-2018 123.JPG	



20-6-2018 122.JPG

20-6-2018 121.JPG

20-6-2018 120.JPG

20-6-2018 119.JPG

20-6-2018 118.JPG



20-6-2018 117.JPG

20-6-2018 116.JPG

20-6-2018 115.JPG

20-6-2018 114.JPG

20-6-2018 113.JPG



20-6-2018 112.JPG

20-6-2018 111.JPG

Released under RTI - DTI

DCV / TOMSA / TOMPA

- 1. Date stamp Marine Incident Form or Preliminary Advice
- 2. Open Marine Incident Register and enter required data. Obtain the MI number and record this on the top of this Checklist. G: BUNM\mariops\Marine Incidents\Marine Incident Registers.
- 3. Obtain and print out relevant ship and people information from TICA\TARDIS\NDMS
- 4. Enter details into MSID. Include all linked ships and persons.
Record the MSQ number at the top of this Checklist.
- 5. Create an individual file for each Marine Incident.
Record file number on this Checklist AND on the Marine Incident Register.

Marine Safety Services - Incident Investigation (Regional)
MI# - MSQ# - Date - Vessel ID/s - Person/s Name/s - Type of incident - Location
Secure File: Container Security Class. Choose (Security-in-Confidence
Security Access. MSQ.DMS.Secure.Bundaberg.Caseman or MSQ.DMS.Secure.Urangan.Caseman

- 6. Send an Acknowledgement Letter. 29-6-18
G: BUNM\mariops\admin\Data\Marine Incident\Acknowledgement Letters

- 7. Area manager to confirm category.

Investigation Complete	Yes	No	
Send to Compliance for closure			All Cat 1, Cat 2, and for any further action
Closure in Region	<input checked="" type="checkbox"/>		
Closure letter (AM)	<input checked="" type="checkbox"/>		E 39107 E 39108
Caution letter / Warning MW99 (RHM)			
Infringement (RHM)			
Copy to AMSA (DCV)	<input checked="" type="checkbox"/>		Scan copy to nlincidents@amsa.gov.au if too large to scan burn to CD and post to AMSA, Manager Compliance & Enforcement Office of Legal Counsel, GPO Box 2181, Canberra, ACT 2601 EMAIL TO T PARSONS

- 8. Scan Closure letter \ Caution letter to DMS File. Date letter sent 21-1-19
- 9. Scan complete Marine Incident Report to the DMS file. E 39202.



Queensland
Government

Marine & Pollution Incident Investigation Report

Title:

Barge Vs Dinghy River Heads
Collision Between Ships

Incident date: 02/06/2018

Category: Category 3

CaseMan no: MSC348-2018

(N/A for TOMPA incidents)

Investigator	Anthony Loveridge
Position	MARINE OFFICER
Division	Maritime Safety Queensland
Regional office	Bundaberg
Address	Buccaneer Ave Urangan
Contact number	(07) 4194-9603
Email	anthony.z.loveridge@msq.qld.gov.au
Report date	19/12/2018

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

Restitution

Example: costs of oil response, damage to beacons, total cost of repairs and so on (attach quotes / invoices to report)

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:

Owners name:

Owners address:

NR

Ship type:

Recreational

Ship class: Recreational

Ship description:

5.2m Quintrex Renegade

Reg no:

YZ650Q

Boat mark:

RUF:

Registering authority:

TMR

Port of registry:

Registration expiry:

17/04/2019

Length (in metres):

5.4

Beam (in metres): 2.2

Construction: Aluminium

Engine type:

Outboard

No. of engines: 1

Total power (kW): 85.7

Last monitoring date:

Written direction:

Previous incidents:

Master of ship 1.

Masters name:

Place of birth:

NR

Masters address:

NR

Date of birth:

NR

Home phone:

Mobile phone:

NR

Work phone:

Email address:

NR

Statement/ROI:

Coercive powers used:

Marine licences:

RMDL Current

Add deceased or injured persons on ship 1.

Add inj. person

Remove inj. person

Add crew on ship 1.

Add crew

Remove crew

Name: _____

Address: ^{NR} _____

Phone: ^{NR} _____ Email address: _____

Statement: Coercive powers used:

Position: Deckhand Marine licences: _____

ESS: _____ Employment history: _____

Crew on ship 1.

Add offence details for person on ship 1.

Add offence

Remove offence

Add witness

Add witness

Remove witness

Name: _____

Address: _____

Home phone: _____ Mobile phone: 0428719499 Work phone: _____

Email address: _____ Coercive powers used:

Statement provided: _____

Evidence adopted: _____

Released under RTI

Ship 2.

Ship name :	Barge		
Owners name:	Lifelight Ltd		
Owners address:			
Ship type:	Commercial	Ship class:	Class 2
Ship description:	Steel Landing Barge		
Reg no:	XE208Q	Boat mark:	<input type="text"/> RUF: <input type="checkbox"/>
Registering authority:	TMR	Port of registry:	<input type="text"/>
Registration expiry:	25/09/2018		
Length (in metres):	9.5	Beam (in metres):	3 Construction: Steel
Engine type:	Inboard (diesel)	No. of engines:	1 Total power (kW): 89.5
Last monitoring date:	<input type="text"/>	Written direction:	<input type="text"/>
Previous incidents:	<input type="text"/>		

Master of ship 2.

Masters name:	<input type="text"/>	Place of birth:	<input type="text"/>
Masters address:	<input type="text"/>	Date of birth:	<input type="text"/>
Home phone:	<input type="text"/>	Mobile phone:	<input type="text"/>
Email address:	<input type="text"/>	Statement/ROI:	<input type="checkbox"/> Coercive powers used: <input type="checkbox"/>
License licences:	RMDL Current		

Add deceased or injured persons on ship 2.

Add crew on ship 2.

Add offence details for person on ship 2.

Add witness

Summary of facts—explain incident & investigations conducted

The Incident

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

Vessel XE208Q, a 9m steel landing barge, was being operated by [redacted] to deliver building materials to a construction site on Kangaroo Island. [redacted] lost control of the vessel as he was making a landing at the River Heads Boat ramp. The Barge struck a 5.2m Quintrex runabout YZ650Q on the port side. The Quintrex was sitting alongside the pontoon at the boatramp, and the Master, [redacted] was in the carpark retrieving the trailer. [redacted] claims that the runabout cut him off and caused the incident. [redacted] a witness said that the runabout had been alongside when the incident occurred. Tide was 1 hour before top of the tide.

The Investigation

AL Received notification of incident from AM
AL Spoke with Operator of barge asking for MIR
AL Received MIR Renegade Took Version
12-6-2018 AL Emailed Marine Incident form to [redacted] Construction Manager Cornelius Builders.
15-6-2018 AL Received MIR Master Barge Took Version
AL Contacted Witness
19-6-2016 14:00 AL Took Version from Independent witness
20-6-2018 16:15 AL Contacted crew Renegade for apt 08:00 Friday 22-6
20-6-2018 16:20 AL Spoke with [redacted] regarding photos of incident.
16:25 Received photos of incident
21-6-2016 12:00 AL Took Photos of ramp and surrounds
22-6-2018 10:35 AL contacted council re use of ramp Brook Broadstock 1300794929 Unavailable
30-7-2018 13:43 AL Received Email from FCRC Re no permission for Lifelight to use ramp.
8-8-2018 14:40 AL Download [redacted] details TICA
19-11-2018 AL contacted MSI Darryl Dorron regarding sending information to AMSA regarding breach of National Law
19-12-2018 Contacted Kevin Schindler regarding sending report to AMSA, Kevin said to forward to [redacted]
19-12-2018 AL Emailed details of incident to AMSA
19-12-2018 15:15 AI Completed MSID and closed file

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"/> Insecure mooring |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient crew numbers |
| <input checked="" type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Failure to wear engine kill switch lanyard | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Failure to wear PFD | <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/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"/> Overloading |
| <input type="checkbox"/> Inappropriate instructions to crew—other | <input type="checkbox"/> Poor communications |
| <input checked="" type="checkbox"/> Inappropriate instructions to crew—poor communications | <input type="checkbox"/> Poor ship to shore communications |
| <input type="checkbox"/> Inattention | <input type="checkbox"/> Violation of standard procedures |
| <input checked="" type="checkbox"/> Inexperience or lack of knowledge | <input type="checkbox"/> Violation of statutory rules or standards |

Other (human):

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 checked="" type="checkbox"/> Inadequate stability—other | <input type="checkbox"/> Machinery failure |
| <input 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. The Quintrex was alongside the pontoon, the master had proceeded to the car park to retrieve trailer.
2. The barge struck the Quintrex on the port side whilst approaching the Ramp.
3. the barge is recreationally registered and performing commercial duties.
4. The master of the Barge has a recreational Marine Drivers Licence.

Conclusions

The Quintrex was alongside and had been there long enough for the master to get to the carpark.
The barge approach to the pontoon or ramp too fast for the conditions.
The barge masters actions contributed to the incident.
Refer to file to AMSA regarding use of recreational vessel for commercial operation.
Refer to file to AMSA regarding Master Operating a Commercial Vessel without appropriate Marine Licence

Released under RTI - OTMR

Completed actions

Acknowledgement letter sent <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached <input type="checkbox"/>
CaseMan file closed or reassigned <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached <input type="checkbox"/>
Marine incident categorised	<input checked="" 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 checked="" 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="text"/>	<input type="checkbox"/>	Attached <input type="checkbox"/>
Other <input type="text"/>	<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"/>	<input type="text"/>

By whom (enter name)

Released under RTI - DTMP

For consideration by Compliance Section

Further action required—copy of file forwarded for review and prosecution for specified offences.

Report completed by

Name: Anthony Loveridge

Position: Marine Officer Grade 3

Report endorsed by

Name: Anthony MacFarlane

Position: Area Manager Gladstone South

NR



CaseMan updated by

Name:

Position:

E 39108



Queensland
Government

Our ref MSC348
Your ref MSQ 23710-2018
Enquiries Anthony Loveridge (07) 4194 9603

Department of
Transport and Main Roads
Maritime Safety Queensland

21 January 2019

Dear Sir,

Re: Marine Incident Report – YZ650Q –Collision Between Ships –River Heads – 2 June 2018

I refer to the marine incident involving a collision between ships in which you were involved on 2 June 2018.

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours sincerely

NR

Anthony MacFarlane
Area Manager (Gladstone South)
Maritime Safety Queensland

Maritime Operations Base
Buccaneer Avenue
Urangan, Queensland, 4655

Telephone +61 7 4194 9602
Website www.msq.qld.gov.au
Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291



Queensland
Government

Our ref MSC348
Your ref MSQ 23710-2018
Enquiries Anthony Loveridge (07) 4194 9603

Department of
Transport and Main Roads
Maritime Safety Queensland

21 January 2019

Dear Sir,

**Re: Marine Incident Report – BARGE XE208Q –Collision Between Ships –River Heads
– 2 June 2018**

I refer to the marine incident a Collision Between Ships in which you were involved on 2 June 2018

Maritime Safety Queensland (MSQ) is the Queensland government authority responsible for investigating maritime safety incidents.

After investigating this matter and considering all available evidence, MSQ does not propose to take any further action in relation to the incident at this time. MSQ has forwarded the evidence collected to the Australian Maritime Safety Authority (AMSA) as the matter falls within that jurisdiction.

If you have any questions at all, please contact Marine Officer Anthony Loveridge on telephone (07)4194 9603.

I wish you safe boating in the future.

Yours sincerely

NR

Anthony MacFarlane
Area Manager (Gladstone South)
Maritime Safety Queensland

Maritime Operations Base
Buccaneer Avenue
Urangan, Queensland, 4655

Telephone +61 7 4194 9602
Website www.msq.qld.gov.au
Email anthony.m.macfarlane@msq.qld.gov.au

ABN 39 407 690 291

29 June 2018



Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon – River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR


Anthony MacFarlane
 Area Manager – Gladstone South
 Maritime Safety Queensland

Maritime Safety Queensland
 Urangan

Buccaneer Avenue
 Urangan Qld 4655
 ABN 39 407 690 291

Our ref MSQ23710-2018
 Your ref
 Enquiries Anthony Loveridge
 Telephone +61 7 07 41949600

Website www.msq.qld.gov.au
 Email Urangan.marine@msq.qld.gov.au

29 June 2018



Marine Incident Report Number MSQ23710-2018

I acknowledge receipt of your marine incident report regarding a marine incident involving vessels 'YZ650Q & XE208A' which occurred on 2 June 2018 at River Heads Boat Ramp Pontoon – River Heads

Maritime Safety Queensland's official incident report number is MSQ23710-2018. You may be asked to quote this number when making enquiries about this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

NR

Anthony MacFarlane
Area Manager – Gladstone South
Maritime Safety Queensland

Maritime Safety Queensland
Urangan

Buccaneer Avenue
Urangan Qld 4655
ABN 39 407 690 291

Our ref MSQ23710-2018
Your ref
Enquiries Anthony Loveridge
Telephone +61 7 07 41949600

Website www.msq.qld.gov.au
Email Urangan.marine@msq.qld.gov.au

E 36 011



15 JUN 2018

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

Position of incident

Date: 21/6/18 Time: 10 am Body of water/Landmark: RIVER HEADS BOAT RAMP

Location: Inland waters (non-tidal) [] Smooth waters [x] Partially smooth waters [] Offshore [] Latitude: Longitude:

Type of incident

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

Incident Severity Rating

Fatality [] Serious injury 2 [] Ship lost 3 [] Damage to property only 4 []
Number of persons: Ship damaged [x] No damage []
2 Requiring admission to hospital 3 Economic write-off or not recovered 4 No damage to any ships

Environmental conditions

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

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

Own ship
Name of ship:
Official registration number: YZ 650 Q Registering authority: QLD TRANSPORT
Length (metres): 5.2 m Beam (metres): Year built: 2017
Number of passengers on board: 2 Number of crew on board:
Registration type: [x] Queensland Regulated ship

Other ship
Name of ship:
Official registration number: XE 208 Q Registering authority: QLD TRANSPORT
Length (metres): 9 m Beam (metres): Year built:
Number of passengers on board: Number of crew on board: 3
Registration type: [x] Queensland Regulated ship

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

Office use only
File number: Caseman number: Received by (full name): 15 JUN 2018 Received on: / /

Own ship

Ship description

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

Engine

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

Number of engines Total engine power

1 115 HP KW

Hull material

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

Damage to ship

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

Other ship

Ship description

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

Engine

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

Number of engines Total engine power

HP KW

Hull material

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

Damage to ship

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

SMALL BARGE

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)

NR

Telephone (after hours)

NR

Address

NR

Email address

NR

Master's details

Master's name

Gender

- Male
- Female

Date of birth

NR

Licence type and grade (for example, Master 5)

OPEN RMDL

Licence number

NR

Issuing authority

Govt GOVERNMENT

Issue date

8/11/2012

Expiry date (if applicable)

24/1/2022

Telephone (business hours)

NR

Telephone (after hours)

NR

Address

NR

Email address

NR

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

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

NR

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

NR

Email address

Other ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

/ /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

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

Deceased or injured person

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

Name

Gender

Male Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

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

Deceased or injured person

Name

Gender

Male Female

Date of birth

/ /

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

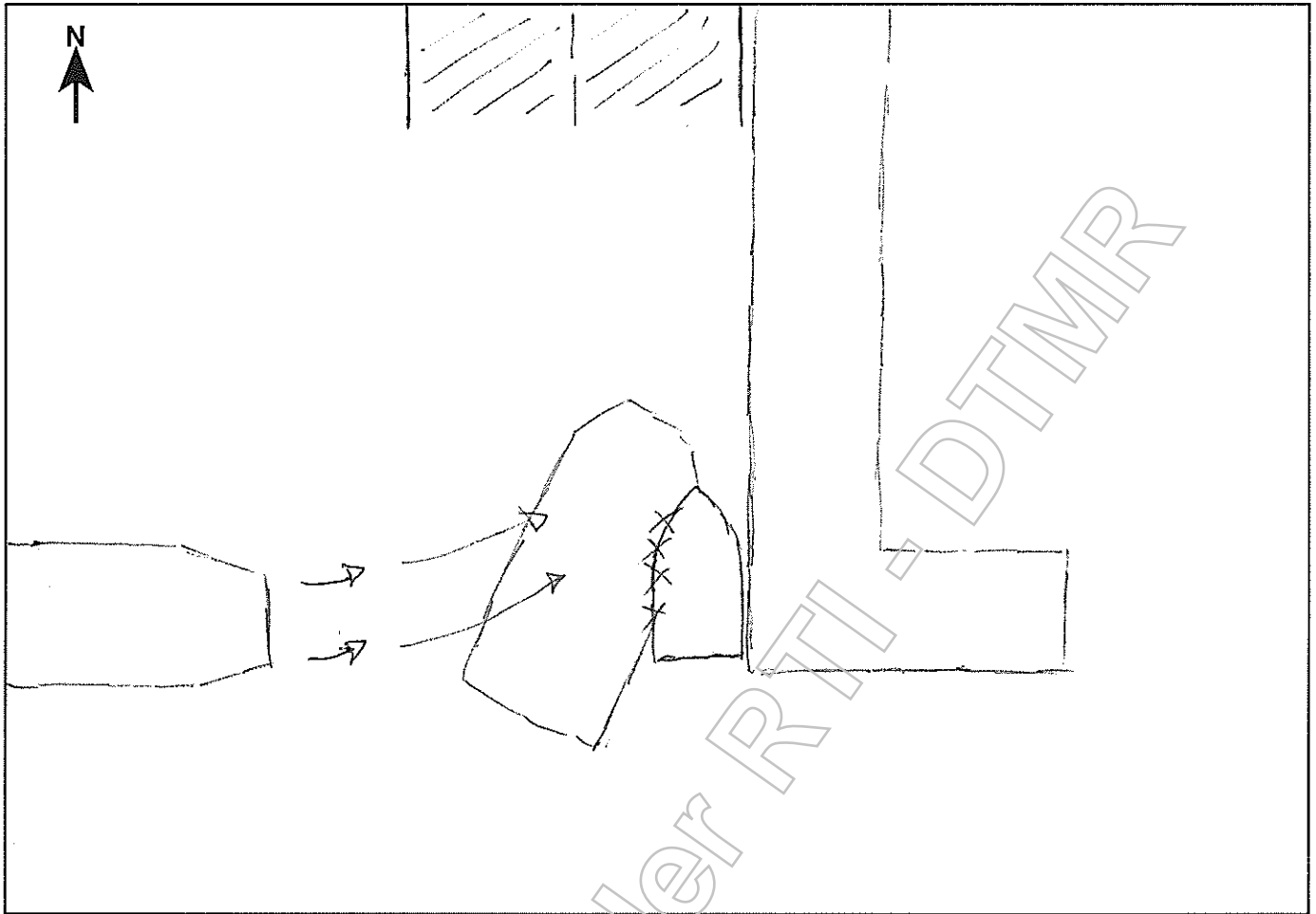
Activity of injured or deceased person

- Person in charge (Master)
- Person at helm
- Crew
- Passenger on vessel
- Water-skier
- Surfboard/surf-ski rider
- Swimmer
- Para-flier
- Diver
- 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 Our boat was positioned at the end of the pontoon whilst being held. The other vessel approached from the West, attempting to pull up along side the pontoon, however miscalculated the entrance colliding with the left side of our ~~boat~~ boat causing significant force compressing the ~~boat~~ boat into the pontoon and eventually lifting the boat up. I approached the man in charge of the vessel wanting to discuss the incident. However he would refuse to talk to me other than saying we should have moved our boat. As represented in the diagram, we were unable to move our boat further down, nor was there time to do so.

Assistance rendered/received at incident

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

Signature (Owner/Master) _____ **Date** 15, 06 18

Owner/Master name (please print) _____

Released under RTI - DTMR



Queensland Government

15 JUN 2018

Marine Incident Report

Transport Operations (Marine Safety) Act 1994

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

Incident description

Position of incident

Date: 30/05/18 Time: 1.00 pm Body of water/Landmark: RIVER HEADS BOAT RAMP

Location: Inland waters (non-tidal) Smooth waters Partially smooth waters Offshore
Latitude: 25° 25.825 Longitude: 152° 55.398 E

Type of incident

- Capsizing
 - Swamping
 - Flooding
 - Person overboard
 - Loss of stability
 - Fire
 - Explosion
 - Structural/equipment failure
 - Loss of ship ¹
 - 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
- ¹ 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown. If the ship is an economic write-off this should be check marked as 'Ship lost' below and on the next page.

Incident Severity Rating

- Fatality Number of persons:
 - Serious injury ² Number of persons:
 - Ship lost ³
 - Damage to property only ⁴
 - Ship damaged
 - No damage
- ² Requiring admission to hospital ³ Economic write-off or not recovered ⁴ No damage to any ships

Environmental conditions

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

Ships involved

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

Own ship

Name of ship: BARCE
 Official registration number: XE 208Q Registering authority: Queensland
 Length (metres): 9 Beam (metres): 3.6 Year built: 1990's
 Number of passengers on board: NIL Number of crew on board: 3 INC MYSELF
 Registration type: Queensland Regulated ship

Other ship

Name of ship: UNKNOWN
 Official registration number: UNKNOWN Registering authority: UNKNOWN
 Length (metres): 4 to 5m Beam (metres): 2m? Year built: Unknown
 Number of passengers on board: NIL Number of crew on board: NIL
 Registration type: Queensland Regulated ship

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

Office use only

File number: _____ Caseman number: _____ Received by (full name): _____ NR: _____
 Received on: 15 JUN 2018
 Continued over page _____
 Area Form F3071 CFO V01 Aug 2016 HERVEY BAY

Ships involved - continued

Own ship

Ship description

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

BARGE

Engine

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

Number of engines Total engine power

1 6 Litre ^{HP} _{KW}

Hull material

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

Damage to ship

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

Other ship

Ship description

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

Engine

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

Number of engines Total engine power

1 UNKNOWN ^{HP} _{KW}

Hull material

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

LIFELIGHT LTD

Dedicated person ashore/operations manager (commercial only)

PRIVATE VESSEL

Telephone (business hours)

PI

Telephone (after hours)

Address

PI

Email address

PI

Master's details

Master's name

Gender

- Male Female

Date of birth

PI

Licence type and grade (for example, Master 5)

POWER BOAT

Licence number

PI

Issuing authority

Queensland

Issue date

? / ? / 1989

Expiry date (if applicable)

07/01/2020

Telephone (business hours)

PI

Telephone (after hours)

PI

Address

PI

Email address

PI

Other ship

Ship owner's details

Owner's name

UNKNOWN

Dedicated person ashore/operations manager (commercial only)

UNKNOWN

Telephone (business hours)

UNKNOWN

Telephone (after hours)

UNKNOWN

Address

UNKNOWN

Email address

UNKNOWN

Master's details

Master's name

UNKNOWN

Gender

- Male Female

Date of birth

UNKNOWN

Licence type and grade (for example, Master 5)

UNKNOWN

Licence number

UNKNOWN

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

UNKNOWN

Telephone (after hours)

Address

UNKNOWN

Email address

UNKNOWN

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role

Crewmember Passenger Master (details as above)

Name

Gender

Male Female

Date of birth

PI

Licence type and grade (for example, Master 5)

Licence number

PI

Issuing authority

Issue date

Expiry date (if applicable)

Telephone (business hours)

PI

Telephone (after hours)

PI

Address

PI

Email address

PI

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?

Deceased or injured person

Name

Gender

Male Female

Date of birth

Address

Telephone

Which ship was this person associated with?

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

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

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

Nature of injury

Name of hospital

Activity of injured or deceased person

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

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

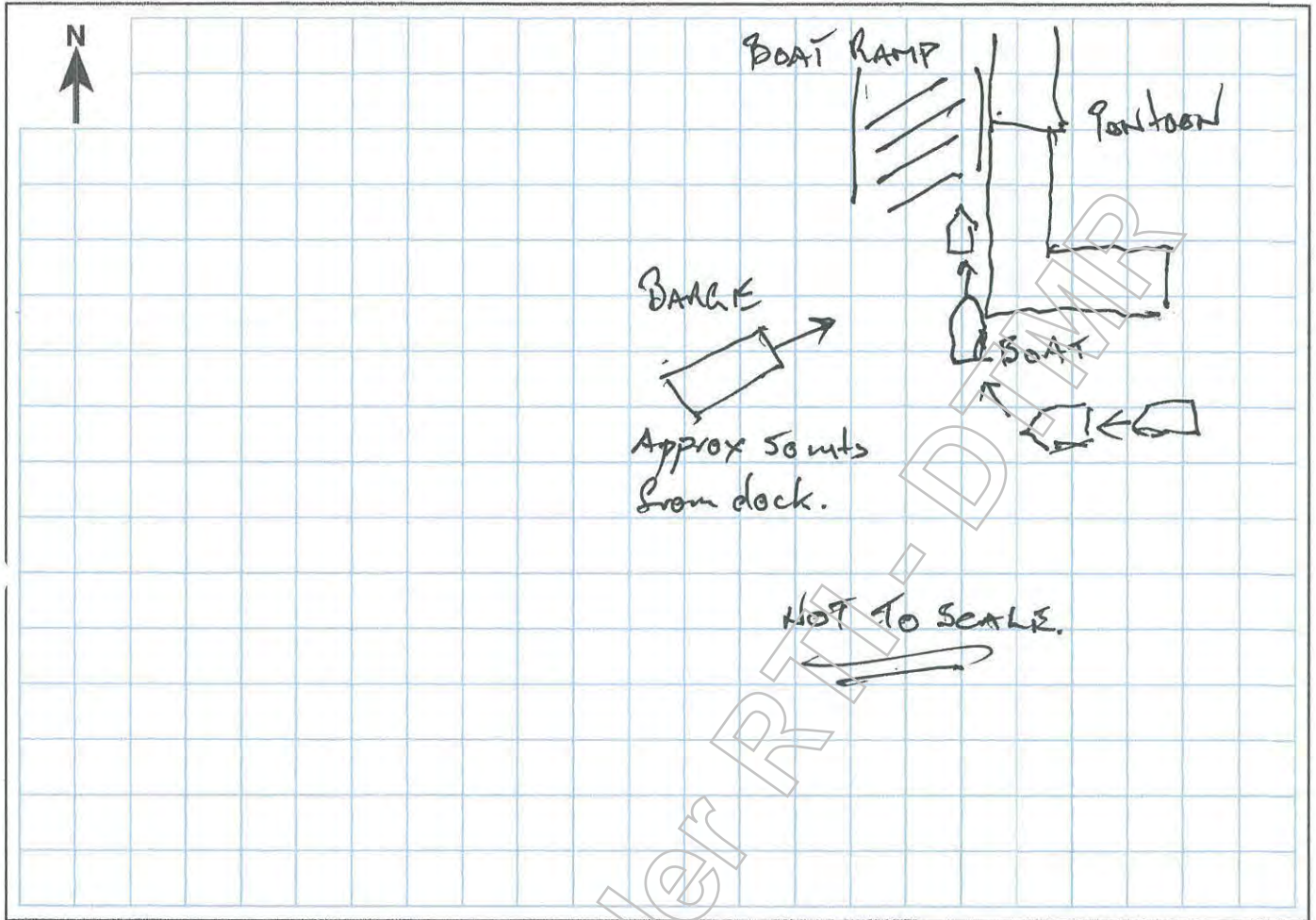
Activity of injured or deceased person

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

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

Report details

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



Owner's/Master's report Please see ATTACHED.

Assistance rendered/received at incident NIL REQUIRED.

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

Signature (Owner/Master) 13, 06, 2018

Owner/Master name (please print)

Reply to marine incident.

Whilst approaching the River Heads boat ramp, which to the best of my recollection was 30th may at approx 1 pm. I am unsure of the day as at present we have been working in this area up to 6 days per week and one day rolls into the next.

On my approach to the western dock at the pontoon/jetty the other vessel came in from the opposite direction (east) cut across my path and docked at the pontoon.

I was at approx 50 metres from docking when I noticed the vessel approaching the pontoon. The pontoon is an "L" shape design which enables vessels to tie off on a west and south side with small tenders able to tie off on the northern side, tide depending. My thoughts were, given the direction he was travelling, and with my approach from the west he would tie off on the southern end. The operator seemingly oblivious to my approach came around to the western side when I was approx 30 metres from the pontoon, docked disembarked from his boat and walked away from the vessel leaving it in the charge of a child of approx 12 to 14 years of age.

I was committed on a path to the pontoon for a safe docking when he came across my path and docked on an otherwise empty pontoon. His action totally disrupted my approach, which left me no alternative but to immediately reverse engines in an attempt to hold off docking. However there is a strong current from the outgoing tide which creates an eddy at this area. As a vessel of this size and type cannot be stopped or redirected on a "dime" my remedial action resulted in the barge coming offcourse with the current pushing me onto the pontoon directly toward his boat leaving me no alternative but to continue docking but with no margin of error and no time or possibility to take any other action.

I endeavoured desperately to avoid a collision by forwarding and reversing engines to change course but with no room to move, low water and strong current the only course of action left to me was to attempt docking in front of the said vessel whilst calling out to the child to move their boat backwards.

The child did nothing other than look at me bewildered. All it would have taken to avoid this minor collision was for his boat to be moved 1 meter in reverse. I called and called to the child "move the boat, move the boat" but no action was taken.

After I had docked the owner reappeared quite agitated and demanded to know what I was going to do about his boat. I tried to explain to him that he'd cut across my path and destroyed my approach for a safe docking and that if the child had moved the boat back one metre no collision would have occurred. His response was "he doesn't have a licence" to which I replied the child didn't need one to push the boat backwards. He then told me that this was a "boat" ramp in a manner which made me think he thought it was for boats and no others. To which I tried to explain the barge is also a boat and you can't just cut in front of a vessel of this size and expect it to be able to manoeuvre with the ease of a "tinny". At this point the "fellow" became more agitated and started to film myself and my vessel on his phone, then spent some time talking on the phone to I don't know who.

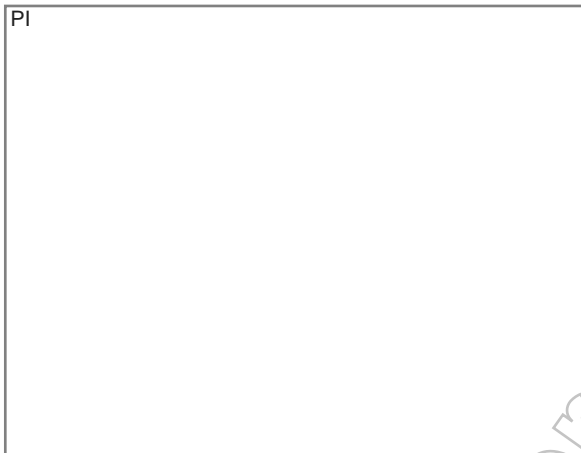
I reported the incident to my immediate supervisor who was at the scene within 15 minutes of the incident. This "fellow" had by then, loaded his vessel on to the trailer and with some very choice language aimed at myself and my immediate supervisor left the scene without giving me any details

as to who he was, his address, his phone number, no information from which I could follow up at any length.

My supervisor left it to my discretion as to what should be done but without the other parties details and as no significant damage had been done to either vessel and no persons injured, although I was left shaken by his attitude and actions I dismissed the event and carried on with my duties.

Witnesses.

PI



Released under RTI - DTMR



ASIC

Australian Securities & Investments Commission

Australian Company

LIFELIGHT AUSTRALIA PTY LTD
ACN 608 853 676

Extracted from ASIC's database at AEST 10:28:00 on 27/06/2018

Company Summary

Name: LIFELIGHT AUSTRALIA PTY LTD

ACN: 608 853 676

ABN: 70 608 853 676

Registration Date: 20/10/2015

Next Review Date: 20/10/2018

Status: Registered

Type: Australian Proprietary Company, Limited By Shares

Locality of Registered Office: COOTHARABA QLD 4565

Regulator: Australian Securities & Investments Commission

Further information relating to this organisation may be purchased from ASIC.

Released under RTI - DTMR

MSID RTI Case Report (MSC348)



Case - MSC348 - Case Finalised - Closed AM - Collision between ships

Case Reference	MSC348-2018
DMS Container	230/01085
Subject of Case	Collision between ships
Operation Name	
TOMSA	Yes
TOMPA	No
National	No
Category	3
Status	Case Finalised - Closed AM
Region (Lead)	Gladstone – South
Investigator (Lead)	LOVERIDGE, Anthony E
Summary of Facts	Vessel collided with a stationary vessel alongside a wharf.
MSQ Attended	No
MSQ Officer/s	
MSQ Contact No.	
QPS Attended	No
QPS Officer/s	
QPS Contact No.	
QAS Attended	No
QAS Officer/s	
QAS Contact No.	
QBFP Attended	No
QBFP Officer/s	
QBFP Contact No.	
Other Agencies	No
Other Agency Officers	
Other Agency Contact/s	
Case Assigned	27/06/2018
Case Accepted	20/08/2018
Expected Days to Complete	182
Completion Due Date	26/12/2018
Case Complete	19/12/2018
Case Checked (AM)	21/12/2018
Case Closed - Prosecution	
Case Closed - Admin Action	
Case Closed - AMSA	
Case Closed - Coroner	
Case Closed (CU)	
Case Closed - Finalised (AM)	21/12/2018
Case Closed - Finalised (CU)	
Review Action Required	No
Review Action Completed	No

Findings	Vessel XE208Q, a 9m steel landing barge, was being operated by _____ to deliver building materials to a construction site on Kangaroo Island. Mr Hickman lost control of the vessel as he was making a landing at the River Heads Boat ramp. The Barge struck a 5.2m Quintrex runabout YZ650Q on the port side. The Quintrex was sitting alongside the pontoon at the boat ramp, and the Master _____ was in the carpark retrieving the trailer. _____ claims that the runabout cut him off and caused the incident. A witness said that the runabout had been alongside when the incident occurred. Tide was 1 hour before top of the tide.
Conclusion	The quintrex was alongside and had been there long enough for the master to get to the carpark. The barge approach to the pontoon or ramp too fast for the conditions. The barge masters actions contributed to the incident. refer to AMSA regarding use of recreational vessel for commercial operation.
Finalised - NFA	No
Finalised - Education	No
Finalised - Formal Warning	No
Finalised - Infringement	No
Finalised - Prosecution	Yes
Finalised - Administrative	No
Total Hour of Effort	4.6
Notes	
Refer for CU Action	No



Role	Involved Ship
Ship Unit	01
Ship Damage/Loss	Minor Damage
Ship Registration Type	Recreational
Details	
Notes	
Ship Type	Motor Boat
Ship Name	
Ship Registration	YZ650Q
Former Names	
Previous Registration	
Make/Model	2017 TELWATER 5.4M HALF CABIN ALUMINIUM
Length (m)	5.4
Beam (m)	2.2
Year Built	2017
Hull Material	Marine alloy
Primary Colour	White
Power Description	Mercury
Number of Engines	1
Engine Type	Outboard
Total Kilowatt Power	85.7
Total Horse Power	115
Identification Number (HIN/SIN)	AUTRX10318C717
Notes	Tica



Role	Involved Ship
Ship Unit	02
Ship Damage/Loss	
Ship Registration Type	Recreational
Details	
Notes	
Ship Type	Motor Boat
Ship Name	LAST 1

Ship Registration	XE208Q
Former Names	
Previous Registration	
Make/Model	2006 PRIVATE 9.5M CUDDY (1/4) CABIN STEEL
Length (m)	9.5
Beam (m)	3
Year Built	2006
Hull Material	Steel
Primary Colour	Blue
Power Description	Fordlee
Number of Engines	1
Engine Type	Inboard Petrol
Total Kilowatt Power	89.5
Total Horse Power	120
Identification Number (HIN/SIN)	AUABD000101QT6
Notes	Tica



Role	Master
Ship Unit	02
Injury Status	
Details	
Notes	
Customer Reference No.	PI
Family Name	
First Name	
Middle Names	
Gender	Male
Date of Birth	PI
Place of Birth	
Nationality	
ATSI	
Also Known As	
ABN	
Photograph	
Full Name	
Email	PI
Business Phone	
Mobile Phone	PI
Other Phone	
Home Phone	
Notes	TICA



Role	Master
Ship Unit	01
Injury Status	
Details	
Notes	
Customer Reference No.	NR
Family Name	
First Name	
Middle Names	NR
Gender	Male
Date of Birth	NR
Place of Birth	
Nationality	
ATSI	
Also Known As	
ABN	
Photograph	
Full Name	NR
Email	NR

Business Phone	
Mobile Phone	NR
Other Phone	
Home Phone	
Notes	Tica



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



Role	Owner
Ship Unit	02
Details	
Notes	
Name	LIFELIGHT AUSTRALIA PTY LTD
Customer Reference No.	PI
Organisation Type	Company
Registered Number	608853676
Registration State	QLD
Australian Business Number	70608853676
Registration Status	REGD - Registered
Registered Date	20/10/2015
Deregistered Date	20/10/2018
Previous Registered Names	
Common Known Names	
Email	PI
Business Phone	
Mobile Phone	PI
Other Phone	
Home Phone	
Notes	ASIC



Notes	
Type	Data Entry
Task Title	Initial entry of marine incident
Status	Task Complete

Task / Entry Date	27/06/2018
Task / Entry Time	12:50
Assigned / Recorder	
Region	Gladstone – South
Hours of Effort	2.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	
Completed Date	
Notes	



Notes	
Type	Case Review
Task Title	AM review
Status	Task Complete
Task / Entry Date	21/12/2018
Task / Entry Time	11:19
Assigned / Recorder	MACFARLANE, Anthony M
Region	Gladstone – South
Hours of Effort	0.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	AM review and close case
Completed Date	21/12/2018
Notes	



Notes	
Type	Report Preparation
Task Title	Prepare and send closure letters
Status	Task Complete
Task / Entry Date	21/01/2019
Task / Entry Time	14:37
Assigned / Recorder	LOVERIDGE, Anthony E
Region	Gladstone – South
Hours of Effort	1.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Prepare and send closure letters
Completed Date	21/01/2019
Notes	





Notes	
Type	Data Entry
Task Title	Upload Files to DMS
Status	Task Complete
Task / Entry Date	25/01/2019
Task / Entry Time	16:08
Assigned / Recorder	LOVERIDGE, Anthony E
Region	
Hours of Effort	0.1
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Upload MIIR MSC348-2018 to DMS
Completed Date	25/01/2019
Notes	



Type	Case Trigger
Details	
Notes	
Marine Incident No.	MSQ23710-2018
Incident Type	Marine Incident
Date	2/06/2018
Time	10:00:00:ttt
Caseman ID	
Incident Report Details	collision between ships
Water Type	Smooth
Coordinates	
Latitude	-25.430181
Longitude	152.923275
Location Name	River Heads Boatramp/pontoon
Region	Gladstone – South
Weather Conditions	Clear
Visibility Conditions	Good
Water Conditions	
Swell Height (m)	
Wind Speed	Moderate (7 - 15 kts)
Wind Direction	
Type of Marine Incident	Collision between ships
Incident Consequence	Minor damage to a ship
Public Interest	Public interest unlikely
Highest Ship Class	Recreational
Compliance Weighting	0
Weighting Reason	
Original Rating Score	9
Final Rating Score	9
Category	3
Fatalities (No.)	0
Injuries - Serious (No.)	0
Injuries - Minor (No.)	0
Minor Damage (Ships)	1
Moderate Damage (Ships)	0
Major Damage (Ships)	0
Lost Ships	0
Pollution Category	
Pollution Source	
Pollutant	
Pollution - Extent (Length)	
Pollution - Extent (Width)	
Pollution - Extent (Area)	
Pollution - Extent (Volume)	
Pollution - Discharge Been Stopped?	No
Pollution - Photos Taken	No
Pollution - Video Taken	No
Pollution - Samples Taken	No
Pollutions - Samples Taken By	
Pollution - Statutory Authority	MSQ
Pollution - Combat Authority	MSQ
Pollution - Response Brief	
Notes	
(H-N1) Failure to comply with ColRegs	Yes
(H-N2) Insufficient voyage planning	No
(H-N3) Excessive Speed	Yes
(H-N4) Navigation Error - Other	Yes
(H-P5) Inadequate training	No
(H-P6) Inappropriate instructions to crew	No
(H-P7) Communications Failure	No
(H-P8) SMS Failure	No
(H-O9) Inattention	No
(H-O10) Inexperience/lack of knowledge	Yes

(H-O11) Bridge Watch keeping failure	No
(H-O12) Insufficient crew numbers	No
(H-O13) Mooring Failure	No
(H-O14) Insufficient maintenance	No
(H-O15) Overloading	No
(H-O16) Operational error - other	No
(M-V1) Bridge or Navigation Failure	No
(M-V2) Electrical system failure	No
(M-V4) Propulsion system failure	No
(M-V5) Hull Breach	No
(M-V6) Equipment failure - other	No
(M-V7) Fuel or gas leak	No
(M-DC8) Inadequate stability - shifting cargo	No
(M-D9) Inappropriate hull/equipment - Construction	No
(M-DC10) Inappropriate hull/equipment - design	No
(M-DC11) Vessel construction failure - other	No
(M-SS12) Shore structure design	No
(M-SS13) Shore structure maintenance	No
(M-SS14) Gangway/Boarding Ladders	No
(E-H15) Floating or Submerged object	No
(E-H17) Hazardous waters - uncharted hazards	No
(E-H16) Wash of passing vessel	No
(E-H18) Hazard - other	No
(CF1) Insufficient safety equipment	No
(CF2) Tidal conditions	No
(CF3) Bar conditions	No
(CF4) Hazardous season (cyclones etc)	No
(CF5) Hazardous waters - obstructions	No
(CF6) Poor Visibility	No
(CF7) Sea state	No
(CF8) Wind	No
(CF9) Heavy traffic area	No
(CF10) Medical condition	No
(CF-11) Alcohol / Drugs	No
(CF12) Fatigue	No
(CF13) Failure to wear lifejackets	No
(CF14) Failure to wear engine kill lanyard	No
MR-T Value	7
MR-C Value	2
MR-PI Value	0
Days Since (Incident)	306.5

	Role	Subject Of
	Details	
	Notes	
	Document Type	Marine Incident Report
	Document Title	Report from Master
	DMS Item No.	E36810
	Other Reference	
	Publish Date	13/06/2018
	Details	
	Embedded (Picture)	
	Hyperlink	
	Document Text	
	Source Reliability	Not Evaluated
	Information Truth	Not Evaluated
	Notes	

	Role	Subject Of
	Details	
	Notes	

Document Type	Marine Incident Report
Document Title	Reprot from Master
DMS Item No.	E36811
Other Reference	
Publish Date	15/06/2018
Details	
Embedded (Picture)	
Hyperlink	
Document Text	
Source Reliability	Not Evaluated
Information Truth	Not Evaluated
Notes	



Role	Outcome of
Details	Marine Incident Investigation Report MSC348-2018
Notes	
Document Type	Intelligence Summary
Document Title	Marine Incident Investigation Report MSC348-2018
DMS Item No.	E 39161-MOS
Other Reference	
Publish Date	25/01/2019
Details	
Embedded (Picture)	
Hyperlink	
Document Text	
Source Reliability	Not Evaluated
Information Truth	Not Evaluated
Notes	

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