

From: Wendy.M.Matheson@msq.qld.gov.au on behalf of VTS Cairns@tmr.qld.gov.au
To: rhmcairns@tmr.qld.gov.au; harry.z.mclean@msq.qld.gov.au; keith.g.vince@msq.qld.gov.au; antonio.f.dorante/cp2/qdot/au%ODOT@corp.tmr.qld.gov.au; Robert.D.Cowie@msq.qld.gov.au; Kevin.J.Schindler@msq.qld.gov.au; Brett.W.Huxham@msq.qld.gov.au; cairns@amsa.gov.au; Alecia.S.Roberts@msq.qld.gov.au; William.Z.Walsh@msq.qld.gov.au
Cc: Stephen.J.Bull@msq.qld.gov.au; Wanda.R.Huxham@msq.qld.gov.au; Stephen.R.Boyle@msq.qld.gov.au; James.B.McIntyre@msq.qld.gov.au; Alexander.E.Matheson@msq.qld.gov.au; Richard.J.Unwin@tmr.qld.gov.au; paul.g.brandenburg@msq.qld.gov.au; Shona.M.Wray@msq.qld.gov.au; Richard.L.Harris@tmr.qld.gov.au; Wendy.M.Matheson@msq.qld.gov.au; Samantha.Z.Coniglio@msq.qld.gov.au; Frank.J.Thomson@msq.qld.gov.au
Subject: Incident report - Boating accident Lake Tinaroo
Date: Monday, 1 April 2013 4:29:19 PM
Importance: High

REPORTED BY:

- CWP

DETAILS:

Reported a
on ski board all let go, the rope bounced back and injury occurred.
Vessel is a 6.4m ski boat - TS690Q owned by
attended and a MIR has been requested.

3 girls being towed

Local police have

REPORTED TO :

All addressees

RECEIVED - HOW / WHEN:

In person 1630 hrs 01.04.13

Duty VTSO

Vessel Traffic Service Operator | Marine Operations (Cairns)

Maritime Safety Queensland | Department of Transport and Main Roads

Floor 1 | 100 - 106 Tingira Street | Portsmith Qld 4870

PO Box 1787 | Cairns Qld 4870

P: (07) 40527470 | F: (07) 40527460

E: vtscairns@msq.qld.gov.au

W: www.msq.qld.gov.au

Marine Incident Report

PO BOX 1787
CAIRNS QLD 4870

This form is to be completed by the ship Owner or Master at the time of the incident and returned, with all supporting documents, to your local Maritime Safety Queensland regional office or Queensland Police Service (Water Police) or Queensland Boating and Fisheries Patrol Office.

Incident description

Position of incident

Latitude Longitude Body of water/Landmark Bearing Distance

Location Inland waters Smooth waters Partially smooth waters Offshore Date Time am pm

Type of incident

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

Grounding
 unintentional
 intentional

Capsizing
 sinking
 swamping
 flooding

Loss of ship
 Structural failure
 Loss of stability
 Fire
 Explosion
 Person overboard

Onboard incident
 falls within ship
 crushing or pinching
 other onboard injury

Other personal injury
 hit by propeller or ship
 water ski incident
 parasailing incident
 diving incident
 other personal injury caused by operation of ship

Incident Severity Rating

No. of ships involved Note - if more than 2 ships were involved attach details on a separate sheet

Fatality No. of persons Injury No. of persons Ship lost Damage to property only
 Ship damaged No damage

Environmental Conditions

Weather
 Clear Hazy Cloudy Rain Flood Other

Water conditions
 Calm Choppy Rough Very Rough Strong current

Wind speed
 None Light (up to force 2 / 1-7 knots) Moderate (force 3-4 / 8-16 knots)
 Strong (force 5-7 / 17-33 knots) Gale (force 8 and above / more than 33 knots)

Visibility
 Good Fair Poor

Time of day
 Day Night Twilight

Wind direction
Wind coming from

Ships involved

Own ship

Ship owner's details
Owner's name

Telephone (business hours) Telephone (after hours)

Address

Ship details

Name of ship

Official Registration no. Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board No. of crew on board

Other ship

Ship owner's details
Owner's name

Telephone (business hours) Telephone (after hours)

Address

Ship details

Name of ship

Official Registration no. Registering Authority

Length (metres) Beam (metres) Year built

No. of passengers on board No. of crew on board

Ships involved - continued

Own ship

Type

- passenger
- non passenger
- fishing
- hire & drive
- PWC (jetski)
- motorboat
- speedboat (planing hull)
- sailing boat
- houseboat
- rowing boat
- catamaran

Other (describe)

- Commercial USL Class _____
- Recreational
- Fishing _____

Engine

- Outboard
- Inboard Petrol
- Inboard Diesel
- Inboard/Outboard
- None
- Other (please specify)

No. of engines Engine power HP
-KW

Hull material

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

Damage to ship

- Lost
- Moderate damage (damaged but ship remains seaworthy)
- Major damage (ship unseaworthy)
- No damage

Other ship

Type

- passenger
- non passenger
- fishing
- hire & drive
- PWC (jetski)
- motorboat
- speedboat (planing hull)
- sailing boat
- houseboat
- rowing boat
- catamaran

Other (describe)

- Commercial USL Class _____
- Recreational
- Fishing _____

Engine

- Outboard
- Inboard Petrol
- Inboard Diesel
- Inboard/Outboard
- None
- Other (please specify)

No. of engines Engine power HP
KW

Hull material

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

Damage to ship

- Lost
- Moderate damage (damaged but ship remains seaworthy)
- Major damage (ship unseaworthy)
- No damage

Persons involved

Own ship

Deceased or injured persons

Name of deceased or injured person _____

Gender Male Female Date of birth _____

Address _____

Telephone (business hours) _____ Telephone (after hours) _____

Injury status

- Fatality
- Missing person
- Serious injury
- Minor injury (not requiring hospital treatment)

Activity of injured or deceased

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

Other ship

Deceased or injured persons

Name of deceased or injured person _____

Gender Male Female Date of birth _____ / ____ / ____

Address _____

Telephone (business hours) _____ Telephone (after hours) _____

Injury status

- Fatality
- Missing person
- Serious injury
- Minor injury (not requiring hospital treatment)

Activity of injured or deceased

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

Persons involved - continued

Own ship

Masters details

Master's name

Gender

Male Female

Date of birth

Licence type and grade (e.g. Master 5)

RECREATIONAL

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

04/12/09 15/09/14

Address

Not relevant

Telephone (business hours)

Telephone (after hours)

Not relevant

Watchkeeper / Person at the helm

Role

Master Crewmember Passenger

Name

AS ABOVE

Gender

Male Female

Date of birth

____/____/____

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

____/____/____

Address

Telephone (business hours)

Telephone (after hours)

Other ship

Masters details

Master's name

Gender

Male Female

Date of birth

____/____/____

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

____/____/____

Address

Telephone (business hours)

Telephone (after hours)

Watchkeeper / Person at the helm

Role

Master Crewmember Passenger

Name

Gender

Male Female

Date of birth

____/____/____

Licence type and grade (e.g. Master 5)

Licence no.

Issuing Authority

Issue date

Expiry date (if applicable)

____/____/____

Address

Telephone (business hours)

Telephone (after hours)

Continued over page . . .

Privacy Statement

The Department of Transport and Main Roads is collecting the information on this form to assist in the management of investigations into marine incidents and provide reports on marine incidents to the Minister for Transport. This information is required under the *Transport Operations (Marine Safety) Act 1994*. Your personal information will not be disclosed to any other third party without your consent or unless required to do so 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/Master's Report POLICE REPORT N° - GP 1300395613. CAIRNS WATER POLICE

CONTACT - CARL BISHOP Not relevant

AS PER ATTACHED REPORT

Assistance rendered/received at incident AMBULANCE, QLD RESCUE HELICOPTER, MACKAYA POLICE

Signature (Owner/Master) _____ Date ____/____/____

Name (please print) _____

Name and Status of person who assisted in completion of form (if applicable) _____



Our ref 230/01726
Your ref CN39695
Enquiries Brett Huxham

Department of
Transport and Main Roads

9th April 2013

Not relevant

Dear

Marine Incident Report Number CN39695

I acknowledge receipt of your marine incident report regarding a marine incident involving the personal watercraft TS690Q, which occurred on the 1st April 2013.

Maritime Safety Queensland's official marine incident report number is CN39695.

You may be asked to quote this number when making enquiries regarding this marine incident. Your insurer may also require you to provide this number if making an incident related insurance claim.

Yours sincerely

Captain Michael Barnett
Regional Harbour Master (Cairns)

Compliance Unit - File Assessment Checklist

File No: 230/03963

Author: Paul Hubbert

Caseman No: CN39695

Date: 1/4/14

Categorisation:

Existing Category

1

Recommended Category

1

Other action/s:

This incident occurred on Lake Tinaroo, involving an injury water skier when a ski rope

S/C Bishop finalised the investigation in 2014 and forwarded a copy of the file to SMQ Cairns however the file is now misplaced. During the investigation SC Bishop established that the owner/operator had significant commercial maritime experience, and the three girls being towed were highly competent and had been skiing together for a number of years. The operator had trialled a number of rope configurations including ropes at the same length, and a variety of different lengths, and the current configuration (centre rope longer than outside ropes) seemed to be the most effective and importantly, the safest configuration.

S/c Bishop and the vessel owner had independently searched all relevant standards including competition standards and found no guidance as to the safest rope length configuration for multiple water skiers. SC Bishop is satisfied that the operator spent significant time investigating the safest configuration. Given the time and effort taken to ensure safety, and the lack of guidance in relation to rope lengths, SC Bishop is satisfied that this is simply an accident, that no offences have been committed, and no further action should be taken.

Comments: Caseman updated and noted with above actions. Closed with NFA

Signed: Paul Hubbert
Senior Compliance Officer

Date: 14/4/16

Released Under OIA



Memorandum

Our ref
Your ref
Date 12 August 2015

To Sergeant Andrew Ibell
OIC Cairns Water Police

Copy Captain Michael Barnett
(RHM Cairns)

Subject **Marine Incident Investigation – CN39695 – Serious injuries sustained by Water-skiing accident – Lake Tinaroo - 01/04/2013**

Andrew,

Please find attached a copy of Marine Incident Report CN39695 which refers to serious injuries sustained by _____ at Lake Tinaroo as a result of a water-skiing incident on the 1st April 2013.

Documentary on the file is scant, however it appears that this incident was being investigated by Senior Constable Carl Bishop of the Cairns Water Police.

Can you please advise if:

- The incident was investigated by Senior Constable Bishop?
- If so has the investigation been concluded?
- If so what was the result of the investigation?.

Forwarded for your information and any necessary further action.

Kevin Schindler
Senior Investigations Officer

Department of Transport and Main Roads
Maritime Safety Queensland
Maritime Projects and Compliance
100-106 Tingira Street
Portsmith, Cairns 4870
PO Box 1787 Cairns 4870

Enquiries Kevin Schindler
Telephone +61 7 4052 7421
Facsimile +61 7 4052 7427



File note

Our ref
Your ref
Date 13 April 2016

Subject Marine Incident CN39695

13/4/16

Received call from S/C Carl Bishop (Cairns Water Police) in relation to a cat 1 marine incident which occurred on Lake Tinaroo, involving an injury to water skier when a ski rope

S/C Bishop finalised the investigation in 2014 and forwarded a copy of the file to SMQ Cairns however the file is now misplaced.

During the investigation SC Bishop established that the owner/operator had significant commercial maritime experience, and the three girls being towed were highly competent and had been skiing together for a number of years. The operator had trialed a number of rope configurations including ropes at the same length, and a variety of different lengths, and the current configuration (centre rope longer than outside ropes) seemed to be the most effective and importantly, the safest configuration.

S/c Bishop and the vessel owner had independently searched all relevant standards including competition standards and found no guidance as to the safest rope length configuration for multiple water skiers. SC Bishop is satisfied that the operator spent significant time investigating the safest configuration.

Given the time and effort taken to ensure safety, and the lack of guidance in relation to rope lengths, SC Bishop is satisfied that this is simply an accident, that no offences have been committed, and no further action should be taken.

Paul Hubbert

Department of Transport and Main Roads

Enquiries Paul Hubbert
Telephone +61 7 3066 3980
Facsimile +61 7

CN39695

Marine Incident

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

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

Office Incident involved

Pollution?

Reason Closed Investigation Completed - No action required
 Relevant Act TOMSA
 Investigating Agency Qld Transport Officer HUXHAM, Brett W

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

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

Type of Incident

Incident Severity

Fatalities Minor Injuries Serious Injuries Severity

Environmental Conditions

Weather Visibility Water Time of Day Wind Speed

General Ship Information

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

Ships involved
 Recreational only

Contributing Factors

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

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

Material

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

Environmental

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

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

At approximately 1140 on Monday 01 April 2013 myself (Master) and _____ (observer) were towing three _____ girls _____ on wakeboards behind my ski boat in Tinaroo Dam. The skiers were positioned with _____ behind the boat. After skiing for approximately 30mins the girls indicated they wanted to return to the bank where we had _____

After skiing for approximately 30mins the girls indicated they wanted to return to the bank where we had left from. As we approached the bank at approx 14knots I altered course to port and maintained speed in order to drop the girls close to the bank. As the three girls dropped their ropes, one of the ropes became entangled around _____ leg causing _____

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

<copy of summary for printing>

At approximately 1140 on Monday 01 April 2013 myself (Master) and _____ (observer) were towing three _____ girls, _____ on wakeboards behind my ski boat in Tinaroo Dam. The skiers were positioned with _____ behind the boat. After skiing for approximately 30mins the girls indicated they wanted to return to the bank where we had left from. As we approached the bank at approx 14knots I altered course to port and maintained speed in order to drop the girls close to the bank. As the three girls dropped their ropes, one of the ropes became entangled around _____

<end copy>



MSQ Acknowledgement Letter.doc MIR.pdf Memo to OIC Cairns Water Police CN39695.pdf
20/01/2014 MO HUXHAM confirms injured person was admitted to hospital confirming serious injury status. S.Day (Vessel Standards)
12/08/2015 File checked by CU (Schindler), incident was tasked to S/C Carl Bishop Cairns Water Police on 12/04/2013. Memo sent to OIC Cairns Water Police 12/08/2015 for report on outcome.

13/4/16 - followed up by Hubbert. SC Bishop (Cairns WP) finalised the investigation in 2014 however the MSQ file cannot be located. SC Bishop is satisfied that NFA is required (see File Note). SC Bishop's conclusions are sound and the file can be closed with NFA



File Note Hubbert 13 April 2016 CN39695.docx File Assessment Report - CN39695.doc

Last updated: 19/05/2016 12:21:59 PM by Kaylene L Clayton/cp1/qdot/au
Date entered: 08/04/2013 01:28:12 PM by Kim Z Coden/cp2/qdot/au

Released under RMA

Paul C Hubbert

From: Paul C Hubbert
Sent: Wednesday, 13 April 2016 9:11 AM
To: 'Bishop.CarlW@police.qld.gov.au'
Subject: RE: Fatality question

Carl,

I am reviewing an incident which occurred on Tinaroo Dam on 1/4/13 involving a serious injury to the leg of a water skier – marine incident CN39695 refers. The file indicates that you were investigating - can you let me know if this one is finalised and if so the outcome?

Yours,

Paul Hubbert

Senior Compliance Officer | Maritime Operations

Maritime Safety Queensland | Department of Transport and Main Roads

Floor 6 | Transport House | 230 Brunswick Street | Fortitude Valley Qld 4006

PO Box 673 | Fortitude Valley Qld 4006

P: (07) 30663980

E: paul.c.hubbert@tmr.qld.gov.au

W: www.msq.qld.gov.au

Not relevant

Floor 6 | Transport House | 230 Brunswick Street | Fortitude Valley Qld 4006
PO Box 673 | Fortitude Valley Qld 4006
P: (07) 30663980
E: paul.c.hubbert@tmr.qld.gov.au
W: www.msq.qld.gov.au

WARNING: This email (including any attachments) may contain legally privileged, confidential or private information and may be protected by copyright. You may only use it if you are the person(s) it was intended to be sent to and if you use it in an authorised way. No one is allowed to use, review, alter, transmit, disclose, distribute, print or copy this email without appropriate authority.

If this email was not intended for you and was sent to you by mistake, please telephone or email me immediately, destroy any hardcopies of this email and delete it and any copies of it from your computer system. Any right which the sender may have under copyright law, and any legal privilege and confidentiality attached to this email is not waived or destroyed by that mistake.

It is your responsibility to ensure that this email does not contain and is not affected by computer viruses, defects or interference by third parties or replication problems (including incompatibility with your computer system).

Opinions contained in this email do not necessarily reflect the opinions of the Department of Transport and Main Roads, or endorsed organisations utilising the same infrastructure.

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 securityscanner@police.qld.gov.au. This footnote also confirms that this email message has been checked for the presence of computer viruses.

Released Under RTI - DTMR

TINAROO DAM INCIDENT REPORT – PERSONAL INJURY TO CORRIE REID

Malanda Police Report No – QP1300385613

Malanda Police investigating officer – Adrian Ph. – 40965200

Cairns Water Police point of contact – Carl Bishop Not relevant

Details of the incident:

At approximately 1140 on Monday 01 April 2013 myself (Master) and _____ (observer) were towing three _____ girls, _____ on wakeboards behind my ski boat in Tinaroo Dam. The skiers were positioned with _____ behind the boat.

After skiing for approximately 30mins the girls indicated they wanted to return to the bank where we had left from. As we approached the bank at approx 14 knots I altered course to port and maintained speed in order to drop the girls close to the bank. As the three girls dropped their ropes, one of the ropes became entangled around _____

Contributing Factors (Master's Opinion):

Upon setting up the ropes for towing three skiers I noticed that one rope was approximately one meter longer than the other two ropes. Instead of shortening this rope I decided to place this rope in the middle to stagger the skiers during take off so they would not come together, and clash wake boards whilst coming out of the water. This may have contributed to the incident by allowing enough length in the center rope to reach the victims leg when they dropped the ropes.

Secondly, as the skiers approached the bank and let go of the ropes, one witness indicated that the girl in the middle threw her ski rope to the side (port) and into the path of the _____. If this is the case this may also have been a factor in the incident. This witness account was third hand and original witness has not been able to be contacted.

Equipment Details:

The boat is a 2008 model Ski boat with one inboard petrol motor and is in excellent condition. All girls were wearing PFD Type 3 ski vests in good condition. The ropes consisted of two Dyneema Wake Ropes and one Slalom ski rope, all in good condition. All three girls were skiing on wake boards, which were in good condition.

Experience / Qualification of Crew:

Both _____ and myself are experienced skiers and experienced boat operators with QLD Boat License. All three girls are experienced wake boarders and have skied together on numerous occasions previously. Neither myself (master) nor _____ (observer) were under the influence of drugs or alcohol at the time.

Home - Microsoft Internet Explorer provided by Queensland Government

Queensland Government Home Help
Transport and Main Roads

Transport integrated customer access

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

TCA000111: DISPLAY SUCCESSFUL

Driver Licence Hub

Customer: **Not relevant** Ind Birth Date
 Address: **Not relevant** Org
 Postal: **Not relevant** ACTIVE
 Display

08/04/2013
 LKHULL P1

Clear
 Exit

Status: CURRENT
 Licence Number: Current Type: Effective Date: 04/12/2009 Expiry Date: 15/09/2014
 Datacard: Future Type: Effective Date: Expiry Date

Driver Licence Classes

Class	Type
C	
R	

Marine Licences

Class	Status
RMDL	CURRENT

Conditions

Code	Description

Sanctions

Type	Effective Date	Expiry Date

Exemptions

Type	Effective Date	Expiry Date

Vehicle registration hub
 Driver licence hub
 Payment

Renew driver licence
 Issue driver licence
 Transfer driver licence
 Upgrade driver licence

Done

start Novel delivered App... Mail - Inbox - JIM Lot... OS FPS MSQ Shopping Record... http://www... Home - Microsoft Inte...

Released under RTI/DMR

Home - Microsoft Internet Explorer provided by Queensland Government

Queensland Government Home Help

Transport and Main R

Transport Integrated customer access

Display Registration New Business Change Ownership Update Details Correspondence Links About

TCA0001111: DISPLAY SUCCE

Recreational Ship Registration Hub

08/04/2013
LKHULL P1

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer: **Not relevant**

Address: **Not relevant**

Postal: **Not relevant**

Secondary: **Not relevant**

HIN AU5PYY0033H808 Engine 1291854

Description 6.4M SPY BOAT XS21 SPORTS BOAT/SKI BOAT FIBREGLASS (GPR)

Registration: CURRENT Current Period of Registration: Current Future

Plate TS690Q 4 Effective 05/05/2012 05/05/2013

Category SPEED BOAT Expiry 04/05/2013 04/05/2014

Pay Mode STANDARD Status CURRENT PENDING

Pay Term (months) 12 Concession

Purpose of Use PRIVATE

Ship Storage Method ON REGISTERED TRAILER

Place AT OR NEAR PRIV RESIDENCE

Postcode 4870

Ind Birth Date ACT

Org

Ind Birth Date ACT

Org

New business [Transfer registration](#)

[Cancel registration](#)

Done

start | Mail - Inbox - JBM L... | OSHP5 | MSQ Shipping Recor... | https://www.servic... | Home - Micros

Released under RTI - DTMR