

## Maritime Safety Queensland

### Investigation Running Log

<b>Marine Incident Number</b>	MSQ24627 Case Investigation MSC2126
<b>Lead Investigator</b>	Brett Williams

Date	Time	Officer	Details
5/11/20	1056	BW	Email received requesting assistance with referral of Marine Incident 12pm 5/9/20 and fail to report
5/11/20	1130	BW	Email requesting particulars of any witnesses
5/11/20	1410	BW	Email received advising only witnesses on board were children
26/11/20	0710	BW	Obtain TICA license and registration details and Confirmed registered and licensed at time
26/11/20	0715	BW	Confirmed no marine offence history recorded in TICA
26/11/20	1119	BW	Called number provided for to attempt to arrange interview. No answer message left requesting call back, recorded.
26/11/20	1142	BW	Return call received Arranged to attend o conduct ROI Wednesday 2/12/20 1000 hours
30/11/20	0830	BW	Prepare for interview 2/12/20
2/12/20	0700	BW	Obtain boat specs and layout from Cruisecraft website. Obtained extracts of beacon to beacon charts to identify incident location
2/12/20	0940	BW	Attended Conducted EROI with
2/12/20	1330	BW	Contacted PI and obtained a recorded version of events in relation to the incident and injury to PI.
4/12/20		BW	Draft MPIIR and closure letter
7/12/20		BW	Finalise MPIIR and email to B Philp for endorsement
8/12/20	0720	BW	Mail letter and USB containing copy of EROI to
8/12/20	0757	BW	Email MPIIR to
8/12/20	0815	BW	Update, close and finalise MSID case investigation



Case Closed - Finalised (CU)	8/12/2020
Review Action Required	No
Review Action Completed	No
Conclusion	No further action appropriate.
Finalised - NFA	Yes
Finalised - Education	No
Finalised - Formal Warning	No
Finalised - Infringement	No
Finalised - Prosecution	No
Finalised - Administrative	No
Total Hour of Effort	10.75
Notes	
Refer for CU Action	No

Role	Involved Ship
Ship Unit	01
Ship Damage/Loss	
Ship Registration Type	
Details	
Notes	
Ship Type	Motor Boat
Ship Name	
Ship Registration	
Former Names	
Previous Registration	
Make/Model	CRUISE CRAFT HUSTLER
Length (m)	5.7
Beam (m)	
Year Built	
Hull Material	Fibreglass/GRP
Primary Colour	
Power Description	
Number of Engines	
Engine Type	
Total Kilowatt Power	
Total Horse Power	
Identification Number (HIN/SIN)	040585
Notes	TICA

Role	Owner / Master
Ship Unit	01
Injury Status	
Details	
Notes	
Customer Reference No.	
Family Name	
First Name	
Middle Names	
Gender	

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

Notes	
Type	Other
Task Title	Receipt of investigation referral QPS
Status	Task Complete
Task / Entry Date	26/11/2020
Task / Entry Time	07:28
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	0.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	5/11/20 Received email requesting MSQ investigate marine incident involving serving
Completed Date	5/11/2020
Notes	

Notes	
Type	Data Entry
Task Title	Enter MI MSID
Status	Task Complete
Task / Entry Date	26/11/2020
Task / Entry Time	07:30
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	0.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Williams request Andrea H enter Marine Incident and Case Investigation into MSID created
Completed Date	12/11/2020
Notes	

Notes	
Type	Enquiry
Task Title	Confirm TICA registration and license details
Status	Task Complete
Task / Entry Date	26/11/2020
Task / Entry Time	07:32
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	0.75
Due Date	

Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	26/11/20 Access TICA and confirm license and registration particulars, both current at time of alleged marine incident. Confirmed no marine offence history.
Completed Date	26/11/2020
Notes	

Notes	
Type	Enquiry
Task Title	Offer EROI
Status	Task Complete
Task / Entry Date	1/12/2020
Task / Entry Time	11:02
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	0.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	1142 26/11/20 Contacted and arrange ROI Wed 2/12/20
Completed Date	26/11/2020
Notes	

Notes	
Type	Conduct Interview
Task Title	EROI
Status	Task Complete
Task / Entry Date	2/12/2020
Task / Entry Time	13:22
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	4.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	2/12/20 EROI conducted at
Completed Date	2/12/2020
Notes	

Notes	
Type	Statement Preparation
Task Title	Obtain version from [PI]
Status	Task Complete
Task / Entry Date	2/12/2020
Task / Entry Time	13:45
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	0.25
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	2/12/20 Call [PI] Obtained recorded version from [PI] regarding incident. Actually did not witness incident and advised as told by [PI]
Completed Date	2/12/2020
Notes	

Notes	
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Type	Report Preparation
Task Title	Complete MPIIR
Status	Task Complete
Task / Entry Date	7/12/2020
Task / Entry Time	11:30
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	1
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	7/12/20 Complete MPIIR
Completed Date	7/12/2020
Notes	

Notes	
Type	Other
Task Title	Draft closure letter
Status	Task Complete
Task / Entry Date	7/12/2020
Task / Entry Time	11:44
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	0.75
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Complete draft closure letter
Completed Date	7/12/2020
Notes	

Notes	
Type	Other
Task Title	Mail closure letter & copy of EROI
Status	Task Complete
Task / Entry Date	8/12/2020
Task / Entry Time	08:03
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	1
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	8/12/20 Mail closure letter and USB containing copy of ROI requested by
Completed Date	8/12/2020
Notes	

Notes	
Type	Other
Task Title	Forward MPIIR and Closure Letter OIC
Status	Task Complete
Task / Entry Date	8/12/2020
Task / Entry Time	08:04
Assigned / Recorder	WILLIAMS, Brett J
Region	Compliance Unit
Hours of Effort	1
Due Date	
Days to Due Date	
Status Indices	1

Task Description (Running Sheet)	8/12/20 Email and closure letter to /12/20.	eferring
Completed Date	8/12/2020	
Notes		

Type	Case Trigger
Details	The vessel utilised was a 1989 Cruise Craft 5.7m bowrider (Qld reg.
Notes	
Marine Incident No.	MSQ24627-2020
Incident Type	Marine Incident
Date	5/09/2020
Time	12:00:00:ttt
Caseman ID	
Incident Report Details	<p>was traveling in the Broadwater off South Stradbroke Island at about 12pm on Saturday 5 September 2020, when he has hit another vessel's wake. This has caused [redacted] PI [redacted] to fall forward and hit her mouth. As a result [redacted] Pi [redacted] has broken her front adult tooth almost at the base which required her to attend a dentist to have a cap inserted over the tooth.</p>
Water Type	Smooth
Coordinates	
Latitude	
Longitude	
Location Name	Broadwater off South Stradbroke Island
Region	Brisbane (South)
Weather Conditions	Clear
Visibility Conditions	Good
Water Conditions	Calm
Swell Height (m)	
Wind Speed	Moderate (7 - 15 kts)
Wind Direction	North East
Type of Marine Incident	Non Marine Incident
Incident Consequence	Injury (no hospital admission)
Public Interest	Public interest unlikely
Highest Ship Class	Recreational
Compliance Weighting	0
Weighting Reason	No evidence of marine incident
Original Rating Score	4
Final Rating Score	4
Category	5
Fatalities (No.)	0
Injuries - Serious (No.)	0
Injuries - Minor (No.)	0
Minor Damage (Ships)	0
Moderate Damage (Ships)	0
Major Damage (Ships)	0
Lost Ships	0
Pollution Category	
Pollution Source	
Pollutant	
Pollution - Extent (Length)	
Pollution - Extent (Width)	
Pollution - Extent (Area)	
Pollution - Extent (Volume)	
Pollution - Discharge Been Stopped?	No
Pollution - Photos Taken	No

Pollution - Video Taken	No
Pollution - Samples Taken	No
Pollutions - Samples Taken By	
Pollution - Statutory Authority	MSQ
Pollution - Combat Authority	MSQ
Pollution - Response Brief	
Notes	
(H-N1) Failure to comply with ColRegs	No
(H-N2) Insufficient voyage planning	No
(H-N3) Excessive Speed	No
(H-N4) Navigation Error - Other	No
(H-P5) Inadequate training	No
(H-P6) Inappropriate instructions to crew	No
(H-P7) Communications Failure	No
(H-P8) SMS Failure	No
(H-O9) Inattention	Yes
(H-O10) Inexperience/lack of knowledge	No
(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-DC9) Inappropriate hull/equipment - Construction	No
(M-DC10) Inappropriate hull/equipment - design	No
(M-DC11) Vessel construction failure - other	No
(M-SS12) Shore structure design	No
(M-SS13) Shore structure maintenance	No



(M-SS14) Gangway/Boarding Ladders	No
(E-H15) Floating or Submerged object	No
(E-H17) Hazardous waters - uncharted hazards	No
(E-H16) Wash of passing vessel	No
(E-H18) Hazard - other	No
(CF1) Insufficient safety equipment	No
(CF2) Tidal conditions	No
(CF3) Bar conditions	No
(CF4) Hazardous season (cyclones etc)	No
(CF5) Hazardous waters - obstructions	No
(CF6) Poor Visability	No
(CF7) Sea state	No
(CF8) Wind	No
(CF9) Heavy traffic area	No
(CF10) Medical condition	No
(CF-11) Alcohol / Drugs	No
(CF12) Fatigue	No
(CF13) Failure to wear lifejackets	No
(CF14) Failure to wear engine kill lanyard	No
MR-T Value	0
MR-C Value	4
MR-PI Value	0
Days Since (Incident)	132.5

**From:** Brett J Williams  
**To:**  
**Cc:**  
**Subject:** FW: Alleged failure to report marine incident - CONFIDENTIAL  
**Date:** Tuesday, 8 December 2020 7:56:00 AM  
**Attachments:** [image002.jpg](#)  
[Marine & Pollution Incident Investigation Report.pdf](#)  
[201204 Closure Letter MSC2126 signed.pdf](#)  
**Importance:** High

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Good morning

In relation to the below request from [redacted] have completed my investigation into the incident and alleged failure to report a marine incident by [redacted]. Please see attached a copy of the investigation report, and the closure letter sent to [redacted] this morning for you information.

If you have any questions or wish to discuss please don't hesitate to contact me.

Kind Regards,

**Brett Williams**

Manager (Compliance) | Policy, Planning & Regulation

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

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Floor 2 | 61 Mary Street | Brisbane Qld 4000

PO Box 2595 | Brisbane Qld 4001

(07) 3066 3939 | M: [redacted] NR

[brett.j.williams@msq.qld.gov.au](mailto:brett.j.williams@msq.qld.gov.au)

[www.msq.qld.gov.au](http://www.msq.qld.gov.au)

[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:**

**Sent:** Thursday, 5 November 2020 10:56 AM

**To:** Brett J Williams <Brett.J.Williams@msq.qld.gov.au>

**Cc:**

**Subject:** Alleged failure to report marine incident - CONFIDENTIAL

**Importance:** High

Brett,

As discussed yesterday [redacted] is alleged to have failed to report a marine incident that he was involved in [redacted] in his personal vessel. This forms part of an internal investigation being conducted by [redacted] into the actions of [redacted]. As MSQ are usually the lead agency in investigating this type of incident, I wish to refer this alleged failure to report to your agency.

The information received was the [redacted] was traveling in the Broadwater off South Stradbroke Island at about 12pm on Saturday 5 September 2020, when he has hit another vessel's wake. This has caused [redacted] PI [redacted] to fall forward and hit her mouth. As a result [redacted] PI [redacted] has broken her front adult tooth

almost at the base which required her to attend a dentist to have a cap inserted over the tooth.

I have spoken to [redacted] who admitted that the incident took place, however he stated that it occurred as he slowed down to avoid the wash. [redacted] stated that he thought the injury was minor so didn't report it, but admitted upon reflection now that he thought it was a marine incident and was aware of his obligations to report this in accordance with the TOMSA. [redacted] could provide no reasonable excuse for failing to do so if this is in fact deemed to be a marine incident. [redacted] stated that he took [redacted] PI to the dentist on Monday 7 September 2020 to have the tooth repaired.

[redacted] He holds commercial qualifications as a Master 5 and MED 2. He is also [redacted] The vessel utilised was a 1989 Cruise Craft 5.7m bowrider (Qld reg. [redacted] which is registered to [redacted] ontact number is [redacted]

As discussed, I am trying to ensure that this matter remains confidential so that [redacted] From an internal perspective, we do have some time frames around complaints so I respectfully request that this matter is dealt with in a timely fashion.

If you have any questions please let me know.

Regards,



\*\*\*\*\*  
CONFIDENTIALITY: The information contained in this electronic mail message and any electronic files attached to it may be confidential information, and may also be the subject of legal professional privilege and/or public interest immunity. If you are not the intended recipient you are required to delete it. Any use, disclosure or copying of this message and any attachments is unauthorised. If you have received this electronic message in error, please inform the sender or contact [redacted]  
This footnote also confirms that this email message has been checked for the presence of computer viruses.  
\*\*\*\*\*



Department of  
**Transport and Main Roads**

Our ref MSC2126  
Your ref MSC2126  
Enquiries Brett Williams

7 December 2020

Dear

**Incident involving injury to a child on board the recreational ship, registration number on 2 September 2020.**

In relation to the incident involving injury to a child on board the recreational ship, registration number [REDACTED] which occurred adjacent to Rat Island, Gold Coast Broadwater on the 2 September 2020.

Maritime Safety Queensland's official incident report number for the incident is **MSC2126**. You may be asked to quote this number when making enquiries regarding the incident.

Maritime Safety Queensland is the government agency charged with the regulation of the *Transport Operations (Marine Safety) Act 1994* (the Act) in the state of Queensland. The agency has investigated the circumstances of the incident and does not propose to take any further action in relation to the incident at this time.

The information captured by incident data assists us in developing strategies to improve marine safety. I have enclosed a copy of the electronic record of interview as requested.

If you have any questions about this matter, please contact Manager (Compliance) Brett Williams on 3066 3939.

Thank you for your interest in marine safety.

Yours sincerely

[REDACTED]

Brett Williams  
Manager (Compliance)  
Maritime Safety Queensland

Maritime Safety Queensland  
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Brisbane Qld 4001  
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Website [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
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ABN 39 407 690 291





**Queensland  
Government**

# Marine & Pollution Incident Investigation Report

Title:

Injury to juvenile passenger

Incident date: 05/09/2020

Category: Category 4

CaseMan no: MSC2026  
(N/A for TOMPA incidents)

<b>Investigator</b>	Brett Williams
<b>Position</b>	Manager (Compliance)
<b>Division</b>	Compliance
<b>Regional office</b>	Compliance Unit
<b>Address</b>	61 Mary Street, Brisbane Qld 4000
<b>Contact number</b>	(07) 3066-3939
<b>Email</b>	brett.j.williams@msq.qld.gov.au
<b>Report date</b>	04/12/2020

# 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:			
Ship type:	Recreational	Ship class:	Recreational
Ship description:	5.7m Cruisecraft Hustler Bowrider		
Reg no:		Boat mark:	
		RUF:	<input type="checkbox"/>
Registering authority:	TMR	Port of registry:	
Registration expiry:	03/12/2021		
Length (in metres):	5.7	Beam (in metres):	2
		Construction:	Fibreglass
Engine type:	Outboard	No. of engines:	1
		Total power (kW):	111.8
Last monitoring date:		Written direction:	
Previous incidents:	Nil		

## Master of ship 1.

Masters name:		Place of birth:	
Masters address:		Date of birth:	
Home phone:		Mobile phone:	
		Work phone:	
Email address:		Statement/ROI:	<input checked="" type="checkbox"/>
		Coercive powers used:	<input type="checkbox"/>
Marine licences:	RMDL, PWCL, Master <24m NC		

## Add deceased or injured persons on ship 1.

Add inj. person

Remove inj. person

## Add crew on ship 1.

Add crew

Remove crew

## Add offence details for person on ship 1.

Add offence

Remove offence

## Add witness

Add witness

Remove witness

# Summary of facts—explain incident & investigations conducted

**The Incident**  
*Include full particulars of vessels, voyage and location of incident.*

On the afternoon of 5 September 2020, [redacted] departed their camp site on South Stradbroke Island in his 5.7 metre Cruisecraft Hustler Bowrider. On board were [redacted] and [redacted] PI [redacted] PI were seated at the forward padded seats and were reported to have been bouncing up and down on the seat cushions at which time [redacted] advised that he stopped the boat and spoke with [redacted].

[redacted] stated that they had been stationary for some time when [redacted] PI [redacted] who had been facing the rear of the boat turned to face forward hitting her tooth on the foredeck area resulting in damage to her tooth.

**The Investigation**

On 5 December 2020 MSQ Manager (Compliance) Brett Williams was contacted by [redacted] advising of the incident involving [redacted] and that the incident had not been reported. [redacted] requested that MSQ investigate the alleged marine incident and failure to report the incident.

Later on 5 December Williams received an email from [redacted] with particulars regarding the alleged incident and contact details for [redacted] Williams replied to the email confirming MSQ intentions to investigate the incident and alleged failure to report.

On 26 November 2020 Williams obtained license history for [redacted] and registration history for ship [redacted] and confirmed that [redacted] held a current valid recreational marine license and the ship current registration at the time of the incident.

At about 1142 on 26 November 2020 Williams contacted [redacted] and arranged to meet [redacted] at [redacted] to conduct a record of interview in relation to the incident and alleged failure to report.

At about 0948 hours on 2 December 2020 Williams attended the [redacted] and conducted an electronic record of interview with [redacted] During the interview [redacted] stated that he was not making way at the time of the incident and had been drifting for some time.

He further stated that he had stopped to speak with the children who were bouncing up and down on the forward seats and soon after [redacted] PI [redacted] had turned to face the front of the boat and hit her mouth on the foredeck resulting in the damage to the tooth. [redacted] stated the boat was drifting and not making way at the time of the incident and that wash, sea state and operation did not contribute to the injury incident. No adult witnesses to the incident were able to be identified.



At 1340 hours on 2 December 2020 Williams contacted	PI	of the injured	
child,	PI	to obtain a recorded version of events.	PI
PI			
Analysis of the available evidence determined that there is insufficient evidence to establish that a marine incident occurred as defined by s123 TOMSA and further insufficient evidence of any breaches of TOMSA including the s125 requirement to report a marine incident.			

Released under RTI - DTMR

# Contributing factors

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

## Human contributing factors

- |  |  |
|--|--|
| <input type="checkbox"/> Alcohol or drugs  | <input type="checkbox"/> Insecure mooring                                |
| <input type="checkbox"/> Commercial pressure   | <input type="checkbox"/> Insufficient crew numbers                       |
| <input 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 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 checked="" type="checkbox"/> Inattention                                      | <input type="checkbox"/> Violation of standard procedures                |
| <input type="checkbox"/> Inexperience or lack of knowledge                           | <input type="checkbox"/> Violation of statutory rules or standards       |

Other (human):

Other on board incident resulting in injury to juvenile passenger

## 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. Insufficient evidence that a marine incident occurred  
2. No s125 TOMSA offence for failing to report given that a marine incident can not be evidenced

## Conclusions

No evidence that a marine incident occurred.  
No evidence of any breaches of TOMSA.  
No further action required.

## Completed actions

Acknowledgement letter sent <i>(Not applicable to TOMPA incidents)</i>	<input type="checkbox"/>	Attached	<input type="checkbox"/>	
CaseMan file closed or reassigned <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached	<input checked="" 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 type="checkbox"/>	Attached	<input type="checkbox"/>	
Exhibits seized	<input type="checkbox"/>	Attached	<input type="checkbox"/>	
Witness statements	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>	
MIN issued	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>	
Evidence	EROI	<input checked="" type="checkbox"/>	Attached <input type="checkbox"/>	
Other	Beacon to beacon charts, recorded version	PI	<input checked="" type="checkbox"/>	Attached <input checked="" type="checkbox"/>
POLREP form sent		<input type="checkbox"/>	Copy attached <input type="checkbox"/>	
CaseMan incident, ship and person records updated and validated		<input checked="" type="checkbox"/>	Brett Williams	

By whom (enter name)

## For consideration by Compliance Section

No further action required—copy of file forwarded for review—original file retained in region and closed.

---

### Report completed by

Name:

Position:

---

### Report endorsed by

Name:

Position:

---

### CaseMan updated by

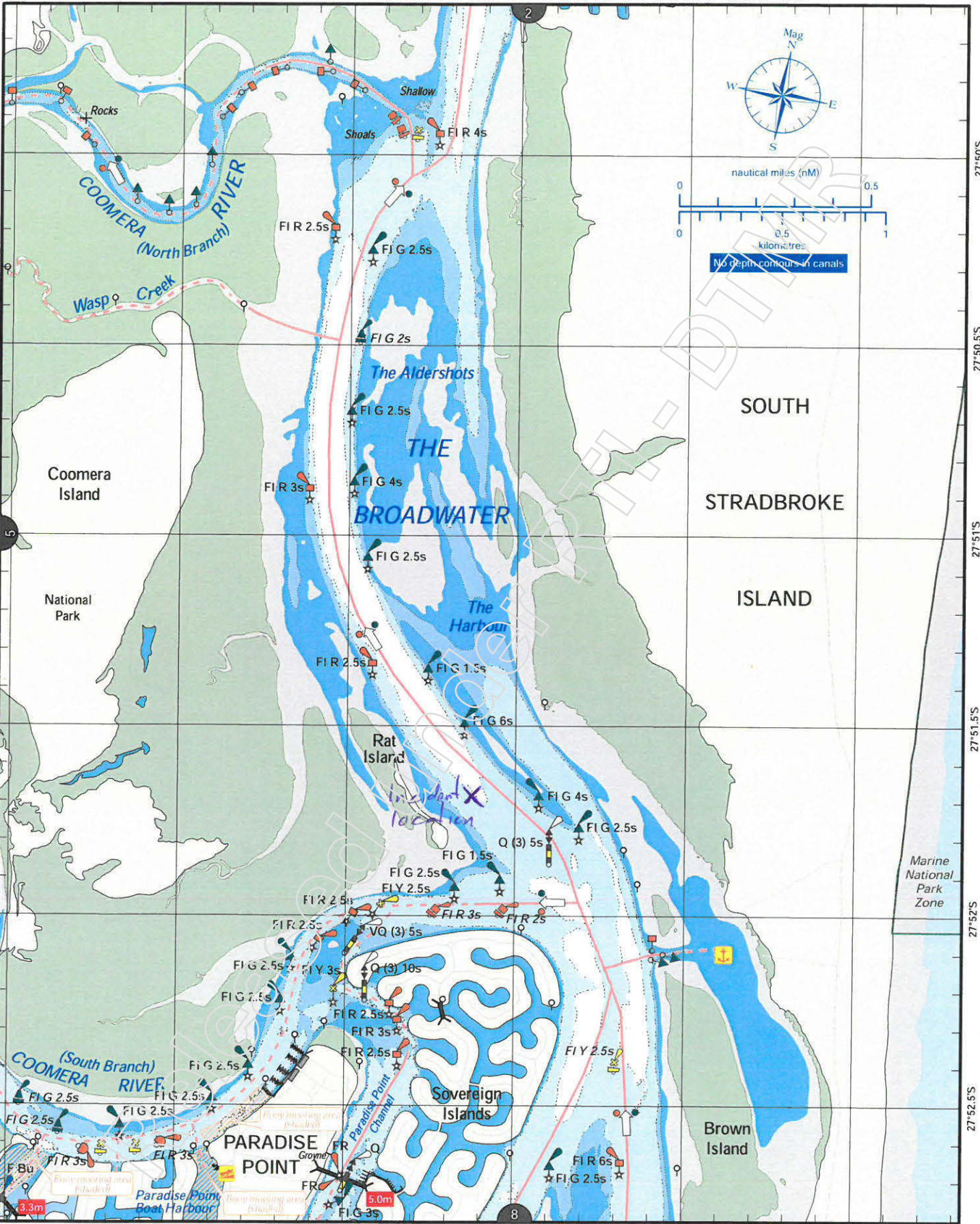
Name:

Position:

---

VMR Jacobs Well: base phone 5546 1100, 24hrs 7 days, 27MHz 88 91, VHF 16 67 82, MF/HF 2112 2182 2201 2524 4125 6215.  
 VMR Southport: base phone 5591 1300, 24 hrs 7 days, 27MHz 86 88 91, VHF 16 22 67 73 82, MF/HF 2182 2524 4125 4483.  
 CG Southport: base phone 5531 1421, Mon-Thu 0800-1800, 24 hrs w/e (Fri 0800-Sun 1800), 27MHz 91 88 86, VHF 73 21 22 67 81 82 16, MF/HF 2524.

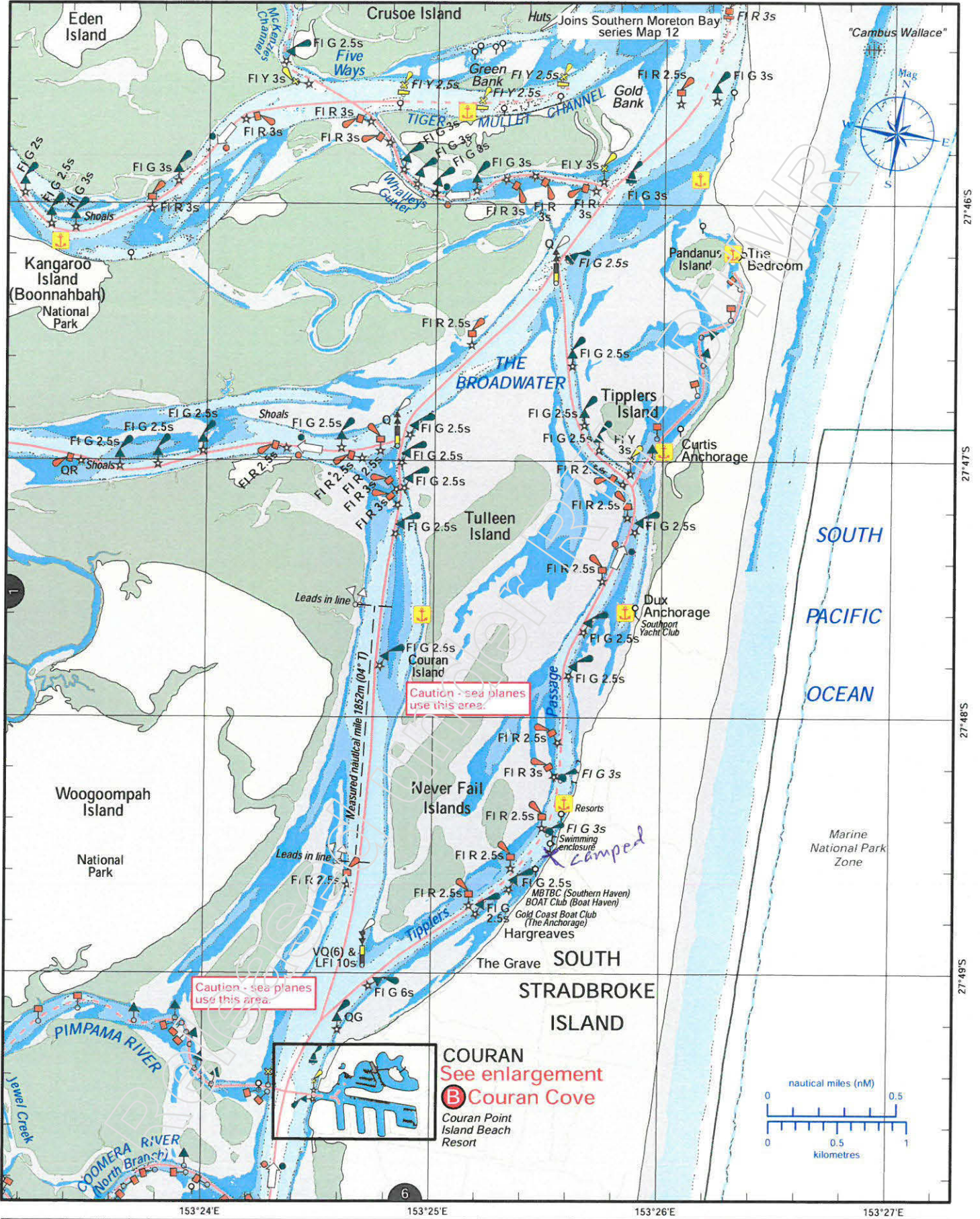
# NGC-6



Always keep a proper lookout when boating.  
 Look up and live for power and cable crossings that may not be shown on these maps due to scale or recent construction.  
 For depth contour date information, refer to the Key Sheet for this guide. Note that depths may change following floods.  
 Exercise care when travelling outside suggested navigation tracks.  
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 Queensland Department of Transport and Main Roads - Maritime Safety Queensland.  
 To reproduce any map within this series, see terms and conditions at Maritime Safety Queensland's website ([www.msq.qld.gov.au](http://www.msq.qld.gov.au))

Nautical information current to 6 July 2020

**Queensland Government**



Always keep a proper lookout when boating.  
 Look up and live for power and cable crossings that may not be shown on these maps due to scale or recent construction.  
 For depth contour date information, refer to the Key Sheet for this guide. Note that depths may change following floods.  
 Exercise care when travelling outside suggested navigation tracks.

Nautical information current to 6 July 2020



# The Cruise Craft Hustler 570.



A Nichols Bros. Boat. Craftsmanship Since 1946.

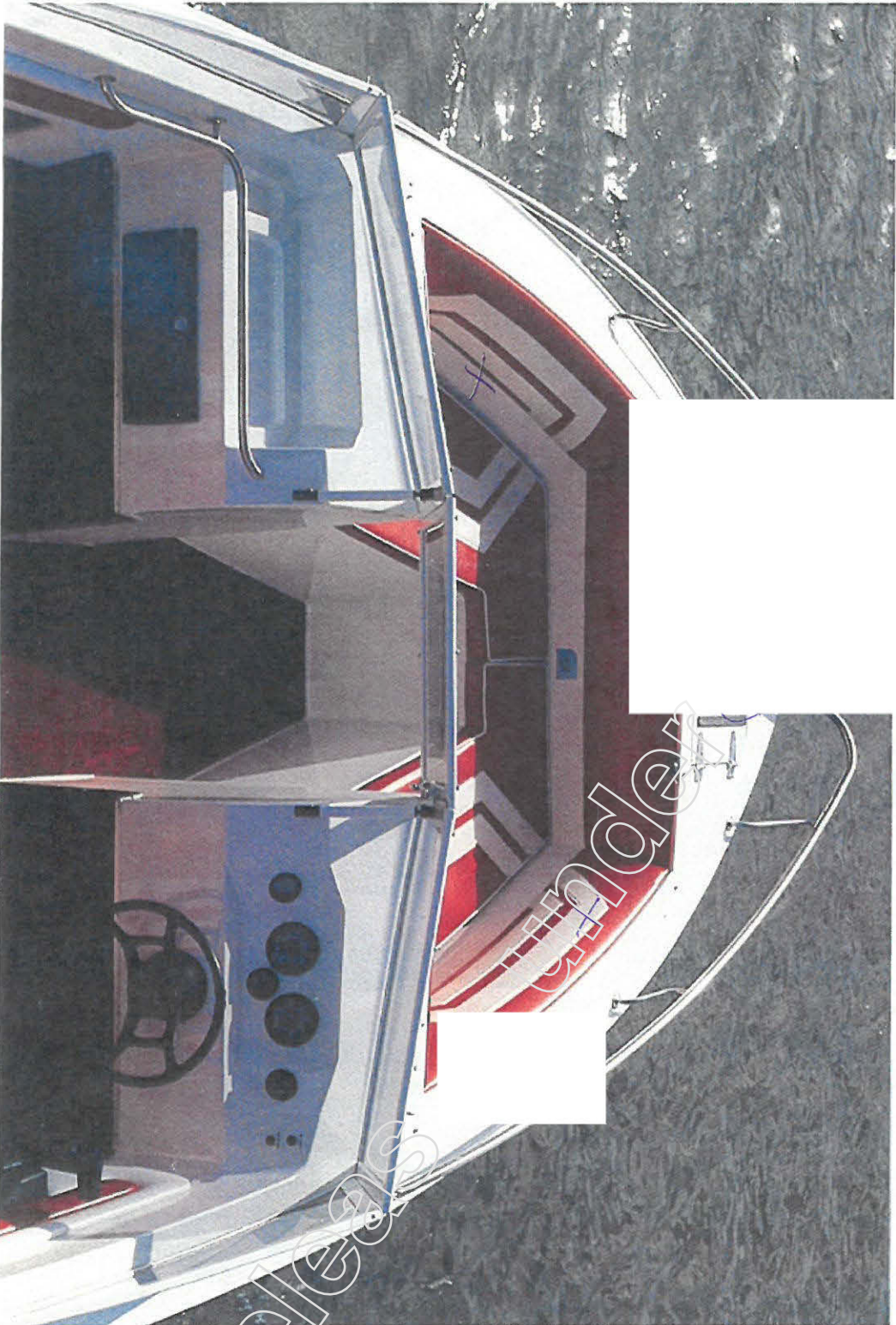
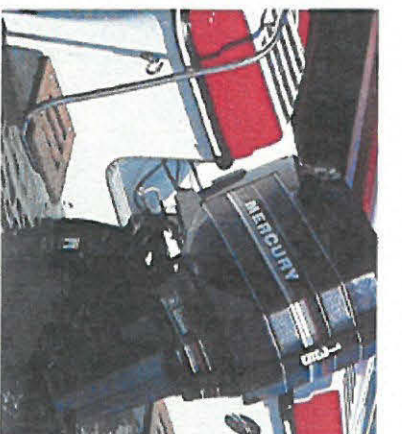
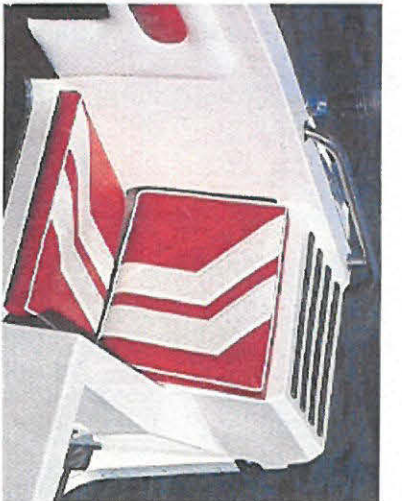
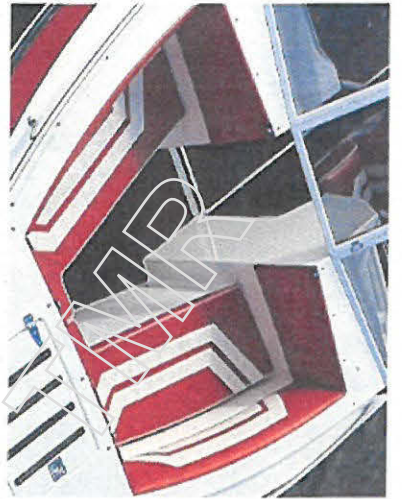


# The Cruise Craft Hustler 570. Sport

Released in Sport - DTMR







The Hustler 570 Sport, a Craft that doubles as a space for sporty, fun families. Big enough for the whole gang at their gear – bold in performance. In true Cruise Craft tradition, The Hustler 570 Sport has a list of impressive standard features:

The forward bow rider is bright and provides alternative seating for children or adults. The cockpit area has been planned with ample storage and is tastefully appointed with coordinated seating that can be lounges for sunning or relaxing. The total dashboard has been thoughtfully designed to accommodate your choice of instrumentation.

The Hustler 570 Sport. The well equipped boat, for the well equipped family.

# Specifications of The Hustler 570.

Length Overall	5.67m	18'7"
Maximum Beam	2.41m	7'11"
Transom Beam	2.00m	6'7"
Transom Height	.53m	1'9"
Freeboard Aft	.59m	1'11"
Deadrise Transom	22°	
Transom Angle	14.5°	
Fuel Tank Capacity (approx.)	156 litres (35 gals)	
Cockpit Area	2.49m x 2.11m	8'2" x 7'1"
Recommended H.P. Outboard	90 H.P. to 105 H.P.	58.53 sq ft
Stemdrive	140 H.P. to 200 H.P.	
Weight (approx.)	599 kg	1327 lb

Notes:

**COCKPIT - STANDARD FEATURES**  
 Large upholstered side pockets for storage.  
 Richly upholstered folding sleeper seats.  
 Lockable glove box.  
 S/S passenger dashrail.  
 Fully upholstered moulded rear seats.  
 Large under floor storage area.  
 Battery pad.  
 Well-appointed dash for instruments.  
 Fully carpeted cockpit area.

**DECK AND HULL - STANDARD FEATURES**  
 High quality gelcoat in vibrant colours.  
 H.D. mechanical steering.  
 Bow eye.  
 Ski hooks.  
 Drain plugs.  
 Large bow roller with safety pin.  
 Heavy duty bollard on fore deck.  
 Stern cleats.  
 Anchor locker with hatch and overboard drain.  
 Opening screen for access to forward bowrider.  
 Non skid battens on fore and aft decks.  
 Colour co-ordinated framed anti-glare windscreen.  
 Navigation lights.  
 Split low profile S/S bow rail.  
 Chine and deck tapes.  
 2 S/S aft hand rails with boarding.  
 Underfloor fuel tank with electric gauge.

CRUISE CRAFT BOATS ARE COVERED BY 12 MONTHS WARRANTY.

Your Cruise Craft dealer:



Manufactured by Nichols Bros., 1308 Lytton Road, Hemmant, Brisbane. Q. 4174. Phone (07) 390 4967

Photograph may show non-standard options or accessories. The manufacturer reserves the right to alter standard specifications and options without notice.

**From:**  
**To:** [Brett J Williams](#)  
**Subject:** RE: Alleged failure to report marine incident - CONFIDENTIAL  
**Date:** Thursday, 5 November 2020 2:04:08 PM  
**Attachments:** [image004.jpg](#)  
[image001.jpg](#)

---

Thanks Brett. The only known witnesses were on board the vessel and they were children.

Regards,



---

**From:** Brett J Williams <[Brett.J.Williams@msq.qld.gov.au](mailto:Brett.J.Williams@msq.qld.gov.au)>  
**Sent:** Thursday, 5 November 2020 11:30  
**To**  
**Cc**  
**Subject:** RE: Alleged failure to report marine incident - CONFIDENTIAL

Good morning

Thank you for your time on the phone yesterday and your email. As indicated I appreciate the need to maintain confidentiality and am happy to proceed on that basis. With respect to the marine incident and alleged failure to report the incident I will likely assign the investigation to myself to remove any perceived conflict of interest and to ensure that confidentiality is maintained. I will endeavour to have the investigation finalised as soon as possible however it may take 2-3 weeks due to other urgent commitments, including COVID maritime crew change liaison duties.

Pending your advice I will progress the investigation and inform you as to the outcome. Are you able to provide the name and contact details of any witnesses?

Kind Regards,

**Brett Williams**  
Manager (Compliance) | Policy, Planning & Regulation  
**Maritime Safety Queensland Branch** | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

---

Floor 2 | 61 Mary Street | Brisbane Qld 4000  
PO Box 2595 | Brisbane Qld 4001  
(07) 3066 3939 | M: [redacted] NR  
[brett.j.williams@msq.qld.gov.au](mailto:brett.j.williams@msq.qld.gov.au)  
[www.msq.qld.gov.au](http://www.msq.qld.gov.au)  
[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From**

**Sent:** Thursday, 5 November 2020 10:56 AM

**To:** Brett J Williams <[Brett.J.Williams@msq.qld.gov.au](mailto:Brett.J.Williams@msq.qld.gov.au)>

**Cc:**

**Subject:** Alleged failure to report marine incident - CONFIDENTIAL

**Importance:** High

Brett,

As discussed yesterday, [redacted] is alleged to have failed to report a marine incident that he was involved in [redacted] in his personal vessel. This forms part of an internal investigation being conducted by [redacted] into the actions of [redacted]. As MSQ are usually the lead agency in investigating this type of incident, I wish to refer this alleged failure to report to your agency.

The information received was the [redacted] as traveling in the Broadwater off South Stradbroke Island at about 12pm on Saturday 5 September 2020, when he has hit another vessel's wake. This has caused [redacted] PI [redacted] to fall forward and hit her mouth. As a result [redacted] PI [redacted] has broken her front adult tooth almost at the base which required her to attend a dentist to have a cap inserted over the tooth.

I have spoken to [redacted] who admitted that the incident took place, however he stated that it occurred as he slowed down to avoid the wash. [redacted] stated that he thought the injury was minor so didn't report it, but admitted upon reflection now that he thought it was a marine incident and was aware of his obligations to report this in accordance with the TOMSA. [redacted] could provide no reasonable excuse for failing to do so if this is in fact deemed to be a marine incident. [redacted] stated that he took [redacted] PI [redacted] to the dentist on Monday 7 September 2020 to have the tooth repaired.

[redacted] He holds commercial qualifications as a Master 5 and MED 2. He is also an [redacted] The vessel utilised was a 1989 Cruise Craft 5.7m bowrider (Qld reg. [redacted] which is registered to [redacted]

As discussed, I am trying to ensure that this matter remains confidential so that [redacted] can [redacted] without the fear of [redacted] From an internal perspective, we do have some time frames around complaints so I respectfully request that this matter is dealt with in a timely fashion.

If you have any questions please let me know.

Regards,



R

\*\*\*\*\*

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This footnote also confirms that this email message has been checked for the presence of computer viruses.

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\*\*\*\*\*  
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This footnote also confirms that this email message has been checked for the presence of computer viruses.  
\*\*\*\*\*

Released under RTI - DTMR

**Marine Licence History Summary**

Customer

Reference

Address

Birth Date

**Product** RECREATIONAL MARINE DRIVER LICENCE

Search

From Date

To Date

Action

Invalid	Action	System Date	Action Date	Description
N	CONV	19/02/2000	29/12/1993	CONVERSION OF MARINE LICENCE

Total number of records 1

Released under RTI - DT

**Registration History Summary  
by Plate Number**

**Customer** **Birth Date**  
**Address**  
**Postal**  
**SIN** 040585 **Engine** OT591065 **Plate**  
**Description** 5.7M CRUISE CRAFT HUSTLER BOWRIDER FIBREGLASS (GPR)

**Search**

<b>From Date</b>	<b>To Date</b>	<b>Action</b>		
<b>Invalid</b>	<b>Action</b>	<b>System Date</b>	<b>Action Date</b>	<b>Description</b>
N	RENEW	22/10/2020	22/10/2020	22/10/2020,TOTL 223.85DR SRUS 23.05DR SREG 200.80DR
N	PAY	04/12/2019	04/12/2019	TOTL 219.90DR SRUS 22.65DR SREG 197.25DR
N	NBUS	04/12/2019	04/12/2019	AUS,SBOT,PRIV, 12M Exp:03/12/2020,TOTL 219.90DR SRUS 22.65DR SREG 197.25DR,StorMeth:RT,StorPlce:PR
N	UPDT	04/12/2019	04/12/2019	RECREATIONAL SHIP BEAM 2.4M TO 2M, HEIGHT 1.9M TO 1.2M, DRAFT .3M TO .5M, PRI COLOUR WHI TO BLU, PREV PLATE TO TA858Q QLD+

Total Number of Records 4

Released under DTMR



## Catherine R Troccaz

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**From:** Brett J Williams  
**Sent:** Monday, 7 December 2020 1:24 PM  
**To:** Brendan J Philp  
**Subject:** Investigation Report  
**Attachments:** Marine & Pollution Incident Investigation Report.pdf

Hey mate can you please review the attached investigation report for endorsement. Is Cat 5 just can't change, I'll sort out closing and finalising in MSID. Cheers

Kind Regards,

**Brett Williams**

Manager (Compliance) | Policy, Planning & Regulation

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

---

Floor 2 | 61 Mary Street | Brisbane Qld 4000

PO Box 2595 | Brisbane Qld 4001

(07) 3066 3939 | M:

[brett.j.williams@msq.qld.gov.au](mailto:brett.j.williams@msq.qld.gov.au)

[www.msq.qld.gov.au](http://www.msq.qld.gov.au)

[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)



Queensland  
Government

# Marine & Pollution Incident Investigation Report

Title:

Injury to juvenile passenger

Incident date: 05/09/2020

Category: Category 4

CaseMan no: MSC2026  
(N/A for TOMPA incidents)

<b>Investigator</b>	Brett Williams
<b>Position</b>	Manager (Compliance)
<b>Division</b>	Compliance
<b>Regional office</b>	Compliance Unit
<b>Address</b>	61 Mary Street, Brisbane Qld 4000
<b>Contact number</b>	(07) 3066-3939
<b>Email</b>	brett.j.williams@msq.qld.gov.au
<b>Report date</b>	04/12/2020

# 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:			
Ship type:	Recreational	Ship class:	Recreational
Ship description:	5.7m Cruisecraft Hustler Bowrider		
Reg no:		Boat mark:	
		RUF:	<input type="checkbox"/>
Registering authority:	TMR	Port of registry:	
Registration expiry:	03/12/2021		
Length (in metres):	5.7	Beam (in metres):	2
		Construction:	Fibreglass
Engine type:	Outboard	No. of engines:	1
		Total power (kW):	111.8
Last monitoring date:		Written direction:	
Previous incidents:	Nil		

## Master of ship 1.

Masters name:		Place of birth:	
Masters address:		Date of birth:	
Home phone:		Mobile phone:	
		Work phone:	
Email address:		Statement/ROI:	<input checked="" type="checkbox"/>
		Coercive powers used:	<input type="checkbox"/>
Marine licences:	RMDL, PWCL, Master <24m NC		

## Add deceased or injured persons on ship 1.

Add inj. person

Remove inj. person

## Add crew on ship 1.

Add crew

Remove crew

## Add offence details for person on ship 1.

Add offence

Remove offence

## Add witness

Add witness

Remove witness

# Summary of facts—explain incident & investigations conducted

<p><b>The Incident</b> <i>Include full particulars of vessels, voyage and location of incident.</i></p>	<p>On the afternoon of 5 September 2020, [redacted] departed their camp site on South Stradbroke Island in his 5.7 metre Cruisecraft Hustler Bowrider.</p> <p>Whilst adjacent and on the eastern side of Rat Island [redacted] and [redacted] PI [redacted] PI were seated at the forward padded seats and were reported to have been bouncing up and down on the seat cushions at which time [redacted] advised that he stopped the boat and [redacted]</p> <p>[redacted] stated that they had been stationary for some time when [redacted] PI [redacted] who had been facing the rear of the boat turned to face forward hitting her tooth on the foredeck area resulting in damage to her tooth.</p>
---	--

<p><b>The Investigation</b></p>	<p>On 5 December 2020 MSO Manager (Compliance) Brett Williams was contacted by [redacted] advising of the incident involving [redacted] and that the incident had not been reported [redacted] requested that MSQ investigate the alleged marine incident and failure to report the incident.</p> <p>Later on 5 December Williams received an email from [redacted] with particulars regarding the alleged incident and contact details for [redacted] Williams replied to the email confirming MSQ intentions to investigate the incident and alleged failure to report.</p> <p>On 26 November 2020 Williams obtained license history for [redacted] and registration history for ship [redacted] and confirmed that [redacted] held a current valid recreational marine license and the ship current registration at the time of the incident.</p> <p>At about 1142 on 26 November 2020 Williams contacted [redacted] and arranged to meet [redacted] at [redacted] to conduct a record of interview in relation to the incident and alleged failure to report.</p> <p>At about 0948 hours on 2 December 2020 Williams attended the [redacted] and conducted an electronic record of interview with [redacted] During the interview [redacted] stated that he was not making way at the time of the incident and had been drifting for some time.</p> <p>He further stated that he had stopped to speak with the children who were bouncing up and down on the forward seats and soon after [redacted] PI [redacted] had turned to face the front of the boat and hit her mouth on the foredeck resulting in the damage to the tooth. [redacted] stated the boat was drifting and not making way at the time of the incident and that wash, sea state and operation did not contribute to the injury incident. No adult witnesses to the incident were able to be identified.</p>
---------------------------------	---

At 1340 hours on 2 December 2020 Williams contacted	PI	of the injured	
child,	PI	to obtain a recorded version of events.	PI
PI			
Analysis of the available evidence determined that there is insufficient evidence to establish that a marine incident occurred as defined by s123 TOMSA and further insufficient evidence of any breaches of TOMSA including the s125 requirement to report a marine incident.			

Released under RTI - DTMR

# Contributing factors

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

## Human contributing factors

- |  |  |
|--|--|
| <input type="checkbox"/> Alcohol or drugs  | <input type="checkbox"/> Insecure mooring                                |
| <input type="checkbox"/> Commercial pressure   | <input type="checkbox"/> Insufficient crew numbers                       |
| <input 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 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 checked="" type="checkbox"/> Inattention                                      | <input type="checkbox"/> Violation of standard procedures                |
| <input type="checkbox"/> Inexperience or lack of knowledge                           | <input type="checkbox"/> Violation of statutory rules or standards       |

Other (human):

Other on board incident resulting in injury to juvenile passenger

## 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. 1. Insufficient evidence that a marine incident occurred  
2. No s125 TOMSA offence for failing to report given that a marine incident can not be evidenced

## Conclusions

No evidence that a marine incident occurred.  
No evidence of any breaches of TOMSA.  
No further action required.

## Completed actions

Acknowledgement letter sent <i>(Not applicable to TOMPA incidents)</i>	<input type="checkbox"/>	Attached	<input type="checkbox"/>	
CaseMan file closed or reassigned <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached	<input checked="" 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 type="checkbox"/>	Attached	<input type="checkbox"/>	
Exhibits seized	<input type="checkbox"/>	Attached	<input type="checkbox"/>	
Witness statements	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>	
MIN issued	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>	
Evidence	EROI	<input checked="" type="checkbox"/>	Attached <input type="checkbox"/>	
Other	Beacon to beacon charts, recorded version	PI	<input checked="" type="checkbox"/>	Attached <input checked="" type="checkbox"/>
POLREP form sent		<input type="checkbox"/>	Copy attached <input type="checkbox"/>	
CaseMan incident, ship and person records updated and validated	<input checked="" type="checkbox"/>	Brett Williams		

By whom (enter name)



## For consideration by Compliance Section

No further action required—copy of file forwarded for review—original file retained in region and closed.

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### Report completed by

Name:

Position:

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### Report endorsed by

Name:

Position:

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### CaseMan updated by

Name:

Position:

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