29

Logged in as: glturne

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Case - MSC1141 - Review Act		
MSQ24081 - Marine Incident	Details of MSQ24081 - Marine Incident - 22/05/2019 Form: Marine Incident •	
	Marine Incident	
	Case - Investigation (1) Organisation (0) Ship (2) Person (2) Informant (0) Document (2) Object (0) (1 of 1 > Link status: Confirmed *	4)
	Summary Case Details Attending Officers Finding / Conclusion Review / Close Case Measures Link Details Case Investigation Notes	
	Review Action Required: No	
	Completed:	
	Refer for CU Action: No	
	Case Closed (CU):	
	Prosecution:	
	Case Closed Admin Action:	
	II Case Closed - AMSA:	
	Case Closed - Finalised 7/08/2019 (AM):	
	Case Closed - Finalised (CU):	
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TEM DETAILS	SALAR DE LA DESCRIPTION		
Item ID:	60675 - SEQS	Item Type:	Email
Date Created:	06/08/2019	Project ID:	
Date Captured:	06/08/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incider	nt during yacht raci	ng event
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
CTIONS & OW	NERSHIP		\checkmark
Author:	Greg L Turner	Corporate Author:	
Author Title / Position:	Area Manager	Complaint Classification:	
Business Unit:	Gold Coast Operations		
Action Officer:	\leq	\bigcirc	α
Home Location:	RECORDS	Last Movement Date:	06/08/2019
ECURITY & AC	CESS	State of the state	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
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Description / A	dditional Info:		
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OCUMENT CON	TENIS		
Marine Incide	nt during yacht racing ever	nt	
ect RE: N	// larine Incident during yacht racir l.turner@msq.qld.gov.au		
6/08/	2019 10:10:15 AM		
0/00/			

Good morning

)

Thank you for your email of 12 July 2019 bringing to my attention points that you consider may have been overlooked or not taken fully into account when Maritime Safety Queensland investigated the marine incident involving your recreational yacht *Scarlett O?Hara* and the power driven vessel *Merlin* which occurred in the waters of the Broadwater, off Hollywell on 22 May 2019.

Maritime Safety Queensland?s Compliance Section has reviewed your points and I have considered the evidence once again and it is advised that under the Rules of Racing and the Conditions of the Aquatic Event Authority, the International Regulations for Preventing Collisions at Sea take precedence over any other rule and as you understand, power gives way to sail. In this case it is evident that the power boat was giving way to sail as it had stopped and remained stopped for some 20 seconds prior to the collision. Of the Conditions that are prescribed on the Aquatic Event Authority one particular condition states *should there be interaction of a participating ship and a non-participating ship, the collision regulations shall prevail.* It would appear that as the power driven vessel had stopped, effectively giving way to the sailing vessels, the sailing vessels underway had an obligation to assess whether a risk of collision exists and take early action to avoid a collision.

Additionally, the Conditions of the Aquatic Event Authority state that *rules must include procedures* for the temporary suspension of any race commencement/in progress in the event of non-participating ships entering the course area. This action was undertaken by the race organiser, however you were unaware of the fact that the race start had been postponed. This matter will be taken up with the Southport Yacht Club Race Committee.

Another Condition states in part the authority holder is to ensure the position of the start, finish or turn marks do not impede safe navigation of vessels on the Gold Coast Broadwater. This particular section should be managed by the authority holder and other vessels should be informed that a race is in progress and that an alternate area is available for navigating around the race course. Reviewing the video evidence in this case, there did not appear to be any attempt by the race organiser?s official vessel to alert the power driven vessel *Merlin* that the race was in progress. This matter is to be taken up with the Southport Yacht Club.

I trust this information helps with your enquiry.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensiand | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qid 4215 P: (07) 5585 1814 | F: (07) 5585 1818 M NR E: greg.l.turner@msg.gld.gov.au W: www.msg.gld.cov.au

From: . Sent: Friday, 12 July 2019 2:44 PM To: Greg L Turner <greg.l.turner@msq.qld.gov.au> Subject: Re: Marine Incident during yacht racing event

Your Ref: MSQ24081-2019

Dear Mr Turner,

I would like to make the following points re : the report on the incident of 22 May 2019.

(1) We sign on via radio after which the race is not controlled by radio but in fact via the control tower. If the race needs to be postponed the rules state that the tower must either sound 2 hooters or 2 guns. So the conversation which you heard on the video was not heard by us, hence we were still under racing rules and had to avoid the boat coming through on starboard. We had no other option but to go under his stern as you saw. If we had tacked to port we would have collided with the boats to windward of us. It was only then that we saw the Meridian boat in front of us (this view had been obstructed from view the sails of other boats).

(2) There was room on the starboard side of the channel for the Meridian to pass without interfering with the racing fleet. For some unknown reason he elected to initially motor through the start line and then prop on the start line 15 - 20 seconds before the start siren. Obviously a recipe for disaster.

Thank you for your time reviewing this incident.

Yours sincerely,

On 9 Jul 2019, at 3:57 pm, Greg L Turner < greg.l.turner@msq.qld.gov.au> wrote:

Afternoon

In regards to the review of the assessment made about the findings of the marine incident between your yacht Scarlett O?Hara and the motor cruiser Merlin on 22 May 2019. I ask that you submit any relevant information about the circumstances of the incident and the reasons you do not agree with the reviewing officer?s assessment.

Please forward any information to me by return email.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P (07) 5585 1814 | F: (07) 5585 1818 M: NR

E: greg.l.turner@msq.qld.gov.au

W: www.msq.qld.gov.au

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TEM DETAILS			
Item ID:	60632 - SEQS	Item Type:	Email
Date Created:	16/07/2019	Project ID:	$\left(\begin{array}{c} 0 \end{array} \right)$
Date Captured:	31/07/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incider	nt during yacht raci	ng event
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
CTIONS & OW	NERSHIP		\rightarrow
Author:	Alain G De Villiers	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Jnit:	Compliance		
Action Officer:	\langle		
lome .ocation:	RECORDS	Last Movement Date:	31/07/2019
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Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
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Description / A	dditional Info:		
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Subject	RE: Marine Incident during yacht racing even
From	Alain.G.DeVilliers@msq.qld.gov.au
То	greg.l.turner@msq.qld.gov.au
Cc /)	Richard.J.Christensen@msq.qld.gov.au
Bcc	
Sent	16/07/2019 11:16:05 AM
Attached	

Hi Greg

Whilst I acknowledges assertions and concerns, it is the responsibility of allmasters/skippers to comply with the Collision Regulations in particular Rules 7 and 8which outlineactions to be taken to avoid a collision, regardless of whether the vessels being operated areinvolved in a race event or not. On this occasion, and in reviewing the footage provided to MSQ, itis clear thathad ample time to consider the situation and to take some action by eitheraltering his course or some other action to take to avoid the collision. MSQ have interviewed themaster of the power-driven vessel (PWD) involved in this matter, and have determined that thevessels? presence near the pre-start area was unavoidable. A review of the footage shows that thePWD took all reasonable precautions to avoid a collision with vessels involved in the racing event,including engaging rear thrust to move his vessel from the impact zone, albeit unsuccessfully.

In relation to comments about postponements being called, investigations revealed that race official ^{NR} did call a postponement due to the PWD being in the area near the start line, and that this postponement was called via radio. It is unknown whether trace officials also sounded 2 hooters or 2 guns, and further inquiries will be undertaken to clarify this with race officials. However, this does not mitigate the responsibilities of masters to comply with the *Collision Regulations* in relation to collision, and will not change the findings of the investigation.

Alain de Villiers

Senior Investigations Officer | Maritime Operations (Compliance Unit) 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 4083 | M: NR alain.g.devilliers@msg.gld.gov.au

www.msq.qld.gov.au www.tmr.qld.gov.au

From: Greg L Turner Sent: Monday, 15 July 2019 8:58 AM To: Richard J Christensen < Richard J. Christensen@msq.qld.gov.au> Cc: Alain G De Villiers < Alain.G. DeVilliers@msq.qld.gov.au> Subject: FW: Marine Incident during yacht racing event

Good morning Gentlemen

Would you kindly look into this matter and provide a response that we can provide to regarding his views of the incident. I am unsure as to what extent had been contacted during the investigation into this matter, maybe it is worth the time to have a chat to him about how you reached the decision on the incident.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217

PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 LF: (07) 5585 1818 M: NR E: greg.l.turner@msq.qld.gov.au W: www.msq.qld.gov.au

NR

From: Sent: Friday, 12 July 2019 2:44 PM To: Greg L Turner < greg.l.turner@msg.gld.gov.au> Subject: Re: Marine Incident during yacht racing event

Your Ref: MSQ24081-2019

Dear Mr Turner,

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Thank you for your time reviewing this incident.

Yours sincerely,

On 9 Jul 2019, at 3:57 pm, Greg L Turner <greg.l.turner@msq.qld.gov.au> wrote:

Afternoon

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Please forward any information to me by return email.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 | F: (07) 5585 1818 MNR E: greg.I.turner@msg.gld.gov.au

W: www.msq.qld.gov.au

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TEM DETAILS			
Item ID:	60613 - SEQS	Item Type:	Email
Date Created:	15/07/2019	Project ID:	
Date Captured:	29/07/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - FW: Marine Incide	ent during yacht racing	event
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
CTIONS & OW	NERSHIP		
Author:	Greg L Turner	Corporate Author:	
Author Title / Position:	Area Manager	Complaint Classification:	
Business Unit:	Gold Coast Operations	5	
Action Officer:	Richard J Christensen	Action Required:	Action Completed
		Action Due Date:	29/07/2019
Home Location:	RECORDS	Last Movement Date:	29/07/2019
ECURITY & AC	CESS	9	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
DDITIONAL IN	IFORMATION		
Description / A	dditional Info:		
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SubjectFW: Marine Incident during yacht racing eventFromgreg l.turner@msq.qld.gov.auToRichard.J.Christensen@msq.qld.gov.auCcAlain.G.DeVilliers@msq.qld.gov.auBcc5entSent15/07/2019 8:58:26 AMAttached

Good morning Gentlemen

Would you kindly look into this matter and provide a response that we can provide to regarding his views of the incident. I am unsure as to what extent had been contacted during the investigation into this matter, maybe it is worth the time to have a chat to him about how you reached the decision on the incident.

Kind regards,

Greg Turner

Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P; (07) 5585 1814 F: (07) 5585 1818 MNR E: greg.l.turner@msg.qld.gov.au W: www.msq.qld.gov.au

NR

From: Sent: Friday, 12 July 2019 2:44 PM To: Greg L Turner < greg.l.turner@msq.qld.gov.au> Subject: Re: Marine Incident during yacht racing event

Your Ref: MSQ24081-2019

Dear Mr Turner,

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Thank you for your time reviewing this incident.

Yours sincerely,

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Greg Turner

Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 | F: (07) 5585 1818 M NR E: greg.n.turner.comsq.qld.gov.au W: www.msq.qld.gov.au

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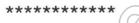
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TEM DETAILS	60614 - SEQS	Item Type:	Email
Date Created:	15/07/2019	Project ID:	
Date Captured:	29/07/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incider	nt during yacht racing (event
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
ACTIONS & OW	NERSHIP		
Author:	Alain G De Villiers	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:	Compliance	33	
Action Officer:	Richard J Christensen	Action Required:	Action Completed
		Action Due Date:	29/07/2019
Home Location:	RECORDS	Last Movement Date:	29/07/2019
ECURITY & AC	CESS		
Security Classification:	UNCLASSIFIED INFORMATION	/	
Security Access:	Unrestricted		
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OCUMENT CON	TENTS		
Marine Incide	nt during yacht racing ever	nt	

Сс

Bcc Sent 1,5/07/2019 9:36:38 AM

Attached

Leave it with me mate

Alain de Villiers Senior Investigations Officer | Maritime Operations (Compliance Unit) 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 4083 | M NR alain.g.devilliers@msq.qld.gov.au www.msq.qld.gov.au www.tmr.qld.gov.au

From: Greg L Turner Sent: Monday, 15 July 2019 8:58 AM To: Richard J Christensen <Richard.J.Christensen@msq.qld.gov.au> Cc: Alain G De Villiers <Alain.G.DeVilliers@msq.qld.gov.au> Subject: FW: Marine Incident during yacht racing event

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40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 | F: (07) 5585 1818 M: NR E: greg.l.turner@msg.qld.gov.au W: www.msg.qld.gov.au

R

From:

Sent: Friday, 12 July 2019 2:44 PM To: Greg L Turner <greg.hturner@msg.qld.gov.au> Subject: Re: Marine Incident during yacht racing event

Your Ref: MSQ24081-2019

Dear Mir Turner,

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Thank you for your time reviewing this incident.

Yours sincerely,

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Please forward any information to me by return email.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

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EM DETAILS			A AND IN THE REAL PROPERTY OF
tem ID:	60510 - SEQS	Item Type:	Email
Date Created:	15/07/2019	Project ID:	(0)
Date Captured:	15/07/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - RE: Marine Incider	nt during yacht raci	ng event
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CTIONS & OW	NERSHIP		
Author:	Greg L Turner	Corporate Author:	7
Author Title / Position:	Area Manager	Complaint Classification:	
Business Jnit:	Gold Coast Operations		
Action Officer:	\sum		
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	arine Incident during yacht racir	ng event	
	.turner@msq.qld.gov.au		
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Attached

) .

Good morning

Thank you for your email regarding the marine incident on 22 May 2019. I have forwarded onto the investigating officers involved for their review and response.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 | F: (07) 5585 1818 MNR E: greg.l.turner@msg.qld.gov.au W: www.msg.qld.gov.au

From: NR Sent: Friday, 12 July 2019 2:44 PM To: Greg L Turner <greg.l.turner@msq.qld.gov.au> Subject: Re: Marine Incident during yacht racing event

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Dear Mr Turner,

I would like to make the following points re : the report on the incident of 22 May 2019.

(1) We sign on via radio after which the race is not controlled by radio but in fact via the control tower. If the race needs to be postponed the rules state that the tower must either sound 2 hooters or 2 guns. So the conversation which you heard on the video was not heard by us, hence we were still under racing rules and had to avoid the boat coming through on starboard. We had no other option but to go under his stern as you saw. If we had tacked to port we would have collided with the boats to windward of us. It was only then that we saw the Meridian boat in front of us (this view had been obstructed from view the sails of other boats).

(2) There was room on the starboard side of the channel for the Meridian to pass without interfering with the racing fleet. For some unknown reason he elected to initially motor through the start line and then prop on the start line 15 - 20 seconds before the start siren. Obviously a recipe for disaster.

Thank you for your time reviewing this incident.

Yours sincerely,

On 9 Jul 2019, at 3:57 pm, Greg L Turner <greg.l.turner@msq.qld.gov.au> wrote:

Afternoon

In regards to the review of the assessment made about the findings of the marine incident between your yacht Scarlett O?Hara and the motor cruiser Merlin on 22 May 2019. I ask that you submit any relevant information about the circumstances of the incident and the reasons you do not agree with the reviewing officer?s assessment.

Please forward any information to me by return email.

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 | F: (07) 5585 1818 MNR E: greg.l.turner@msg.gld.gov.au

W: www.msq.qld.gov.au

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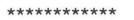
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TEM DETAILS			
Item ID:	60507 - SEQS	Item Type:	Email
Date Created:	12/07/2019	Project ID:	101
Date Captured:	15/07/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Re: Marine Incider	nt during yacht raci	ng event
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
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Author:		Corporate	
Author Title / Position: Business		Author: Complaint Classification:	
Unit: Action	$\langle \rangle$	(73)	
Officer: Home	RECORDS	David Manual and	
Location:	RECORDS	Last Movement Date:	15/07/2019
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Security Access:	Unrestricted		
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12/07	7/2019 2:44:17 PM		

Your Ref: MSQ24081-2019

)

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Author Title / Area Manager Complaint	
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m greg.l.turner@msq.qld.gov.au	
t 9/07/2019 3:57:37 PM	

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File note

File number	230/01100	
Subject	Call from owner/master of the yacht Scarlett O'Hara	
Author	Greg Turner Area Manager	
Date	9 July 2019	

- I took a call today at approximately 1530 hours from owner of the yacht Scarlett O'Hara which was involved in a marine incident with the motor cruiser Merlin whilst participating in a yacht race on Wednesday, 22 May 2019.
- advised that he was at odds with some of the information in the letter to him from MSQ dated 4 July 2019 signed by Richard Christensen.
- went on the explair reasons about the rules of sailing and that power gives way to sail and wondered whether certain rules had been taken into consideration when coming to the decision.
- said that thought his actions should not see him penalised and blamed for the incident when the power driven vessel should have avoided the course and remained to the east of the sailing boats where sufficient room exited for him to pass through the area.
- I said that if Mr Thorpe wanted the assessment of the incident reviewed he would need to provide some additional information that hasn't been considered already.
- I provided with my email address and advised that I would send a quick email so he could prepare a response.



Department of Transport and Main Roads

SCANNED TO DMS Item ID: P60451 File ID: 250/1100 Date:



Department of Transport and Main Roads Maritime Safety Queensland

Our ref Your ref Enquiries 230/01100 MSQ24081-2019 Rick Christensen

10 June 2019

Mr Hal Morris Chief Executive Officer Gold Coast Waterways Authority 40-44 Seaworld Drive Main Beach Qld 4217

Dear Mr Morris

I am writing to you reference an Aquatic Event Authority issued to Southport Yacht Club (SYC) for Inshore Division Sailing Competition series 18 March to 17 June 2019 dated 18 March 2019.

During the SYC Inshore Division Brass Monkey Race on Wednesday 22 May 2019 held under the mentioned Authority, a marine incident occurred where a sailing vessel involved in the event, collided with a power-driven vessel.

The reported marine incident involved a 9.5 metre sailing vessel JT609Q Scarlett O'Hara and a 19.9 metre power-driven vessel ZE976Q Merlin.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in regard to the marine incident and has determined issues may exist that require review of the conditions to SYC for similar events.

In this case, there is consideration that some of the assigned Authority Conditions were not adhered to and may require addressing. Video footage of the incident has been provided to MSQ and may be provided to you for scrutiny if required. The footage demonstrates some of the following issues;

• The Aquatic Event Authority issued by the GCWA condition paragraph 18 states 'the authority holder is to ensure the position of the start, finish or turn marks do not impede safe navigation of vessels on the Gold Coast Broadwater or entering and exiting the seaway.' It was determined the event markers set may had impeded the safe navigation as the yachts were spread completely across the waterway and limited safe manoeuvring area for other vessels not involved in the race.

• The GCWA AE Authority conditions paragraph 23 states the Authority is limited to a maximum of 30 monohull and multihull craft up to 9.2 metres in length. Scarlett O'Hara is a 9.5m vessel and therefore, above the authority conditions for participation.

• The GCWA AE Authority conditions paragraph 24 states Rules must include procedures for the temporary suspension of any race commencement/in progress in the event of non-participating ships entering the course area. There was an effort by the race management to control Merlin's entry into the area by postponing the start, though it is determined too late to avert an incident.

The incident highlights the risks involved in the operation vessels both power and sail in a close proximity. The authorised Southport Yacht Club event conditions, correctly did not exclude any vessels from compliance to the International Regulations for Preventing Collisions at Sea 1972.

Should you require any further information, please contact Mr Rick Christensen, Marine Officer, Maritime Safety Queensland (Gold Coast) on 5585 1815.

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Rick Christensen Marine Officer (Gold Coast) SCANNED TO DMS Item ID: P60LSO File ID: 250/1100 Date: 14./ 1.16



Department of Transport and Main Roads Maritime Safety Queensland

Our ref Your ref Enquiries

230/01100 MSQ24081-2019 Rick Christensen

04 July 10 June 2019

NR

Dear

I am writing to you about the reported marine incident that occurred at the Gold Coast Broadwater on 22 May 2019, involving the 9.5 metre sailing vessel JT609Q Scarlett O'Hara. You were identified as the owner and master at the time of the incident.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in regard to the marine incident and has determined no further action is intended to be taken by MSQ.

I have considered the evidence available and the incident was assessed to have occurred as a result of a series of actions taken by the master and crew of Scarlett O'Hara JT609Q, prior to the commencement of a yacht race at Hollywell, managed by the Southport Yacht Club.

In considering the evidence during the determination;

- The Power Driven Vessel (PDV) in which JT609Q collided with was not restricted to navigate in the area at the time of the event.
- The PDV did appropriately comply with collision regulations as required.
- Prior to the collision there was ample time and separation for JT609Q to have observed the PDV in the area among the other yachts.
- JT609Q was under sail prior to and at the time of the incident.
- JT609Q was conducting high risk manoeuvres in close proximity to other sailing vessels and the PDV, leading to the collision.
- A postponement had been called on the radio by the race organisers prior to the collision due to the PDV being in proximity.
- it was also observed, the initial helmsman of JT609Q commenced a manoeuvre around a yacht in which it had to give way, when the mainsheet person then took the tiller causing the vessel to veer and collide with the PDV.

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Should you require any further information, please contact Rick Christensen, Marine Officer, Maritime Safety Queensland (Gold Coast) on 5585 1810.

NR

Rick Christensen Marine Officer (Gold Coast) SCANNED TO DMS Item ID: PGO 440 File ID: 250/1100 Date: 044/07/19



Department of Transport and Main Roads Maritime Safety Queensland

Our ref 2 Your ref 1 Enguiries F

230/01100 MSQ24081-2019 Rick Christensen

04 June 2019

Mr NR

Dear

I am writing to you about the reported marine incident that occurred at the Gold Coast Broadwater on 22 May 2019, involving the 19.9 metre vessel ZE976Q Merlin. You were identified as the owner at the time of the incident.

Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in regard to the marine incident and has determined no further action is intended to be taken by MSQ.

In considering the evidence available, the incident was assessed to have occurred as a result of a series of actions taken by the master and crew of the sailing vessel involved in the collision.

Should you require any further information, please contact Rick Christensen, Marine Officer, Maritime Safety Queensland (Gold Coast) on 5585 1810.

Yours sincerely NR RICK UNUSTENSER

Marine Officer (Gold Coast)



File note

File	number	230/01100	
Subj	ect	MSQ24081-2019 JT609Q Scarlett O'hara coll Gold Coast Broadwater 22 May 2019 – MO A	mantener straight were former a second se
Auth	or	MO Rick Christensen	
Date		3 July 2019	\leq
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Deta	ils of Vesse	els and Persons	
•	This is an a	assessment of the reported marine incident wher	e the vessel JT609O
		Hara collision with ZE976Q Merlin Gold Coast Br	Service Menoration and Annother Construction and Annother Construction and Annother Service Annother Service Annother
•	JT609Q Sc	carlett O'Hara is a 1986 built white recreational 9	.5 x 2.8m Fibreglass
		Il Cabin sailing vessel powered by Volvo inboard	
		priately registered at the time of the incident.	
	Owner and	Master of JT609Q Scarlett O'Hara is .	DOB
		was appl	copriately licenced at the

time with a QLD DOT RMDL^{NR}

- ZE976Q Merlin is a 2002 built White recreational 19.9 x 5.30m fibreglass Precision Flybridge cruiser powered by 2 x 1000HP/745.7 MAN Marine Diesel engines. ZE976Q was appropriately registered at the time.
- Owner and Master of ZE976Q Merlin was
 DOB: NR
 NR
 was

appropriately licenced at the time with a QLD DOT RMDL NR

Incident

- JT609Q Scarlett O'Hara was partaking in an Aquatic Event Yacht Race managed by the Southport Yacht Club (SYC) under an Authority issued by the Gold Coast Waterways Authority (GCWA) dated 18 March 2019. The event authority was issued to NR as the representative for the SYC.
- The race was the SYC Inshore Division Brass Monkey Race on Wednesday 22 May 2019. The race area is located adjacent to the Runaway Bay Marina and Sailing Club at Hollywell Gold Coast.
- JT609Q had 4 persons aboard and was manoeuvring for a position to the race start line among the other yachts in the race.

Department of Transport and Main Roads

- Close to the sailing race start, ZE976Q Merlin had come into proximity of the large fleet of manoeuvring yachts and had stopped in the water. ZE976Q Merlin had stopped to give way as required by COLREGS and was assessing the situation on how to proceed through the fast manoeuvring yachts.
- The Merlin as a large vessel, was an obvious vessel and should have been observed by the yachts involved if they were maintaining a proper lookout. Additionally, there was a radio call put out by the race control of the large vessel in the area.
- After notifying the race participants by radio of the Merlin being in the area, the race was subsequently postponed and announced as well over the race radio. This postponement should have stopped the racing activity and cause the sailing vessels masters' to more closely observe for the pending danger.
- Merlin had been stopped in the water giving way for approximately 20 to 25 seconds when Scarlett collided with its starboard side. Merlin's Master, at seeing the fast approaching yacht Scarlett rapidly applied both his engines into full astern to avoid the developing risk of collision.
- As Scarlett, which was on a port tack, approached a yacht on its bow on a starboard tack the person on the helm pushed the tiller towards starboard and then the main sheet person took the helm and pushed it all the way across to starboard side. This action, caused Scarlett to swerve around the stern of the yacht in front of them sharply. The swerving motion then led Scarlett to collide with the Merlin.
- The described actions were captured on video footage taken from the SYC rescue vessel by
 The video footage was steamed directly to Facebook and was publicly available. The copy used for viewing and assessment by MO
 Christensen was provided by

Findings

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- All of the involved vessels involved were appropriately registered at the time of the incident.
- Merlin was underway astern trying taking avoidance action at the time of the collision.
- Scarlett was underway, under sail and making way at the time of the collision.
- Both masters were appropriately licenced.
- No persons were reported or known to have been injured.
- The collision speed is determined to have been at a lower speed as Merlin was taking evasive action and operating astern propulsion at the time of collision.

Both vessels had sustained damages.

- Master of Merlin had demonstrated observance of COLREGS and was giving way to sailing vessels as required.
- Merlin demonstrated observance of COLREGS rule 5 Lookout, Rule 7 Risk of collision, Rule 8 Action to avoid collision & Rule 18 Responsibilities between vessels.

- The GCWA AE Authority conditions paragraph 7 states COLREGS apply to all vessels at all times. This means Scarlett O'Hara did not have an exemption from complying to the COLREGS.
- The GCWA AE Authority conditions paragraph 18 states 'the authority nolder is to ensure the position of the start, finish or turn marks do not impede safe navigation of vessels on the Gold Coast Broadwater or entering and exiting the seaway.' In this case, it may be considered the event marks may have impeded the safe navigation as the yachts were spread completely across the waterway and limited safe manoeuvring area for other vessels not involved in the race.
- The GCWA AE Authority conditions paragraph 23 states the Authority is limited to a maximum of 30 monohull and multihull craft up to 9.2 metres in length. Scarlett O'Hara is a 9.5m vessel and therefore, above the authority conditions for participation.
- The GCWA AE Authority conditions paragraph 24 states Rules must include procedures for the temporary suspension of any race commencement/in progress in the event of non-participating ships entering the course area. There was an effort by the race management to control Merlin's entry into the area by postponing the commencement of the start. This may have been better acted upon before the Merlin was in the risk area.
- It is considered the actions of JT609Q Scarlett O'Hara master and unidentified crew member managing the tiller, caused the collision with Merlin.
- It is considered the master of Merlin was not restricted to navigate in the area where the sailing event was preparing to commence.
- It is considered Merlin did not cause the collision and that the master acted as required by the collision regulations 1972.
- Video footage shows the actions of both vessels clearly and eliminates confliction between Marine Incident Reports submitted by both masters.
- There are no further actions viable for MSQ to pursue.

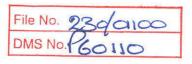
Summary

- JT609Q Scarlett O'Hara caused the collision.
- Master 37609Q Scarlett O'Hara failed to maintain control of the vessel.
- It is also assessed that the master of JT609Q Scarlett O'Hara failed to maintain attention to Merlin's presence as they approached and therefore, the collision occurred. This includes
- No fault is held to Merlin.
- The incident is a category 3.
- Some noted conditions of the GCWA Aquatic Event Authority issued to the SYC for the Inshore events 18 March to 17 June 2019 have not adhered too.

Conclusion

- A letter outlining the requirement of maintaining a proper control of an operating vessel should be sent to the Master of JT609Q Scarlett O'Hara also informing of NFA by MSQ.
- A letter of No Further Action be sent to the owner of Merlin.
- A letter be raised to the GCWA Authority to inform them of identified issues/breaches with the Aquatic Event Authority issued to the SYC for the Inshore events 18 March to 17 June 2019.
- The incident be closed of locally.
- No other further action be taken by MSQ GC on the matter.

NR	
	Rick Christensen
	Marine Officer Gold Coast
	4/7/2019
	(CP)
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AUTHORITY

CONSENT TO HOLD AQUATIC EVENT Section 217 of the Transport Operations (Marine Safety) Act 1994 Section 198 of the Transport Operations (Marine Safety) Regulation 2016

This Authority is granted to:

NR		
	of	
		$\langle \sqrt{-} \rangle$

Southport Yacht Club inc.

1 Marina Crescent, Hollywell Qld 4216

This Authority gives consent to the Authority Holder to hold the following aquatic event subject to the terms and conditions in the attached Schedule of Conditions.

A contravention of a condition of this Authority is an offence for which penalties apply.

Aquatic Event:

Inshore Division

Location:

Date/s:

Times:

Dated this:

Southport Broadwater (between Wave Break Island and Never Fail Island)

18 March 2019 to 17 June 2019

1190 hours to 1930 hours

18 March 2019

Issued by NR

Hal Morris Chief Executive Officer

SCHEDULE OF CONDITIONS

Section 217 of the *Transport Operations (Marine Safety) Act 1994* Section 198 of the *Transport Operations (Marine Safety) Regulation 2016*

DOCUMENTATION

- 1. The Authority Holder must carry a copy of this Authority for the duration of the aquatic event.
- If requested, the Authority Holder must produce any of the following documents to a shipping inspector for examination:
 - a) the Authority
 - b) a copy of the approved map
 - c) the Incident Management Plan for SYC Inshore Racing of Keelboats & Trailable Yacht Divisions (revised February 2018)
- 3. The master of any safety ship / support ship must be able to produce a copy of the approved map to a shipping inspector for examination, if requested.

SAFETY SHIPS / SUPPORT SHIPS / SHORE-BASED STATION

- 4. The Authority Holder must ensure that an appropriately equipped safety ship / support ship is available at all times for the duration of the aquatic event.
- 5. The safety ship / support ship must be positioned adjacent to the event location and be ready to respond to a safety incident.
- 6. The Authority Holder must provide a manned shore-based station for the duration of the aquatic event.

COLLISION REGULATIONS AND RACING RULES

- 7. The International Regulations for Preventing Collisions at Sea 1972 (the Collision Regulations apply to all ships at all times).
- 8. The Racing Rules of Sailing shall apply only to those ships that are participating in the aquatic event for the duration of the event. Should there be interaction of a participant ship with a non-participant ship, the Collision Regulations shall prevail.

BRIEFING AND COMMUNICATION

- 9. The Authority Holder, must brief participants / masters and crew of safety ships / support ships / safety marshals prior to the event about compliance with the Incident Management Plan for SYC Inshore Racing of Keelboats & Trailable Yacht Divisions (revised February 2018) and the conditions of this Authority.
- 10. There must be radio / mobile phone communication between the safety ship / support ship and a manned shore based facility.
- 11. Organizers are to ensure that the Seaway Tower (ph 5591 2948) is informed prior to commencement in order for other boat operator's to be advised.
- 12. If the aquatic event coincides with another aquatic event, both Authority Holders must agree and coordinate the most safe and orderly way to utilise the location for the events.

SHIP OPERATIONS AND OTHER ACTIVITIES

- 13. The aquatic event must be held within the area indicated on the map approved by Gold Coast Waterways Authority.
- 14. Any marker buoy or float placed or located in the water for the aquatic event must not be constructed or coloured in anyway so it may be confused with an aid to navigation.
- 15. All marker buoys or floats must be removed from the water within 1 hour of the conclusion of the event.
- 16. The Authority Holder or the master of the safety ship / support ship must remove any debris from the aquatic event from the water as soon as practicable.
- 17. First aid personnel, with current appropriate qualifications, must be on duty and available at the location of the aquatic event for the duration of the event.

18. The authority holder is to ensure the position of the start, finish or turn marks do not impede safe navigation of vessels on the Gold Coast Broadwater or entering and exiting the seaway.

- 19. Authorised courses (attached) are to be kept from the centre of the marked channels at all times, and where adequate depth of water allows to be excluded from marked channels to reduce impact on vessels constrained by draft.
- 20. The Authority Holder must assess and in every opportunity act, to reduce the usage of the easterly course as identified in Appendix 3 (attached).
- 21. All vessels competing are to maintain a minimum distance of 2 metres from any navigation marker. Any vessel involved in a marine incident, which includes a collision with an aid to navigation must report the incident in the official format.
- 22. The Aquatic Event Authority approves the course area, labelled Appendix 3 and Appendix 7 (attached).
- 23. This Authority is limited to a maximum of 30 monohull and multihull craft up to 9.2 metres in length.
- 24. Rules must include procedures for the temporary suspension of any race commencement/in progress in the event of non-participating ships entering the course area.

ADDITIONAL INFORMATION

A harbour master may give a direction for the safe operation of ships at the aquatic event. This may include the operation of safety or support vessels, vessels used for the aquatic event, and spectator vessels.

A harbour master may give a direction about an obstruction to navigation. This may include an obstruction caused by buoys, floats or other equipment used for the aquatic event.

All ships used for the aquatic event, their masters and their crew must comply with the Transport Operations (Marine Safety) Act 1994 and its subordinate legislation, the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cwlth) and its subordinate legislation, and the International Regulations for Preventing Collisions at Sea 1972, as these apply to their operation.

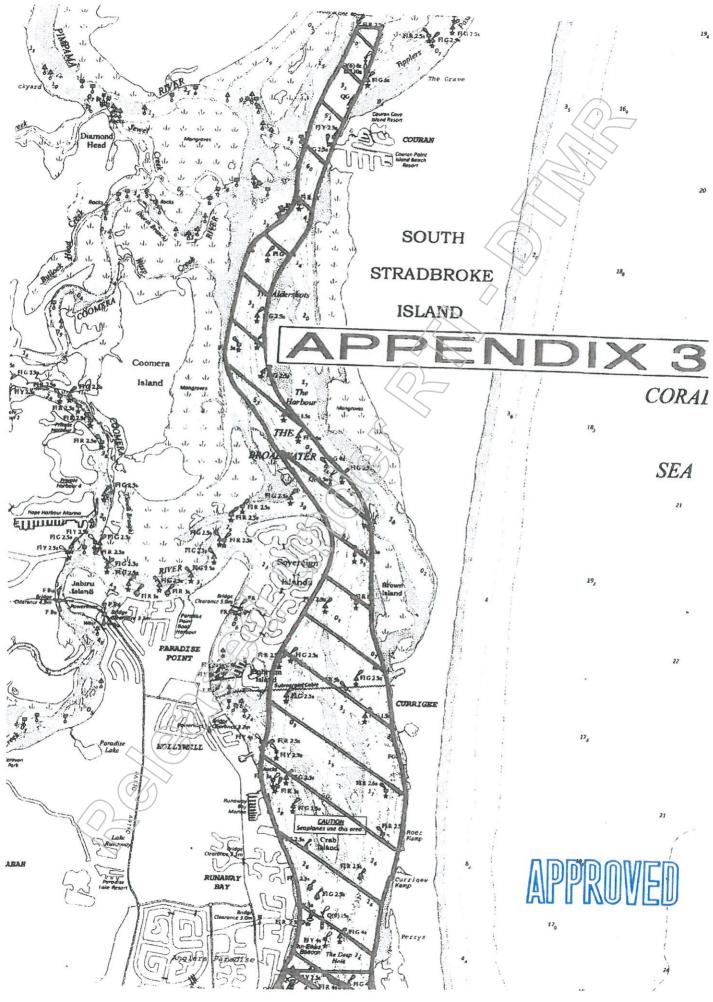
A contravention of any condition in this Authority is an offence that carries a maximum penalty of 50 penalty units.

A contravention of a condition of this Authority is also grounds for cancellation or suspension of the Authority, as well as grounds for refusal of a future application for an authority.

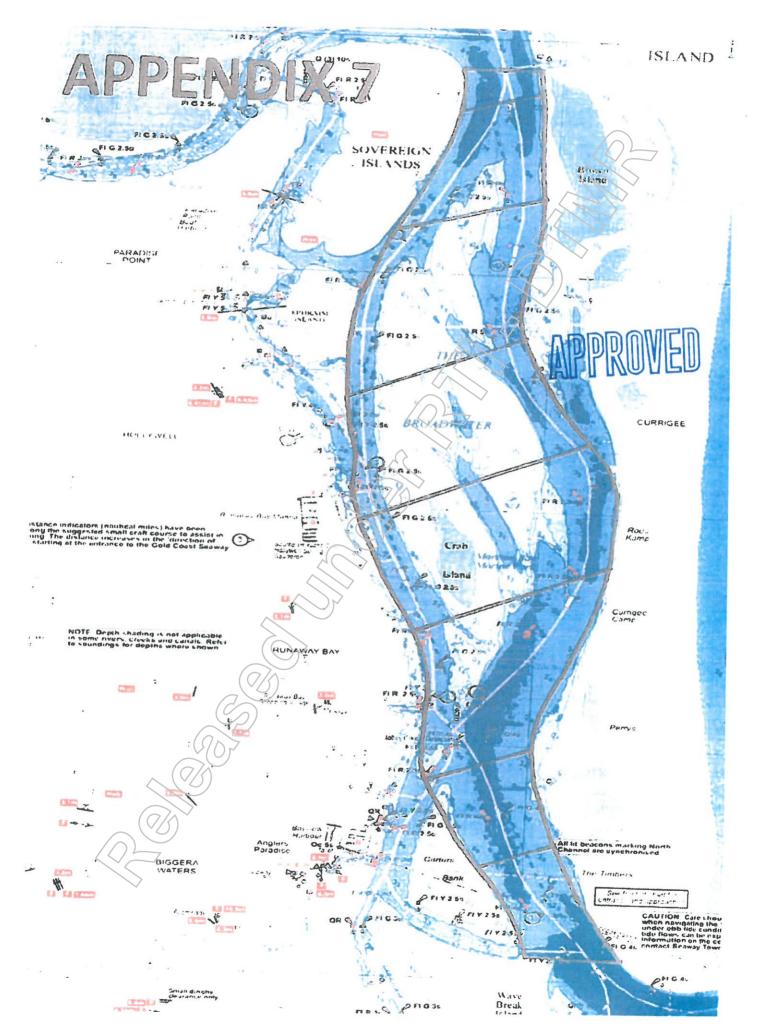
All marine incidents must be reported.

Any questions about these conditions should be directed to Gold Coast Waterways Authority on 07 55397350.

Inshore Division – 18 March 2019 to 18 June 2019



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Maritime Safety Queensland Statement of Witness

	Statement Number	Date
	1/2019	2 July @019
Statement of		
Name of witness	Date of birth	Age NR
Occupation		
NR	/	
Shipping Inspector/Authorised	Officer taking statement	
Richard Christensen	MSQ Marine Officer	
Region	Base office	Reg'd Number
Brisbane	Gold Coast	T329
Lori Clements states:		

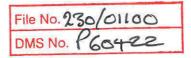
- 1. I am a female who lives at an address known to Maritime Safety Queensland (MSQ). I am also employed as a casual and volunteer employee with Southport Yacht Club Queensland.
- 2. My duties as a volunteer are in the racing events held at Southport Yacht Club Hollywell. This duty is to crew a support rigid inflatable boat for sailing events. The boat I am on, operates near the starting line for races to check if anyone is over the start line and if any person requires support assistance in an incident.
- 3. In addition to these duties, I have often taken live feed to Facebook videos of events, which are posted on the Southport Yacht Club Facebook page for the Inshore Division.
- On 22 May 2019, I was in the Southport Yacht Club boat at the start line for an event called the Brass Monkey series in the waters off Hollywell. I was the crew and the Master was NR
- 5. I was taking video on my personal Samsung S8 telephone and streaming it live to the previously described Yacht Club page.
- 6. In the video, I observed a collision between the power driven vessel and the sailing vessel Scarlett O'Hara.
- 7. Prior to the collision, had called postponement on the race start as the power driven vessel was in the area near the start line. This postponement was called over the vessels radio that all sailing vessels also have to have for race directions.
- 8. The video shows what I observed while filming the activities.
- 9. The video I have taken has been provided with my consent to Maritime Safety Queensland Marine Officer Richard Christensen in the course of his investigation into a Marine Incident that occurred during my filming.
- 10. I have also provided Marine Officer Christensen of a photograph I took of damage to the power driven vessel Merlin that was in the collision.



Maritime Safety Queensland Statement of Witness

11. The video footage and photograph taken by myself and provided to Marine Officer Christensen are able to be used as required in conducting his investigation.

	Justices Act 1886
I acknowledge by virtue of section 110A of the Justice.	s Act that:
 This written statement by me dated 2/July/20 my knowledge and belief, and 	019 and contained in the pages numbered 1 to 2 is true to the best of
2. I make this statement knowing that, if it were anything that I know is false NR	e admitted as evidence, I may be liable to prosecution for stating in it
Signature	
Signed at Maritime Safety Queensland Main Beach off	fice this second day of July 2019.





	Statement Number	Date
	1/2019	2 July @019
Statement of		\bigwedge
Name of witness	Date of birt	h Aae
Occupation		
NR		
Shipping Inspector/Authorised O	Officer taking statement	
Name of Inspector	Position	//
Richard Christensen	MSQ Marine Officer	/
Region	Base office	Poold Number
Brisbane	Gold Coast	Reg'd Number T329
Lori Clements states:		

- 1. I am a Reference female who lives at an address known to Maritime Safety Queensland (MSQ). I am also employed as a casual and volunteer employee with Southport Yacht Club Queensland.
- 2. My duties as a volunteer are in the racing events held at Southport Yacht Club Hollywell. This duty is to crew a support rigid inflatable boat for sailing events. The boat I am on, operates near the starting line for races to check if anyone is over the start line and if any person requires support assistance in an incident.
- 3. In addition to these duties, I have often taken live feed to Facebook videos of events, which are posted on the Southport Yacht Club Facebook page for the Inshore Division.
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- 10. I have also provided Marine Officer Christensen of a photograph I took of damage to the power driven vessel Merlin that was in the collision.



Maritime Safety Queensland Statement of Witness

11. The video footage and photograph taken by myself and provided to Marine Officer Christensen are able to be used as required in conducting his investigation.

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Circulation:	Physical	Copies Sent To:	MSC1141-2013
Subject:	Internal	-	
unction	MSQ24081 Photo of Merlin Dan		
ferm:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
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Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Gold Coast Operations	5	
Action Officer:	Richard J Christensen	Action Required:	Action Completed
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Item Format:	Electronic	Other Reference:	MSC1141-2019
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Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
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Subject Photograph of damage Merlin 22 May 2019 From NR To Richard.J.Christensen@msq.qld.gov.au Cc Bcc Sent 2/07/2019 11:20:26 AM Attached



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Function Ferm:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
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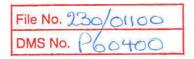
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File note

File	e number	230/01100			
Subject		Recording of Conversation between MO Christensen and 1 July 2019			
Au	thor	Marine Officer Richard Christensen			
Dat	e	1 July 2019			
٠	Maritime S	nday 1 July 2019 I Richard John CHRISTENSEN, a Marine Officer #T329 of afety Queensland while investigating a collision between ships on the Gold May 2019, recorded a telephone conversation with			
٠		JT609Q Scarlett O'Hara and ZE976Q Merlin collided in proximity to Bay Marina on the Broadwater Gold Coast 22 May 2019.			
•	NR NR	Master of ZE976Q Merlin was I DOB: NR was			
•		rsation was recorded by MO Christensen at the MSQ Gold <u>Coasty office</u> edge and acknowledgement of who was in NR			
٠		sation addressed an outline from on the events that took place to and during the collision.			
٠		provided by during the conversation described his mariner knowledge of vessels and the collision events.			
٠		ms he was on a transit back to the marina where his vessel is normally had been blocked off by a flotilla of sailing vessels.			
•		ed how he attempted to give way to the sailing vessels and then how he action necessary to avoid a collision.			
2	The collision	n did occur and caused damage to his vessel.			
•	N 55 53	2 x recordings captured. Recording 1 was the preamble to the conversation, then postponed as had to call back.			
٠	Recording	2 is the conversation and responses from about the incident.			
•		lings were captured as E60395 – SQS on the TMR data base.			
Depa	rtment of Transpo	rt and Main Roads			

• The information provided in the conversation substantiates the information also provided by in the Marine Incident Report he provided on the incident.

Richard Christensen Marine Officer Gold Coast

1 July 2019

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TEM DETAILS			
Item ID:	60395 - SEQS	Item Type:	Audio recording
Date Created:	01/07/2019	Project ID:	
Date Captured:	01/07/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
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Subject:	MSQ24081-2019 Audio Conver	sation Bob Jones owne	r of MERLIN
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Author:	Richard J Christensen	Corporate Author:	11
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
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Action Officer:	Richard J Christensen	Action Required:	Action Completed
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Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
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Author:	Richard J Christensen	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Gold Coast Operations		
Action Officer:	Richard J Christensen	Action Required:	Action Completed
		Action Due Date:	31/05/2019
Home Location:	RECORDS	Last Movement Date:	31/05/2019
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Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
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Inshore Division, 18-03-19 to 18-06-19.pdf



Aquatic Event Authority Application Transport Operations (Marine Safety) Act 1994

Transport Operations (Marine Safety) Act 1994 Transport Operations (Marine Safety) Regulation 2016

An application to hold an aquatic event must be submitted to Maritime Safety Queensland/Gold Coast Waterways Authority no less than 30 days prior to the proposed start date for a 'low risk' event (e.g. sailing and yachting regatta, swimming race) and no less than 90 days prior to the proposed start date for a 'high risk' event (e.g. power boat race, waterskiing competition). An application may be refused if there is insufficient time to allow for due consideration of all marine safety aspects.

 The application form, supporting documents and applicable fee must be submitted to the relevant Maritime Safety Queensland regional office/Gold Coast Waterways Authority office.

in	vidence of Identity (EOI) must be provided by the applicant dividuals, a Queensland driver licence; and for organisatio ocuments refer www.tmr.qld.gov.au.	t and representative (if ns, a Certificate of Inco	applicable). Example orporation. For the con	plete ist of acceptable
• A	dditional information to accompany the application: you have previously provided this information, ensure it ha	as been undated for th	is application)	RECEIVED
(1) - -	a copy of a detailed chart/map of the area in which the pr a copy of the safety management plan and emergency re a copy of current public liability insurance.	roposed event is to tak		2 7 FEB 2019
Appl	icant details ———			Email Eax
Name	of individual/organisation		<u></u>	Mail Ctr
South	port Yacht Club Inc		~	File 230/130/43
Addre	35		\searrow	
1 Mar	na Crescent			Rec: 2/82184
Hollyv	vell		7	Postcode 4216
Organ	isation representative's full name			riction Onicens.
NR				LD
Positic	n held (if applicable)	Telephone	Mobile	L
Sailing	Operations Manager	NR	NR	
Email	address	$(\nabla \mathcal{J})$		
sailing	.ops@southportyachtclub.com.au			
Note: 1	he representative must be able to sign on behalf of the organisati	ion.		
If there Title of	It details (please tick applicable boxes)			
	event held on a regular basis? marine incident occurred at this event within the last five ye	Yes 🔽 No 🛛 ears? No 🔽 Yes 🖡	Provide details be	elow.
	Racing Rules of Sailing (RRS) allow for close quarter situ		vessels it is not uncor	mmon to have minor
	ons between competitors		0-1000/01-2000/01000/01-00-00/00-00-00/00/00/00/00/00/00/00/00/	
Descri	be the type of event to be held and the proposed location.			Lange (1997)
Sailing	races - passage and course racing to be conducted on th Fail Island	e Gold Coast Broadwa	ater between Wavebre	eak Island and
Numbe	er and type of ships to participate in the proposed event			
	30 vessels, mostly trailable yachts and sports boats betwe	en 20 and 30 feet in le	ngth	
Both n	nonohull and myitihull			
Unless Are all	exempt under a provision of the <i>Transport Operations (Ma</i> participants appropriately licensed? Yes 🔽 No participating ships appropriately registered? Yes 🔽 No	Provide details	below.	

continued page 2... Page 1 of 2 TRB Forms Area F1562 CFD V01 Apr 2017

Aquatic Event Authority Application continued... page 2 of 2

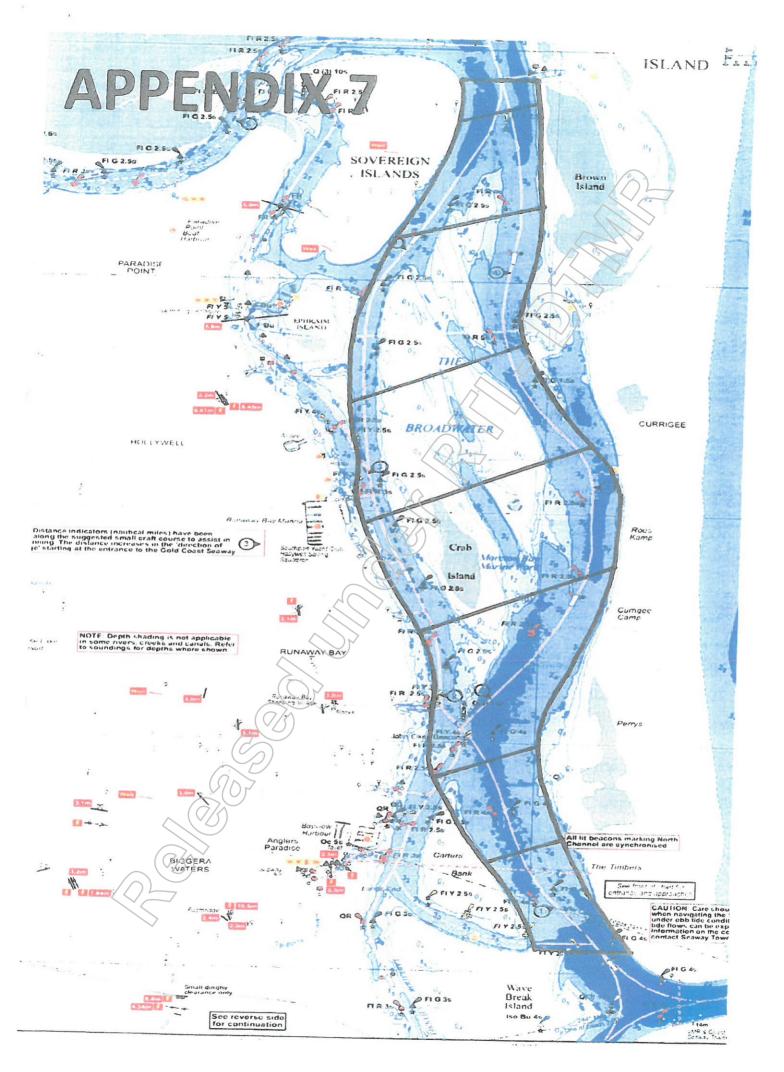
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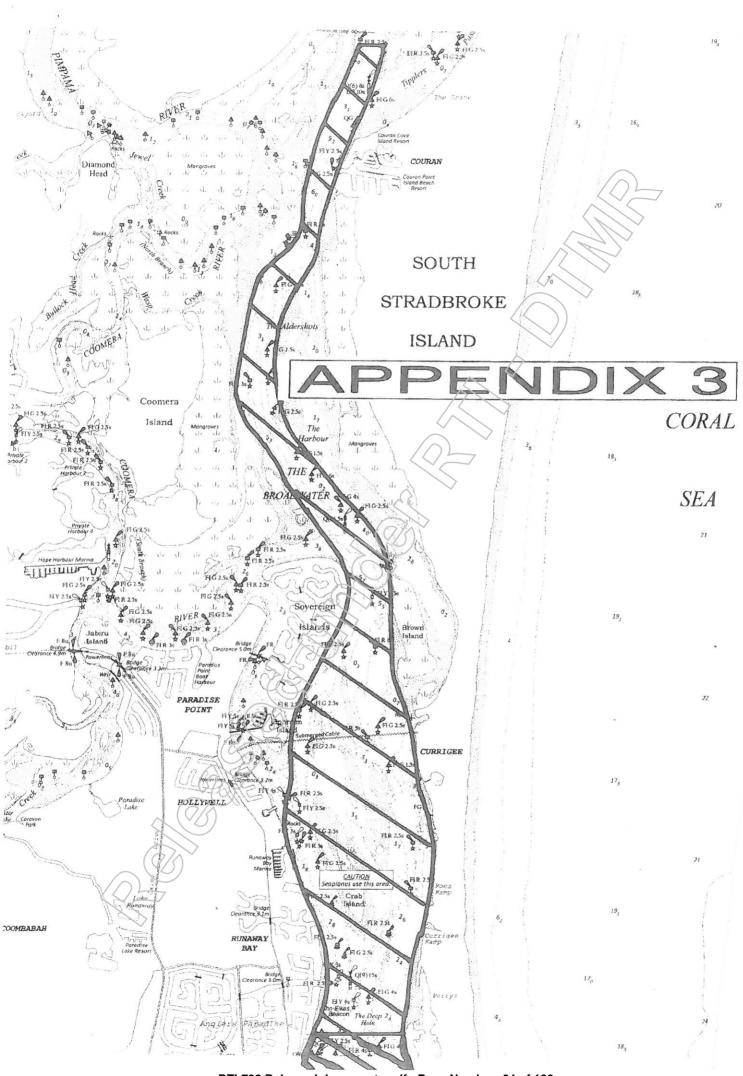
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The date, commencerylent and completion times of the proposed Provide details for each day of the event. If there is insufficient s	
Date Starting time Finishing time	Date Starting time Finishing time
18 3 19 1100 am/pm 1930 am/pm	/ / am/pm am/p
Date Starting time Finishing time	Date Starting time Finishing time
18 6 9 1100 am/pm 1930 am/pm	/ / am/pm am/p
Aquatic event program attached? Yes No	\square
Marshall/Co-ordinator/Organiser details (during	g the event)
Full name	
	<u> </u>
Contact details	
sailing.admin@southportyachtclub.com.au	
Location of event	
A copy of a map, chartlet or a legible copy/extract of a UBD map following: clearly defined courses, distance and area co-ordinate placements (that is, safety ship positions, first aid location and e	s, position and number of temporary marker buoys, and other
Safety Management Plan and Emergency Re-	
Any risks associated with the proposed event are to be identified ensure safety.	and strategies to alleviate these risks identified and implemented
Has a safety management plan been developed? No	Yes Provide copy
Has an emergency response procedure been developed? No $\left[\!\!\left[\right.\right.\right]$	Yes Frovide copy
Public liability insurance	
Do you have public liability insurance for the proposed event? I	No 🔲 Yes 🔽 Provide copy
Note: The public liability insurance must provide cover for at least \$20 n Transport and Main Roads' as an interested party on the certificate.	illion and list the State of Queensland acting through the Department of
Fireworks display	
If a fireworks display is part of the proposed aquatic event, has the been notified?	0Y
Information about the use of fireworks in Queensland is available	e at www.dnrm.qld.gov.au.
I declare that I have read all the answers I have given to the que complete, true and correct in every detail.	stions in this application and that the answers given by me are
I understand that it is an offence under the <i>Transport Operations</i> Maritime Safety Queensland that I know contains false and misl	
I understand that I may be prosecuted for giving or stating any fa	
Applicant's signature Date	
NR (7/3) 21 102	.119
	alay na ang ang ang ang ang ang ang ang ang
Office use only Receiving officer's name	Evidence provided:
V/OF	EOI organisation
CINDY MORPOR	Map/chart
Receiving officer's signature	Safety Management Plan
Application receives	Emergency Response Procedure
28 102119	Public Liability Insurance
Fee Receipt number	EOI representative
36-43 6002555	
Privacy Statement The department/Gold Coast Waterways Authority is collecting the information on	this form for the purpose of processing aquatic event authorities. This information is
required under the Transport Operations (Marine Safety) Act. Authorised departm and will not disclose your personal information to any other third party without you	ental officers and the Queensland Police Service will have access to this information

Page 2 of 2 TRB Forms Area F1562 CFD V01 Apr 2017



RTI-732 Released documents.pdf - Page Number: 63 of 120

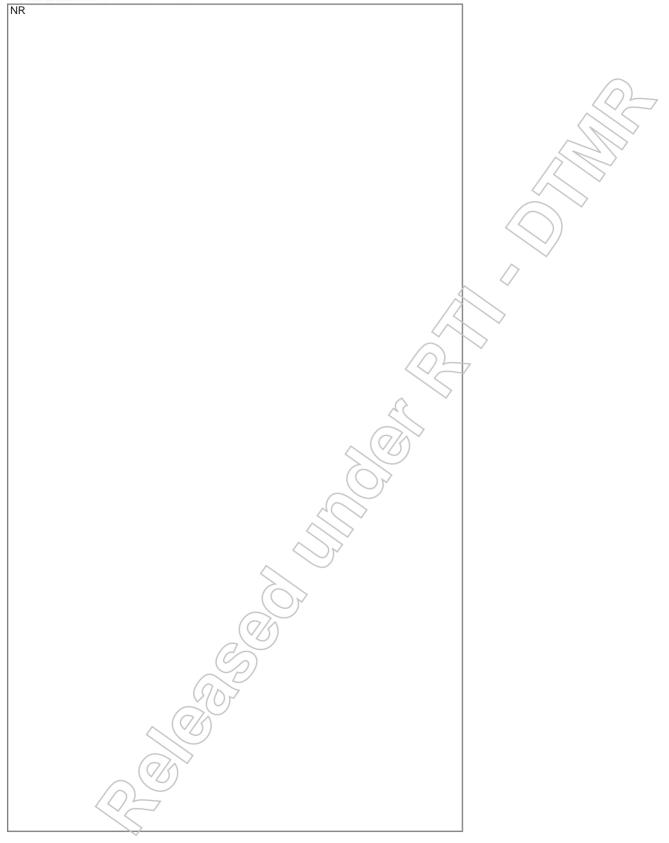


RTI-732 Released documents.pdf - Page Number: 64 of 120

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SAILING WHAT'S ON



ITEM DETAILS			
Item ID:	60103 - SEQS	Item Type:	Email
Date Created:	31/05/2019	Project ID:	
Date Captured:	31/05/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Request for Copy	of GCWA Issued Aq	uatic Event Authority
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
ACTIONS & OW	NERSHIP		
Author:	Leesa Deen	Corporate Author:	,
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:	Richard J Christensen	Action Required:	Action Completed
		Action Due Date:	31/05/2019
Home Location:	RECORDS	Last Movement Date:	31/05/2019
SECURITY & AC	CESS		
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
	IFORMATION		
Description / A	dditional Info:		
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OCUMENT CON	TENTS		

 Subject
 Request for Copy of GCWA Issued Aquatic Event Authority

 From
 Leesa Deen@gcwa.qld.gov.au

 To
 Richard.J.Christensen@msq.qld.gov.au

 Cc
 Aaron.Symons@gcwa.qld.gov.au

 Bcc
 31/05/2019 11:20:14 AM

 Attached
 For the second sec

Inshore Division 18-03-19 to 18-06-19.pdf

image002.gif

Hi Richard

Kind regards,

Leesa Deen Advisor (Waterways Management) Gold Coast Waterways Authority

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5539 7304 E: Leesa.Deen@gcwa.qld.gov.au W: www.gcwa.qld.gov.au

Like us on Facebook <u>www.facebook.com/GoldCoastWaterwaysAuthority</u> to keep up to date with what?s happening on the waterways?

From: Richard J Christensen <Richard.J.Christenser@msq.qld.gov.au> Sent: Friday, 31 May 2019 11:01 AM To: Leesa Deen <Leesa.Deen@gcwa.qld.gov.au> Cc: Greg Turner External <greg.l.turner@msq.qld.gov.au> Subject: Request for Copy of GCWA issued Aquatic Event Authority

Leesa

I am undertaking an investigation into a collision between vessels on the Broadwater on 22 May 2019. One of the vessels was involved in an organised yacht race, I believe to be an GCWA Approved Aquatic Event Authority (AEA) for the Southport Yacht Club (SYC) at Runaway Bay. The event is a sailing event conducted on Wednesday?s and managed by the SYC in the Runaway Bay Sailing Area. Could I be provided a copy of the current AEA for this event to review the set conditions of the event? If this could be emailed, it would be appreciated. Happy to discuss further if required.

ck Christensen

Rick J. Christensen, CSC Marine Officer Grade 3 | Maritime Operations (Gold Coast Office) Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads 40-44 Seaworld Drive Main Beach Qld 4217 | PO Box 107 Southport Qld 4215 (07) 55851815 | F: (07) 5585 1818 <u>richard.j.christensen@msq.qld.gov.au</u> <u>www.msq.qld.gov.au</u> www.tmr.gld.gov.au

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TEM DETAILS			
Item ID:	60100 - SEQS	Item Type:	Digitised image
Date Created:	31/05/2019	Project ID:	
Date Captured:	31/05/2019	Sub Project ID:	
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Incoming	Copies Sent To:	
Subject:	Video Footage of Collision MSQ	24081-2019 22 Ma	y 2019
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
CTIONS & OW	NERSHIP		\checkmark
Author:	Richard J Christensen	Corporate Author:	
Author Title / Position:	Marine Officer Grade 3	Complaint Classification:	
Business Unit:	Gold Coast Operations		
Action Officer:	Richard J Christensen	Action Required:	Action Completed
		Action Due Date:	31/05/2019
Home Location:	RECORDS	Last Movement Date:	31/05/2019
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Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
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MSQ24081 incident footage 22 May 19.MP4

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Date Created:	60101 - SEQS	Item Type:	Email
	31/05/2019	Project ID:	
Date Captured:	31/05/2019	Sub Project ID:	
tem Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Internal	Copies Sent To:	
Subject:	Mail Memo - Request for Incide	nt Video - MSQ240	81-2019
unction erm:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
container ïtle:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
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usiness Unit:	Gold Coast Operations	12	
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	est for Incident Video - MSQ2408 rd.J.Christensen@msq.qld.gov.a		

Bcc Sent 31/05/2019 9:14:31 AM Attached

image001.gif

As discussed I am a Marine Officer with Maritime Safety Qld Gold Coast and would like be provided a copy of the video you hold on the incident you were involved in at the Gold Coast 22 May 2019.

If it can be emailed to me, it would be appreciated. Your reference is MSQ24081-2019.

. Rick Christensen

Rick J. Christensen, CSC Marine Officer Grade 3 | Maritime Operations (Gold Coast Office) Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive Main Beach Qld 4217 | PO Box 107 Southport Qld 4215 (07) 55851815 | F: (07) 5585 1818 richard.j.christensen@msg.qld.gov.au www.msg.qld.gov.au www.tmr.qld.gov.au

TEM DETAILS			
Item ID:	60102 - SEQS	Item Type:	Email
Date Created:	31/05/2019	Project ID:	
Date	31/05/2019	Sub Project ID:	
Captured:	51/05/2019		
Item Format:	Electronic	Other Reference:	MSC1141-2019
Circulation:	Incoming	Copies Sent To:	
Subject:	Mail Memo - Msq24081-2019		
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
ACTIONS & OW	NERSHIP		
Author:		Corporate Author:	7
Author Title / Position:		Complaint Classification:	
Business Unit:			
Action Officer:	Richard J Christensen	Action Required:	Action Completed
		Action Due Date:	31/05/2019
Home Location:	RECORDS	Last Movement Date:	31/05/2019
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Sent from my iPhone

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Liectronic Reference: Copies Sent To: Internal Subject: Mail Memo - Marine Incident MSQ24081 - investigation unction MARINE SAFETY SERVICES Activity Term: IN container MSQ24081-2019 - JT609Q Container ID: 2: container 'SCARLETT O'HARA' & ZE976Q Container ID: 2: itle: 'SCARLETT O'HARA' & ZE976Q Container ID: 2: when ite: 'SCARLETT O'HARA' & ZE976Q Container ID: 2: itle: 'SCARLETT O'HARA' & ZE976Q Container ID: 2: 'SCARLETN '- COLLISION BETWEEN VESSELS - BROADWATER BETWEEN Container ID: 2: BROADWATER BETWEEN CARAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019 P P THONS & OWNERSHIP	
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uthor: Greg L Turner Corporate Author: uthor Title / osition: Area Manager Complaint Classification: usiness nit: Gold Coast Operations Classification: usiness nit: Gold Coast Operations Complaint Classification: 28 ction fficer: Movement 28 ome ocation: RECORDS Last Movement 28 CURITY & ACCESS Date: Date: 26 ccurity lassification: UNCLASSIFIED INFORMATION 28 ecurity ccess: Unrestricted 0 0 DITIONAL INFORMATION escription / Additional Info: 0 0 0 ccument CONTENTS 0 0 0 0 ne Incident MSQ24081 - investigation tasking greg.i.turner@msq.qld.gov.au 0 0 0	230/01100 [1]
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greg.hturner@msq.qld.gov.au	
greg.hturner@msq.qld.gov.au	

Attached

Rick

)

I have tasked Marine Incident MSQ24081 to you for review/investigation dependent upon the information that comes to hand from the parties involved. File number is -230/01100

Kind regards,

Greg Turner Area Manager | Gold Coast Maritime Safety Queensland | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

40-44 Seaworld Drive | Main Beach Qld 4217 PO Box 107 | Southport Qld 4215 P: (07) 5585 1814 | F: (07) 5585 1818 M NR E: greg.l.turner@msq.qld.gov.au W: www.msq.qld.gov.au Our ref Your ref Enquiries 230/01100 MSQ24081-2019 Greg Turner



Department of Transport and Main Roads

24 May 2019

NR

Dear

Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Merlin" with registration number ZE976Q which occurred on 22 May 2019.

SCANNED TO DMS Item ID: P60041

File ID: 230/1100

Date:

Maritime Safety Queensland's official marine incident report number is MSQ24081-2019.

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.

A Marine Officer will contact you if any further information or action is required.

Yours sincerely NR

Dana Benson Business Support Officer – Maritime Operations (Gold Coast Office) Our ref Your ref Enquiries 230/01100 MSQ24081-2019 Greg Turner SCANNED TO DMS Item ID: P60040 File ID: 150/1100 Date: 14.05/.19



Department of Transport and Main Roads

24 May 2019

NR

Dear Mr Thorpe

Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel "Scarlett O'Hara" with registration number JT609Q which occurred on 22 May 2019.

Maritime Safety Queensland's official marine incident report number is MSQ24081-2019.

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.

A Marine Officer will contact you if any further information or action is required.

Yours sincerely

NR

Dana Benson Business Support Officer – Maritime Operations (Gold Coast Office)

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				Transp	ort and Main Road
nsport integrated	customer acce	SS			
ay Registration 🕶 No	ew Business Chan	ge Ownership 💌 Update Details 💌	Correspondence 💌 Links	About	
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creational Ship					
gistration Hub	Customer 🔽 NR]		Ind Bi	rth Date NR
	Address NR			Oorg	ACTIV
	Postal				
LI 05/2019				Ind Bi	rth Date
BENSO P1	SIN 15	96	Engine 2002	Org	
	Description 9.5	5M NOELEX 9.5M FULL CABIN SCAR	LETT OHARA FIBREGLASS (GPR) ACTIVE	Display
Clear	Registration		Period of Reg	istration	
Exit				Current	Future
LAIC	CURRENT	Current	Effective	28/01/2019	
	Plate	JT609Q 0	Expiry	27/01/2020	
	Category	REC MOTOR BOAT	Status	CURRENT	
	Pay Mode	STANDARD	Concession		
	Pay Term (months) 12			
	Purpose of Use	PRIVATE	Ship Storage		
cle registration hub	(Method	MOORED TO JETTY/PO	NTOON
r licence hub	New business	Transfor registration	Place	AT OR NEAR PRIV RES	
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Item ID File ID: Date:

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Hub	SIN 🗸	1596			Plate JT	5090 0
	Make and Model	9.5M NOELEX 9.5M FULL	CABIN SCARLETT OHAI	RA FIBREGLASS (GPR)	ACTIVE	Display
ONLI 23/05/2019	Name	SCARLETT OHARA		FIL	Dimensions	
DYBENSO P1	Primary Colour	WHITE			Length (m)	9.50
	Secondary Colour			m V	Beam (m)	2.80
Clear	Compliance Type	COMPL PLATE EXISTS	A (0		Draught (m)	2.00
Exit	Compliance Year	1986		D`	Height (m)	12.00
	Previous Plate					
	Previous State					
		Planing hull				
		Capable of speed great	ter than 10 knots			
		✓ Normally carries sails				
Vehicle registration hub	Marine Engines	29				
Driver licence hub		Erigine Number	Make	Model	Engine Type	e
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Payment						
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Queensland Government	Transport and Main The	de
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ONLI 23/05/2019 DYBENSO P1	Status CURRENT	-
Clear	Licence Number NR Current Type O Effective Date 01/08/2017 Expiry Date 01/09/2022 Datacard Future Type Effective Date Expiry Date Expiry Date	
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Valida - Namina indi	Sanctions Exemptions	
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Home			OWNER/	10STER VI	
Queensland Government Transport integrate					and Main Roads
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ONLI 23/05/2019	Address NR Postal			Org	ACTIVE Display
DYBENSO P1	Customer Details Height (Cm) NR Gender	Contact Phone Qualifica	NR		
Exit	Eye Colour Hair Colour Complexion	TYDE NR		Reference	Effective
Y Dé	Birth Town/City Birth State Birth Country				v
Vehicle registration hub Driver licence hub	Deceased Date Notified Date				
Payment		<u>e address</u> act details			

Customer Online Account Management

Department of Transport and Main Roads

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Exit

eContact Details		\frown
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Carl Government					Transport and	Main Roads
Transport integrat	ed customer ac	cess				
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Recreational Ship				Т	CA0001111: DISPL	AY SUCCESSFUI
Hub	HIN	AUWWA109262B52			Plate ZI	976Q 2
	Make and Model	19.8M PRECISION FLYB	BRIDGE SPORTS HALF CABIN MER	LIN FIBREGLASS (ACTIVE [Display
ONLI 23/05/2019	Name	MERLIN			Dimensions	
DYBENSO P1	Primary Colour	WHITE			Length (m)	19.80
	Secondary Colour		12		Beam (m)	5.30
Clear	Compliance Type	COMPL PLATE EXISTS			Draught (m)	1.50
Exit	Compliance Year	2002			Height (m)	3.30
	Previous Plate					
	Previous State					
		Planing hull				
		Capable of speed gre	ater than 10 knots			
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Vahiela registration but	Marine Engines	-CO				
Vehicle registration hub		Engine Number	Make	Model	Engine Typ	
	Primary	49585245	MAN	1000HP	MARINE IN	the second se
Driver licence hub	TTITICALY		MAN	1000HP	and the second se	BOARD 👻

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23/05/2019 DYBENSO P1	Status CURREN	r	<	\mathcal{O}			
Clear	Datacard Driver Licence Classes Class Type MR	Current Type O Future Type Marine Licences Class Status RMDL CURRENT	Effective Date 30 Effective Date Conditions		y Date 12/07/20 y Date	19	-
Vehicle registration hub		Sanctions	▼	Exemptio	ons	- ¹² - 17 ⁴	
	Renew driver licence	Type Effective Date	Expiry Date	Туре	Effective Date	Expiry Date	
Driver licence hub	Issue driver licence			<u> </u>			-
Payment	Transfer driver-licence			×			•



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Queensland Government					Transp	 ort and Main⁄R	oads
Transport integrate	d customer access				indiap.		
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Display Individual 🕶 Sma	artcard 🗢 Products 🗢 Additiona	l Requirements 👻 Onlii	ne Account Ma	nagement 💌 Links		<u> CNUP</u>	
Individual Customer					TCA000111	I. DISPLAY SUCCE	SSFUL
Hub	Customer 🗸 NR	7	1		Ind Birth	Date NR	
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ONLI 23/05/2019							
DYBENSO P1	Customer Details		Contact Deta				
······	Height (Chi)		Phone	NR	3		
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Y Da	Birth Town/City	5100		1.01 - 1 62 - 210 -			-
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ehicle registration hub	Deceased Date)					
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ayment	Add new individual	Update address					
	Update individual details	eContact details					

Customer Online Account Management

Department of Transport and Main Roads

eContact Details View eContact Details	View eContact Details	
Update eContact Details	Email address NR	
View eContact History	Mobile or SMS number	
Online Access		
Manage Online Access	Edit	
Online History	\sim	
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Direct Debit		
Manage Direct Debit		CRN NR
e-Notices and e-Reminders		Given name
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©Т	ne State of Queensland (Department of Transport and Main	
	Queensland Government	



Marine Incident Report

Transport Operations (Marine Safety) Act 1994

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.

Inclaent description	
Position of incident	\bigcirc
Date Time Body of water/Landmark	
22105/19. 4:45 2 Broadwater	between Runaway Bay Manna + Chab Is
Location	Latitude
Inland waters (non-tidal) Smooth waters Partially s	smooth waters Offshore
Type of incident Collision:	Grounding: Other incident: MSQ Gold Coast Region
Capsizing Detween ships Swamping with a fixed object Flooding with a floating object Person overboard with an animal Loss of stability with an overhead obstruction Fire with a submerged object Explosion with a wharf Structural/equipment failure 1 'Loss of ship' should only be sele of the loss are unknown. If the shi and on the next page. Incident Severity Rating Serious injury 2 Fatality Serious injury 2 Number of persons Number of persons	□ unintentional □ person hit by propelie for ship VED □ unintentional □ person hit by propelie for ship VED □ intentional □ person hit by propelie for ship VED □ onboard incident: □ parasailing incident □ fall within ship □ close call/near miss □ crushing or pinching □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ other onboard incident □ other incident oaused by the □ ship lost 3 ■ Damage to property only 4 □ Ship lost 3 ■ Damage to property only 4 □ Ship damaged □ No damage □ Ship damaged □ No damage □ Stap damage of on the recovered 4 No camage to any ships
Wind speed Wind speed I light (1-6kts) Moderate (7-15kts) Stron Ships involved	Visibility Good Fair Poor ong current or tidal flow Swell height (metres) g (16-33kts) Gale (>33kts) Wind coming from were involved attach details on a separate page.
Number of ships involved 2 Note: it more than two ships Own ship	were involved attach details on a separate page. Other ship
Name of ship	Name of ship
Merlin	Scaplet Ollans
	Official registration number Desistarian authority
Official registration number Registering authority	Official registration number Registering authority
ZE976Q MSQ	27609Q M3Q-
Length (metres) Beam (metres) Year built	Length (metres) Beam (metres) Year built
Number of passengers on board Number of crew on board	Number of passengers on board Number of crew on board
Registration type	Registration type
Commercial passenger Commercial fishing Commercial non-passenger Commercial hire and drive Queensland Regulated ship	Commercial passenger Commercial fishing Commercial non-passenger Commercial hire and drive Queensland Regulated ship
Additional information for commercial vessels: Commercial ve passenger vessels must also attach a copy of the passenger mani	ssels must attach master's and engineer's logs and commercial fest.
Office use only Casemen MODA4091 File number: 250/8100 Casemen MODA4091 JOIG Con	(full name): Received on:]4.05/19.

Ships involved - continued	
Own ship Ship description Motorboat PWC Sailing boat House boat Other (describe)	Other ship Ship description Motorboat PWC Sailing boat House boat Other (describe)
Engine Outboard Inboard (petrol) none Inboard/outboard XInboard (diesel) Other (describe)	Engine Outboard Inboard (petrol) none Inboard/outboard Inboard (diesel) Other (describe)
Number of engines Total engine power	Number of engines Total engine power
Hull material Steel Timber Ferro-cement Marine alloy Fibreglass/GRP Other (describe)	Hull material Steel Timber Marine alloy Fibreglass/GRP Other (describe)
Damage to ship Ship lost Moderate damage (damaged but ship remains seaworthy) Major damage (ship unseaworthy) Minor damage (not be building to building to be buil	Damage to ship Ship lost Major damage (ship unseaworthy) Minor damage Minor damage No damage
People involved	
Own ship Ship owner's details Owner's name	Other ship Ship owner's details Owner's name
Dedicated person ashore/operations manager (commercial only)) Dedicated person ashore/operations manager (commercial only)
Telephone (business hours) Telephone (after hours) NR NR	Telephone (business hours) Telephone (after hours) NR NR
Address Postal address	Address
Email address	Email address
Master's details Master's name	Master's details Master's name
Gender Date of birth NR	Gender Date of birth Male Female / /
Licence type and grade (for example, Master 5)	Licence type and grade (for example, Master 5)
	d James and a construction of the second
NP	Licence number Issuing authority
NR MSQ	Licence number Issuing authority Issue date Expiry date (if applicable) / /
NR MSQ Issue date Expiry date (if applicable) 18/08/1999 Petpetual Telephone (business hours) Telephone (after hours)	Issue date Expiry date (if applicable)
NR Issue date 18/08/1999 Telephone (business hours) NR Address postal address	Issue date Expiry date (if applicable) / /
NR MSQ Issue date Expiry date (if applicable) 18/08/1999 Petpetual Telephone (business hours) Telephone (after hours) NR NR	Issue date Expiry date (if applicable) / / Telephone (business hours) Telephone (after hours)

Persons involved - continued		
Own ship	Other ship	
Watchkeeper/person at the helm	Watchkeeper/person at the h	nelm
Role	Role	
Crewmember Passenger Master (details as above)	Crewmember Passe	enger Master (details as above
	Name	
Name Name	Indiffe	
Gender Date of birth		of birth
Male Female NR	Male Female	
Licence type and grade (for example, Master 5)	Licence type and grade (for ex	ample Master 5
Electrice type and grade (for example, master of	Literioe type and grade (lor ex	ample, master of
Licence number Issuing authority	Licence number	ssuing authority
NR Manne Victoria	*	
Issue date Expiry date (if applicable)	Issue date Expiry of	date (if applicable)
1 1 2910612021		
Telephone (business hours) Telephone (after hours)	Telephone (business hours)	Telephone (after hours)
NR		N
Address	Address	\sim
NR	1	
Email address	Email address	
NR		
Note: attach name and complete contact details of any witnesses to the inc	cident on a separate page.	
Deceased or injured person	5	
Note: if more than two people deceased or injured attach details on a sepa		
Name	injury status	
	Fatality Missing person	n Serious injury ⁵ Minor injury
Gender Date of birth	5 A serious injury is defined as one	
Male Female / /	admitted to hospital.	
	Nature of injury	Name of hospital
Address		
	Activity of injured or decease	ad person
		Surfboard/surf-ski rider
Telephone Which ship was this person associated with?	Person in charge (Master)	Swimmer
Telephone Which ship was this periods associated with	Crew	Para-flier
	Passenger on vessel	
	Water-skier	Other
Deceased or injured person		
Name	Injury status	
V/07	Fatality Missing person	n Serious injury ⁵ Minor
Gender Date of birth	Nature of injury	Name of hospital
Male Female		
Address	Activity of injured or decease	ed person
	Person in charge (Master)	Surfboard/surf-ski rider
	Person at helm	Swimmer
V-1	Crew	Para-flier
Telephone Which ship was this person associated with?	Passenger on vessel	
	Water-skier	Other
		L]
Privacy Statement: The Department of Transport and Main Roads collects information	on on this form to administer the register	of shins under the Transport Operations
(Marine Safety) Act. This information may be released by the department to people w	the have an interest that justifies access the	o the register, including people proposing
to buy, sell, lease or insure the ship and, when relevant, litigants in matters about may the registered owner, or Family Court matters. Your personal information will not be d	rine incidents, or the insolvency, or extern	al adminstration, or fraudulent activity of

Report details

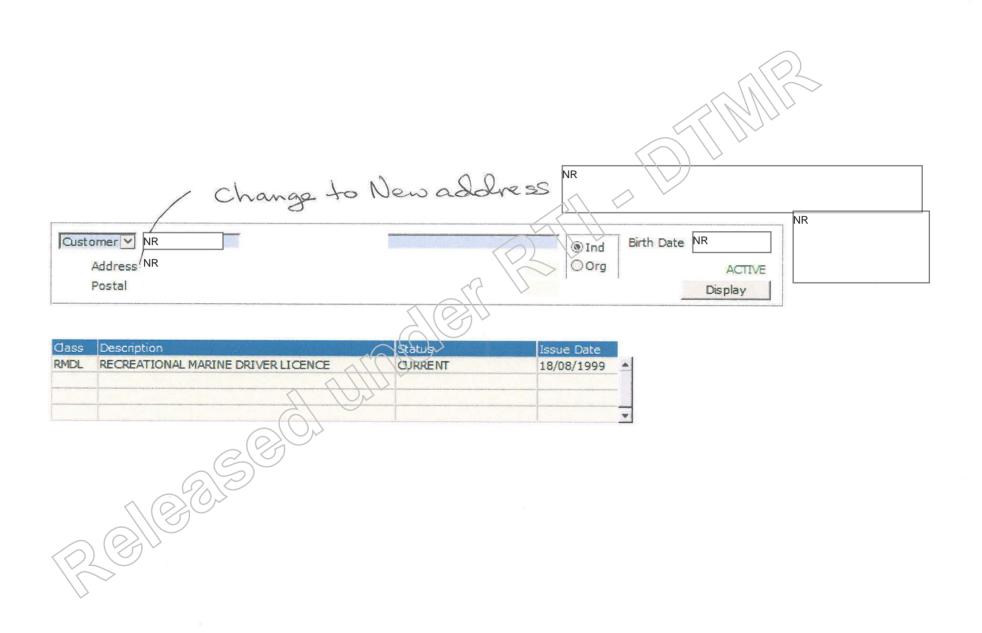
1

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).

	APPROX	20-30	YACH15 (WVONVED I	N RACE.
	GEANS	Max El		[TOT
RUNNAWAY	Lia .	YACHTS	nnT		and a
BAY	X AC	A SIA	BOUY T	CIFC K	GRAB
MARINA	SEA & QC	DE	> /	A BEDGON	ISMAND.
	FAX	AD	D	Å	
1 t-				$\langle Q \rangle$	
	BOAT -T			\square	
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1	SIME APPROX 16	:uspn h	ou TIDE		
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		$(\bigcirc >$				
Owner's/Master's report	Returning to my berth at F	Runaway Bay Marina.				
Owner s/master's report	As I aproach the leeds to t	he marina the south port yac	ht club			
		ice. The starting point appea				
	be between the marina le	eds and a starting bouy place	ed in the			
		r. I noticed all the yachts wer				
		a start. As i couldnot procee				
		marina i stopped my boat an				
	waited for chamce to proceed through them to enter the					
	marina. Whilst I was clead	in the water one of the yacht	s in the			
	confusion hit me on my st	arboard side resulting in a ho	le well			
	above the waterline. Also	in trying to avoid the collision	n I			
	slambed the engines in re-	verse which has resultef in m	чу			
	starboard engine to be stu	ick in reverse so i had to proc	ceed			
		ngine and had to get the yac				
	start boat to escort me thr	start boat to escort me through the fleet as im very resteicted				
on manuvorability on one engine. I have contacted the						
	southport. yacht club to report the incident at this stage we					
	have had no reply from them. Because of the confusion with					
\sim		details on the other vessel.				
\sim	the club can help us out w	ith details it appeara to be or	ne of			
(there members.					
	<u>/</u>					
\sim) (C					
	A					
	5 3 232					
Assistance rendered/recei	ved at incident					
	Nil					
N						
Name, status and phone r		Bob jones				
assisted in completion of	NR			and the second		
Signature (Ourpor/Master)			Date 2315 19.			
Signature (Owner/Master)	2°)24		Date <u>491</u>			
Owner/Master name (please	no nrint)			Page 4 of 4 TRB Forms Area		
owner/waster name (pleas	se print)			Form F3071 CFD V01 Aug 2016		

RTI-732 Released documents.pdf - Page Number: 92 of 120



TEM DETAILS			
Item ID:	60037 - SEQS	Item Type:	Report
Date Created:	23/05/2019	Project ID:	
Date Captured:	24/05/2019	Sub Project ID:	
Item Format:	Physical	Other Reference:	A CON
Circulation:	Incoming	Copies Sent To:	
Subject:	MSQ24081-2019 - MSQ MIR fro for 22/05/19	om - Ma	ail Memo - Marine incidence report
Function Term:	MARINE SAFETY SERVICES	Activity Term:	INCIDENT INVESTIGATION
Container Title:	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	Container ID:	230/01100 [1]
CTIONS & OW	NERSHIP	10^{2}	
Author:		Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:		(7/)	
Action Officer:	Greg L Turner	Action Reguired:	For Action
()		Action Due Date:	24/05/2019
Home Location:	ON FILE	Last Movement Date:	24/05/2019
ECURITY & AC			
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
DDITIONAL IN	IFORMATION	AR TO Y LOPE - S	
Description / A	dditional Info:		
F#1	(\bigcirc)		

Marine incidence report for 22/05/19

1.55





Dear Sir/Madame,

Please find attached marine incident report for incident occurring last night (22//05/19 at 4.30 pm) at start of SYC Brass Monkey?s race .

please note that there is video footage of the incident available from SYC hollywell.

ر حرب

Yours sincerely

Owner of Scarlett O?Hara REG JT609Q

Government

Transport Operations (Marine Safety) Act 1994

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		\sim
Date Time	Body of water/Landma	
221 512019 41.	30 pm BRONWATER	- IN FRONT OF HOllywell VACHTCLUD
Location		
Inland waters (non-tidal)	Smooth waters Partially	smooth waters Offishore
Type of incident		
	Collision:	Grounding: Other incident
Capsizing	Detween ships	unintentional person hit by propeller or ship
Swamping	with a fixed object	intentional water skiing incident
Flooding	with a floating object	Onboard incident:
Person overboard Loss of stability	with an animal	diving incident
Fire	with an overhead obstruction	Crushing or pipching Close call/near miss
Explosion	with a submerged object	Other onboard incident
Structural/equipment failure		operation of the ship
Loss of ship 1	or the loss are unknown, if the sr	elected where the ship has disappeared and the location and circumstances hip is an economic write of this should be check marked as "Ship lost' below
ncident Severity Rating	and on the next page.	$\left(\right) $
Fatality	Serious injury 2	Ship lost ³ Damage to property only ⁴
Number of persons	Number of persons	
	² Requiring admission to h	
	Rough Very rough St	rong current or tidal flow Swell height (metres)
Vind speed None Light (1-6kts)	Rough Very rough Stron	
Wind speed None Light (1-6kts) Ships involved	Moderate (7-15kts) Stron	
Wind speed None Light (1-6kts) Ships involved	Moderate (7-15kts) Stron	ng (16-33kts) Gale (>33kts) Wind coming from
Vind speed None Light (1-6kts) Ships involved lumber of ships involved	Moderate (7-15kts) Stron	ng (16-33kts) Gale (>33kts) Wind coming from
Vind speed None Light (1-6kts) Ships involved umber of ships involved	Moderate (7-15kb) Stron	ng (16-33kts) Gale (>33kts) Wind coming from were involved attach details on a separate page. Other ship Name of ship
Vind speed None Light (1-6kts) Ships involved lumber of ships involved Own ship lame of ship	Note: If TESTU than two ships	ng (16-33kts) Gale (>33kts) Wind coming from
Vind speed None Light (1-6kts) Chips involved umber of ships involved wn ship ame of ship CALETT D' H fficial registration number Reg	Note: if mon two ships	ng (16-33kts) Gale (>33kts) Wind coming from were involved attach details on a separate page. Other ship Name of ship MERLIN Official registration number Registering authority
Vind speed None Light (1-6kts) Ships involved Jumber of ships involved Own ship Jame of ship CALET D' H Official registration number Reg	Note: If TESTU than two ships	ng (16-33kts) Gale (>33kts) Wind coming from were involved attach details on a separate page. Other ship Name of ship MERLIN
Vind speed None Light (1-6kts) Ships involved lumber of ships involved Own ship lame of ship SCALLETT D' H Micial registration number Reg ST 6090	Note: If The off that two ships	ng (16-33kts) Gale (>33kts) Wind coming from were involved attach details on a separate page. Other ship Name of ship MERLIN Official registration number Registering authority ZE976Q QLD
Vind speed None Light (1-6kts) Ships involved lumber of ships involved wm ship lame of ship SCALETT D' H Official registration number Reg ST 6090 ength (metres) Beam (metres)	Note: If The off that two ships	a were involved attach details on a separate page. Other ship Name of ship MERLIN Official registration number Registering authority ZE 976 Q Length (metres) Beam (metres) Year built
Vind speed None Light (1-6kts) Ships involved lumber of ships involved Dwn ship lame of ship CALETT D' H Official registration number Reg ST 6090 ength (metres) Beam (metres)	Note: if TECH than two ships ARA gis/ering authority QUD Year built 1986 Noelex	a were involved attach details on a separate page. Other ship Name of ship MERLIN Official registration number Registering authority ZE 976 Q Length (metres) Beam (metres) Year built DS FOOT REF CISION
Vind speed None Light (1-6kts) Chips involved umber of ships involved wm ship lame of ship CALETT D' H fficial registration number Reg ST 6090 ength (metres) Bean((metres)	Note: If TESN than two ships ARA gistering authority Vear built 1986 Noelex Number of crew on board	a were involved attach details on a separate page. Other ship Name of ship MERLIN Official registration number Registering authority ZE 976 Q Length (metres) Beam (metres) Year built
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Own ship Ship description Motorboat PWC Sailing boat House boat Other (describe)	Other ship Ship description Image: Selling boat Salling boat House boat Other (describe)
Engine Outboard inboard (petrol) none Inboard/outboard Inboard (diesel) Other (describe) VESSEL WAS UMDERSAU	Engine Outboard Inboard (petrol) none Inboard/outboard Inboard (diesel) Other (describe)
Number of engines Total engine power	Number of engines Total engine power
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People involved Own ship Ship owner's details Owner's name	Other ship Ship owner's details Owner's name
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Email address	Email address Master's details Master's name UN 10 10
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Telephone (business hours) Telephone (after hours) NR Address Address	Telephone (business hours) Telephone (after hours) Address
Email address AS AROVE	Email address

Own ship	Other ship	
Watchkeeper/person at the helm	Watchkeeper/person at the he	elm
Role OWNER	Role	
Crewmember Passenger X Master (details as above)	Crewmember Passer	nger Master (details as above)
Name	Name	
AS AROVE		
Gender Date of birth	Gender Date	of birth
Male Female / /	Male Female	1 1
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4:29 79.4 SOUMANA CLUB STATILIAL PIM MM 260 CL RFEH · UPTCAR non ERI HOTS AM 12 4:29.30 45 Pir MERLis mare Owner's Mester's report SCAR LETT O' HARD Was porting to AMSYC AFTERNANDA RADE AT HOLYWOUL SITE Was uncles STANE COADUTE (SA JONLY) Anp

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).

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Case - MSC1141 - Case Finalised - Closed AM - JT609Q 'Scarlett O'Hara' & ZE976Q 'Merlin' - collision between vessels

Subject of Case JT Operation Name TOMSA TOMSA Ye TOMPA N National N Category 3 Status Category Summary of Dategory Facts Oategory N Dategory N Dategory N Dategory	ase Finalised - Closed AM risbane (South) HRISTENSEN, Richard J Details of Vessels and Persons This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a fabin sailing vessel powered by VC egistered at the time of the incide Owner and Master of JT609 IR DOT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	e reported marine incide n Gold Coast Broadwater 1986 built white recreat No inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	ent where the vessel JT609Q Scarlett r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Ful W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
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Category 3 Status Ca Region (Lead) Br Investigator Cl (Lead) D Facts O Ca rec N D Summary of D Facts O Ca Ca rec N D	ase Finalised - Closed AM risbane (South) HRISTENSEN, Richard J Details of Vessels and Persons This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a fabin sailing vessel powered by VC egistered at the time of the incide Owner and Master of JT609 NR DOT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
Status Ca Region (Lead) Br Investigator Cl (Lead) D Facts O Ca rec N D o	ase Finalised - Closed AM risbane (South) HRISTENSEN, Richard J Details of Vessels and Persons This is an assessment of th O'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a fabin sailing vessel powered by Vo egistered at the time of the incide Owner and Master of JT609 NR DOT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
Region (Lead) Br Investigator CI (Lead) D Summary of D Facts O Carree N D D	risbane (South) HRISTENSEN, Richard J Details of Vessels and Persons This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a Gabin sailing vessel powered by Vo egistered at the time of the incide Owner and Master of JT609 JR DOT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
Investigator (Lead) Cl (Lead) D Facts O Ca re N D ·	HRISTENSEN, Richard J Details of Vessels and Persons This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a Sabin sailing vessel powered by Vo egistered at the time of the incide Owner and Master of JT609 NR DOT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
(Lead) Summary of D Facts O Ca re N D	Details of Vessels and Persons This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a sabin sailing vessel powered by Vo egistered at the time of the incide Owner and Master of JT609 NR DOT RMDL NR ZE976Q Merlin is a 2002 be lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
Summary of D Facts • Ca re N D	This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a Cabin sailing vessel powered by Vo egistered at the time of the incide Owner and Master of JT60 IR DOT RMDL NR ZE976Q Merlin is a 2002 be lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4KV nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
Facts • O Ca re N D	This is an assessment of th D'Hara collision with ZE976Q Merli JT609Q Scarlett O'Hara is a Cabin sailing vessel powered by Vo egistered at the time of the incide Owner and Master of JT60 IR DOT RMDL NR ZE976Q Merlin is a 2002 be lybridge cruiser powered by 2 x 10 ppropriately registered at the time	n Gold Coast Broadwater 1986 built white recreat lvo inboard 18HP/13.4K nt. 20 Scarlett O'Hara is effery was appropriat uilt White recreational 19	r 22 May 2019. tional 9.5 x 2.8m Fibreglass Noelex Full W. The vessel was appropriately DOB: NR tely licenced at the time with a QLD
N D	Owner and Master of JT60 NR DOT RMDL NR ZE976Q Merlin is a 2002 bi lybridge cruiser powered by 2 x 10 ppropriately registered at the time	9Q Scarlett O'Hara is effery was appropriat uilt White recreational 19	tely licenced at the time with a QLD
D •	NR DOT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	effery was appropriat	tely licenced at the time with a QLD
D •	OT RMDL NR ZE976Q Merlin is a 2002 bu lybridge cruiser powered by 2 x 10 ppropriately registered at the time	uilt White recreational 19	
ar			DOB
• NF	Owner and Master of ZE97	6Q Merlin was	DOB
INF			ppropriately licenced at the time with a
• Sc (C re • T T C C	outhport Yacht Club (SYC) under GCWA) dated 18 March 2019. The epresentative for the SYC The race was the SYC Insho he race area is located acjacent to coast. JT609Q had 4 persons abo	an Authority issued by th event authority was issu ore Division Brass Monke o the Runaway Bay Marin ard and was manoeuvrin	E Event Yacht Race managed by the ne Gol <u>d Coast Waterways</u> Authority led to NR as the ey Race on Wednesday 22 May 2019. na and Sailing Club at Hollywell Gold ng for a position to the race start line
• m re m	nanoeuvring yachts and had stopp equired by COLREGS and was asse nanoeuvring yachts. The Merlin as a large vesse	art, ZE976Q Merlin had co bed in the water. ZE976Q essing the situation on ho I, was an obvious vessel a	ome into proximity of the large fleet o Merlin had stopped to give way as ow to proceed through the fast and should have been observed by th Additionally, there was a radio call put
ju ha	ut by the race control of the large After notifying the race par ubsequently postponed and anno	e vessel in the area. ticipants by radio of the unced as well over the ra	Merlin being in the area, the race was ace radio. This postponement should els masters' to more closely observe fo
· Sc Sc · th th th ar	Merlin had been stopped i carlett collided with its starboard carlett rapidly applied both his en As Scarlett, which was on a he person on the helm pushed the he helm and pushed it all the way	side. Merlin's Master, at s gines into full astern to a port tack, approached a e tiller towards starboard across to starboard side.	or approximately 20 to 25 seconds who seeing the fast approaching yacht avoid the developing risk of collision. a yacht on its bow on a starboard tack and then the main sheet person took . This action, caused Scarlett to swerve swerving motion then led Scarlett to
• MSQ Attended N	The video footage w opy used for viewing and assessm	vas steamed directly to Fa	age taken from the SYC rescue vessel acebook and was publicly available. Th was provided by

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	24/05/2019
Case Accepted	31/05/2019
Expected Days	182
to Complete	
	22/11/2010
Completion Due	22/11/2019
Date	
Case Complete	7/08/2019
Case Checked	7/08/2019
(AM)	
Case Closed -	//)
Prosecution	
Case Closed -	\sim
Admin Action	<u>A</u> C
Case Closed -	
AMSA	
Case Closed -	\wedge (\circ)
Coroner	
Case Closed	
(CU)	
Case Closed -	7/08/2019
Finalised (AM)	
Case Closed -	
Finalised (CU)	
Review Action	No
Required	
	No
Review Action	No ()
Completed	
Conclusion	A letter outlining the requirement of maintaining a proper control of an operating vessel
	should be sent to the Master of JT609Q Scarlett O'Hara also informing of NFA by MSQ.
	• A letter of No Further Action be sent to the owner of Merlin.
	Letter be raised to the GCWA Authority to inform them of identified issues/breaches with
/	the Aquatic Event Authority issued to the SYC for the Inshore events 18 March to 17 June 2019.
(The incident be closed of locally.
\sim	
	No other further action be taken by MSQ GC on the matter.
Finalised - NFA	Yes
Finalised -	Yes
Education	
Finalised -	No
Formal Warning	
Finalised	No
	No
Infringement	
Finalised -	No
Prosecution	
Finalised -	No
Administrative	
Total Hour of	11.91
Effort	
Notes	

Refer for CU	No
Action	

\frown	Role	Involved Ship
\cup		
-	Ship Unit	01
	Ship Damage/Loss	Moderate Damage
	Ship Registration Type	Recreational
	Details	
	Notes	
	Ship Type	Sail Boat
	Ship Name	SCARLETT O'HARA
	Ship Registration	JT609Q
	Former Names	
	Previous Registration	
	Make/Model	Noelex Full cabin Scarlett O'Hara
	Length (m)	9.5
	Beam (m)	2.8
	Year Built	1986
	Hull Material	Fibreglass/GRP
	Primary Colour	White
	Power Description	Volvo - 2002
	Number of Engines	1
	Engine Type	Inboard Petrol
	Total Kilowatt Power	13.4
	Total Horse Power	18
	Identification Number (HIN/SIN)	1596
	Notes	TICA check
\frown	Role	Involved Ship
()		$\sim (\mathcal{O}\mathcal{B})^*$
\smile	Ship Unit	02
	Ship Damage/Loss	Minor Damage
	Ship Registration Type	Recreational
	Details	
	Notes	
	Ship Type	Motor Boat
	Ship Name	MERLIN
	Ship Registration	ZE976Q
	Former Names	
	Previous Registration	
	Make/Model	Precision Flybridge Sports Half Cabin Merlin
	Length (m)	19.8
	Beam (m)	5.3
	Year Built	2002

	Length (m)	19.8
	Beam (m)	5.3
	Year Built	2002
	Hull Material	Fibreglass/GRP
	Primary Colour	White
	Power Description	Man - 49585245 & 49585246
	Number of Engines	2
\sim	Engine Type	Inboard Diesel
\sim	Total Kilowatt Power	1471
	Total Horse Power	2000
(∇Z)	Identification Number (HIN/SIN)	AUWWA109262B52
\bigcirc	Notes	TICA check

Role	Owner / Master
Ship Unit	01
Injury Status	
Details	
Notes	

	Customer Reference No.	NR
	Family Name	
	First Name	
	Middle Names	
	Gender	Male NR
	Date of Birth	
	Place of Birth	
	Nationality	
	ATSI	
	Also Known As	
	ABN	
	Photograph	
	Full Name	
		NR
	Email	
	Business Phone	
	Mobile Phone	NR
	Other Phone	
	Home Phone	
	Notes	TICA check
	Role	Owner / Master
	Note	
	Ship Unit	02
	Injury Status	
	Details	
	Notes	
	Customer Reference No.	NR
	Family Name	
	First Name	
	Middle Names	5
	Gender	
	Date of Birth	NR
	Place of Birth	$(\sqrt{3})$
	Nationality	
	ATSI	
	Also Known As	
	ABN	
	Photograph	
	Full Name	
	Email	NR
	\sim	
	Business Phone	
	Mobile Phone	NR
	Other Phone	
	Home Phone	
	Notes	TICA check
	6	
	P	
\bigcirc	Notes	
	Туре	Data Entry
	Task Title	,
\bigcirc	Status	Task Complete
(O k)	Task / Entry Date	24/05/2019
\sim		
/	Task / Entry Time	12:14
	Assigned / Recorder	BENSON, Dana Y
	Region	Brisbane - GC
\sim	Hours of Effort	1.5
	Due Date	
	Days to Due Date	
	Status Indices	1
	Task Description	Initial data entry of Marine Incident Reports x 2 - scan documents, create/DMS
	(Running Sheet)	to file, provide TICA confirmation, create/send correspondence
	Completed Date	

Notes	
Notes	Informed on Marien Incident Report that e held video of incidnet and collision
Туре	Enquiry
Task Title	Telephone call to re access to video on incident
Status	Task Complete
Task / Entry Date	31/05/2019
Task / Entry Date	09:00
	CHRISTENSEN, Richard J
Assigned / Recorder	
Region	Brisbane - GC
Hours of Effort	0.08
Due Date	31/05/2019
Days to Due Date	154
Status Indices	1
Task Description (Runni	ng Telephone call to re access to video on incident that he hold
Sheet)	
Completed Date	31/05/2019
Notes	
Notes	Emailed e access to video or incident informed that he held from collision with another vessel
Туре	Other
Task Title	Emailed re access to video on incident
Status	Task Complete
Task / Entry Date	31/05/2019
Task / Entry Time	09:15
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	
Due Date	
Days to Due Date	
Status Indices	1
	Emaile re access to video on incident
Task Description	
(Running Sheet)	
Completed Date	
Notes	
	\rightarrow
) Notes	
Туре	Evidence Management
Task Title	Record reciept and review of Video Evidence provided by on
	collision 22 May 19 between vessels
Status	Task Complete
Task / Entry Date	31/05/2019
Task / Entry Time	10:30
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	0.5
Due Date	31/05/2019
Days to Due Date	154
Status Indices	1 Descriptions and review of Video Evidence provided b
Task Description	Record reciept and review of Video Evidence provided b on
(Running Sheet)	collision 22 May 19 between vessels
Completed Date	31/05/2019
Notes	Record reciept and review of Video Evidence provided b on
/	collision 22 May 19 between vessels.
Natas	
Notes	
Туре	Enquiry
Task Title	Telephone call to o verify changed address

Status

Task / Entry Date

Task Complete 31/05/2019

-	Task / Entry Time		12:58	
	Assigned / Recorder		CHRISTENSEN, Richard J	
			Brisbane - GC	
	Region Hours of Effort		0.08	
	Due Date		31/05/2019	
	Days to Due Date		154	
	Status Indices		1	
		Chaot)		
	Task Description (Running	Sheet)	Telephone call to o verify changed addr	ess
	Completed Date		31/05/2019	
	Notes			
\sim	NI .			>
)	Notes			\sim
				\searrow
	Туре		Report Preparation	~
	Task Title		Compile Report Incident Summary MSQ24081-2019	
	Status		Task Complete	
	Task / Entry Date		31/05/2019	
	Task / Entry Time		15:24	
	Assigned / Recorder		CHRISTENSEN, Richard J	
I	Region		Brisbane - GC	
I	Hours of Effort		3.5	
	Due Date		31/05/2019	
	Days to Due Date		154	
	Status Indices		1	
-	Task Description (Running	Sheet)	Compile Report Incident Summary MSQ24081-2019	
	Completed Date	,	4/07/2019	
	Notes			
	Notes			
)	i totes		\sim	
	.	0.1	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
	Туре	Other		
	Task Title		n call to message left from	
	Status	Task C	Complete	
	Task / Entry Date	3/06/2	2019	
	Task / Entry Time	12:15		
	Assigned / Recorder	CHRIS	TENSEN, Richard J	
F	Region	Brisba	ne - GC	
H	Hours of Effort	80.6		
1	Due Date	3/06/2	2019	
1	Days to Due Date	151		
9	Status Indices	$\overline{1}$		
-	Task Description	Returr	ned telephone call from message left by a	.m. Mon 3 Jun
	(Running Sheet)	19.		
Ň	(indiming briedet)	201	wanted to know outcome from video he supplied on the	ne incident
	$(\overline{\alpha})$		was informed the matter was still being reviewed and N	
		comm	ent at this time.	
			was informed when the matter had been completed, he	would receive
	()	furthe	r correspondence from MSQ.	
	Completed Date	3/06/2	· · · · · · · · · · · · · · · · · · ·	
	Notes	5/00/2	-015	
> 6	0/A			
$\mathcal{O}V$	Notes			
X				
		Ot	her	
$\left(1/2 \right)$	Туре	100		
$\left(1/2 \right)$	Type Task Title			
(<i>VS</i>)†			sk Complete	
	Task Title Status	Ta	sk Complete 06/2019	
	Task Title Status Task / Entry Date	Ta:	· · · · · ·	
	Task Title Status Task / Entry Date Task / Entry Time	Ta: 7/0	06/2019 227	
	Task Title Status Task / Entry Date Task / Entry Time Assigned / Recorder	Ta: 7/(08 CH	06/2019 27 IRISTENSEN, Richard J	
	Task Title Status Task / Entry Date Task / Entry Time Assigned / Recorder Region	Ta: 7/0 08 CH Bri	06/2019 27 IRISTENSEN, Richard J sbane - GC	
	Task Title Status Task / Entry Date Task / Entry Time Assigned / Recorder Region Hours of Effort	Ta: 7/0 08 CH Bri 0.6	06/2019 27 IRISTENSEN, Richard J sbane - GC 7	
	Task Title Status Task / Entry Date Task / Entry Time Assigned / Recorder Region Hours of Effort Due Date	Ta: 7/0 08 CH Bri 0.6 7/0	06/2019 27 IRISTENSEN, Richard J sbane - GC 57 06/2019	
	Task Title Status Task / Entry Date Task / Entry Time Assigned / Recorder Region Hours of Effort	Ta: 7/0 08 CH Bri 0.6	06/2019 27 IRISTENSEN, Richard J sbane - GC 57 06/2019	

Task Description (Running Sheet)	Compose letter to investigation outcome	owner/master Scarlett O'Hara on
Completed Date	4/07/2019	
Notes		

Notes		
Туре	Other	
Task Title	Letter to	
Status	Task Complete	
Task / Entry Date	7/06/2019	
Task / Entry Time	08:28	
Assigned / Recorder	CHRISTENSEN, Richard J	
Region	Brisbane - GC	
Hours of Effort	0.5	
Due Date	7/06/2019	
Days to Due Date	147	
Status Indices	1	$\langle \langle \rangle \rangle$
Task Description (Running	Compose letter to	owner/master Merlin on investigation
Sheet)	outcome	\sim
Completed Date	4/07/2019	\land
Notes		

Notes

Туре	Statement Preparation
Task Title	Statement -
Status	Task Complete
Task / Entry Date	1/07/2019
Task / Entry Time	10:51
Assigned /	CHRISTENSEN, Richard J
Recorder	
Region	Brisbane - GC
Hours of Effort	
Due Date	12/07/2019
Days to Due Date	112
Status Indices	
Task Description	Obtain Statement from who provided footage to MSQ. Statement
(Running Sheet) needs to identify time, date, place where footage was recorded from. St	
	will ensure admissibility of footage.
Completed Date 🔨	4/09/2019
Notes	

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\cap	Notes	\mathbb{C}
\bigcirc	(Q R)	1
	Туре	Statement Preparation
	Task Title	Statement -
	Status	Task Complete
	Task / Entry Date	1/07/2019
	Task / Entry Time	12:30
	Assigned /	CHRISTENSEN, Richard J
\sim	Recorder	
	Region	Brisbane - GC
(\overline{a})	Hours of Effort	2.5
\sim	Due Date	12/07/2019
	Days to Due Date	112
	Status Indices	1
	Task Description	Obtain Statement from wner/master of vessel Merlin) to obtain
\sim	(Running Sheet)	version of events including evasive action taken.
	Completed Date	1/07/2019
	Notes	A recorded conversation was undertaken on the telephone with in
		regard to the collision 22 May 2019. An audio recording has been done and
		recorded in DMS and a MO File Note on the recording has also been completed and
		DMS'ed.

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Notes		
Туре	Conduct Interview	
Task Title	Conduct Interview with	(Master of vessel Merlin)
Status	Task Complete	
Task / Entry Date	1/07/2019	
Task / Entry Time	10:58	
Assigned / Recorder	CHRISTENSEN, Richard J	
Region	Brisbane - GC	
Hours of Effort		
Due Date	12/07/2019	
Days to Due Date	112	
Status Indices	1	
Task Description (Running	Conduct Interview with	Master of vessel Merlin) to
Sheet)	obtain version of events.	
Completed Date	4/09/2019	
Notes		
	•	$\langle \langle \rangle \rangle$
Notes		

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Notes	
Туре	Enquiry
Task Title	Conducted Recorded Telephone conversation with re incident
	22 May 2019 to obtain his version of events.
Status	Task Complete
Task / Entry Date	1/07/2019
Task / Entry Time	12:00
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	1.5
Due Date	1/07/2019
Days to Due Date	123
Status Indices	1
Task Description	Conducted Recorded Telephone conversation with e incident
(Running Sheet)	22 May 2019 to obtain his version of events.
	Conversation was recorded as was located at his residence in
	Melbourne and unable to attend at this time to provide a statement on the
	incident.
Completed Date	1/07/2019
Notes	

\cap	Notes	
\bigcirc		
	Туре	Other
	Task Title	Telephone calls to Southport Yacht Club (SYC) and the NR Sailing
	(Q/k)	Operations Manager for SYC to make contact to
	Status	Task Complete
	Task / Entry Date	1/07/2019
	Task / Entry Time	09:30
	Assigned /	CHRISTENSEN, Richard J
	Recorder	
	Region	Brisbane - GC
\frown	Hours of Effort	0.17
	Due Date	1/07/2019
$\overline{\Box}$	Days to Due Date	123
	Status Indices	1
\square	Task Description	Telephone calls to Southport Yacht Club (SYC) and then NR Sailing
	(Running Sheet)	Operations Manager for SYC to make contact to who had
	-	provided video recording of collision between JT609Q and ZE976Q on 22 May 2019
\sim	Completed Date	1/07/2019
	Notes	

\bigcirc	Notes	
	Туре	Other

Task Title	Recommendation to Southport Yacht Club
Status	Task Complete
Task / Entry	1/07/2019
Date	
Task / Entry	14:04
Time	
Assigned /	CHRISTENSEN, Richard J
Recorder	
Region	Brisbane - GC
Hours of Effort	0.08
Due Date	12/07/2019
Days to Due	112
Date	
Status Indices	1
Task Description	Recommendation to Southport Yacht Club to ensure Race Officials delay start of
(Running Sheet)	racing events where obstruction to start of race is evident.
Completed Date	1/07/2019
Notes	This task is advised not to be proceeded as the SYC was operating an event under an
	Authority issued by the GCWA. MO has written letter to GCWA to investigate
	conditions of their Authority that may have been breached. To contact SYC at this
	time on the matter may conflict with any action taken by GCWA.

Notes		
Туре	Other	
Task Title	File note on recording of conversation wit july 2	2019
Status	Task Complete	
Task / Entry Date	1/07/2019	
Task / Entry Time	14:30	
Assigned / Recorder	CHRISTENSEN, Richard J	
Region	Brisbane - GC	
Hours of Effort	0.5	
Due Date	1/07/2019	
Days to Due Date	123	
Status Indices	1	
Task Description (Running Sheet)	File note on recording of conversation with 1 july 2	2019
Completed Date	1/07/2019	
Notes		
	\mathbf{i}	

\bigcirc	Notes	
· ·	Туре	Other
	Task Title	Returned Telephone call to re outcome of investigation
	Status	Task Complete
	Task / Entry Date	6/08/2019
	Task / Entry Time	16:15
	Assigned / Recorder	CHRISTENSEN, Richard J
	Region	Brisbane - GC
	Hours of Effort	0.25
	Due Date	6/08/2019
	Days to Due Date	87
\frown	Status Indices	1
	Task Description	Returned Telephone call to re outcome of investigation to discuss
	(Running Sheet)	outcomes and findings after he responded with queries on 12 july 2019.
$(\bigcirc /)$	Completed Date	6/08/2019
\sim	Notes	
	Turpo	Cace Triager

/	7	1
$\langle \rangle$		_
<u> </u>	1	

)	Туре	Case Trigger
	Details	
	Notes	
	Marine Incident No.	MSQ24081-2019
	Incident Type	Marine Incident

	Data	22/05/2010
	Date Time	22/05/2019 16:30:00:ttt
	Caseman ID	10.30.00.111
	Incident Report Details	JT609Q 'Scarlett O'Hara & ZE976Q 'Merlin' - collision between vessels - Broadwater between Crab Island & Runaway Bay Marina - 22 May 2019
	Water Type	Smooth
	Coordinates	
	Latitude	-27.9013
	Longitude	153.4071
	Location Name	Broadwater between Crab Island & Runaway Bay Marina
	Region	Brisbane (South)
	Weather Conditions	Clear
	Visibility Conditions	Good
	Water Conditions	Calm
	Swell Height (m)	
	Wind Speed	Moderate (7 - 15 kts)
	Wind Direction	
	Type of Marine Incident	Collision between ships
	Incident Consequence	Moderate damage to ship
	Public Interest	Public interest unlikely
	Highest Ship Class	Recreational
	Compliance Weighting	
	Weighting Reason	
	Original Rating Score	13
	Final Rating Score	13
	Category	3
	Fatalities (No.)	0
	Injuries - Serious (No.)	
	Injuries - Minor (No.)	
	Minor Damage (Ships)	
	Moderate Damage (Ships)	1
	Major Damage (Ships)	
	Lost Ships	
	Pollution Category	
	Pollution Source	
	Pollutant	
	Pollution - Extent (Length)	\bigtriangledown
	Pollution - Extent (Width)	
	Pollution - Extent (Area)	Ÿ
	Pollution - Extent (Volume)	
	Pollution - Discharge Been	No
	Stopped?	
	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	230/01100
\langle	(H-N1) Failure to comply with ColRegs	Yes
	(H-N2) Insufficient voyage planning	No
	(H-N3) Excessive Speed	No
101	(H-N4) Navigation Error - Other	Yes
\sim	(H-P5) Inadequate training	No
\searrow	(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 c numbers	rew	No
	(H-O13) Mooring Fail	ure	No
	(H-O14) Insufficient r		No
	(H-O15) Overloading		No
	(H-O16) Operational		Yes
	(M-V1) Bridge or Nav Failure		No
	(M-V2) Electrical system		No
	(M-V4) Propulsion sy	stem failure	No
	(M-V5) Hull Breach		No
	(M-V6) Equipment fa	ilure - other	No
	(M-V7) Fuel or gas le	ak	No
	(M-DC8) Inadequate	stability -	No
	shifting cargo		\sim \vee
	(M-D9) Inappropriate	<u>)</u>	No
	hull/equipment - Cor		
	(M-DC10) Inappropri hull/equipment - des	ate	No
	(M-DC11) Vessel con		No
	failure - other		<u> </u>
	(M-SS12) Shore struc		No
	(M-SS13) Shore struc	ture	No
	maintenance		
	(M-SS14) Gangway/B Ladders	oarding	No
	(E-H15) Floating or So object	ubmerged	No
	(E-H17) Hazardous w	aters -	No A
	uncharted hazards		
	(E-H16) Wash of passing vessel (E-H18) Hazard - other (CF1) Insufficient safety equipment		No
			No
			No
	(CF2) Tidal conditions		Ne
	(CF3) Bar conditions	,	No
		~~~	
	(CF4) Hazardous seas	ion	No
	(cyclones etc)	$\rightarrow$	
	(CF5) Hazardous wate	ers -	No
	obstructions		
	(CF6) Poor Visability	<u> </u>	No
	(CF7) Sea state	$\downarrow$ Y	No
	(CF8) Wind (CF9) Heavy traffic area		No
			Yes
	(CF10) Medical condition		No
	(CF-11) Alcohol / Drugs		No
	(CF12) Fatigue		No
	(CF13) Failure to wear lifejackets		No
	(CF14) Failure to wear engine kill		No
	Ianyard MR-T Value		
$\sim$			7
MR-C Value MR-PI Value Days Since (Incident)			6
			0
			162.6
	, ,		
$\bigcirc$	Role Subject Of		
$\bigcirc$	Details		

$\sum$	Role	Subject Of
	Details	
	Notes	
	Document Type	Marine Incident Report
	Document Title	MSQ24081-2019 MSQ MIR from

	DMS Item No.	P60037		
	Other Reference	230/01100		
	Publish Date	23/05/2019		
	Details			
	Embedded (Pictur	(e)		
	Hyperlink			
	Document Text			
	Source Reliability	Not Evaluated		
	Information Truth	Not Evaluated		
	Notes			
$\frown$	Role	Subject Of		
()				
$\cup$				
	Details			
	Notes			
	Document Type	Marine Incident Report		
	Document Title	MSQ24081-2019 MSQ MIR from		
	DMS Item No.	P60038		
	Other Reference	230/01100		
	Publish Date	23/05/2019		
	Details	A>		
	Embedded (Pictur	·e)		
	Hyperlink			
	Document Text			
	Source Reliability	Not Evaluated		
	Information Truth			
	Notes			
$\cap$	Role	Outcome of		
		$\wedge$		
$\sim$	Detelle	Email to re acquisition of video footage he holds on a marine incident		
	i i	matter 22 May 2019 Broadwater		
	Notes	(0)		
	Document	Other		
	Туре			
		Request for Incident Video - MSQ24081-2019		
	Title			
		E60101		
		230/01100		
	Reference			
		31/05/2019		
	Details	Email to obtain incident video held by		
	Embedded			
	(Picture)			
	Hyperlink			
	Document			
	Text			
		As discussed I am a Marine Officer with Maritime Safety Qld Gold Coast and would like		
		be provided a copy of the video you hold on the incident you were involved in at the		
	VIOr	Gold Coast 22 May 2019.		
$\langle$	$(\sqrt{3})$	If it can be emailed to me, it would be appreciated. Your reference is MSQ24081-2019.		
		A - Reliable Source		
$\sim$	Reliability			
$(\alpha)$		1 - Confirmed		
	/ /	r - Committed		
$\gamma \subset$	Truth			
1	Notes	Email from MO Christensen re MSQ24081 evidence		
$\sim$				
$\bigcirc$	Role			
$\sim$	Details	CCWA Aquatic Event Authority Inchara Division 19 02 10 to 19 06 10		
	Details	GCWA Aquatic Event Authority Inshore Division_18-03-19 to 18-06-19		
	Notes			
	Document Type	Other		
	Document Title			
	DMS Item No.	P 60105		
		1		

Other Reference	230/01100
Publish Date	31/05/2019
Details	GCWA Aquatic Event Authority Inshore Division_18-03-19 to 18-06-19 outlines events
	for aquatic event held by Southport Yacht Club
Embedded	
(Picture)	
Hyperlink	
Document Text	GCWA Aquatic Event Authority Inshore Division_18-03-19 to 18-06-19 outlines events
	for aquatic event held by Southport Yacht Club
Source	A - Reliable Source
Reliability	
Information	1 - Confirmed
Truth	
Notes	From GCWA events manager
Role	Mentioned In

Role	Mentioned In
Details	Aquatic Authority - SYC - Inshore Division - 18.3.19 - 17.6.19
Notes	
Document Type	Other
Document Title	Aquatic Authority - SYC - Inshore Division - 18.3.19 17.6.19
DMS Item No.	P60110
Other Reference	230/01100
Publish Date	31/05/2019
Details	Aquatic Authority - SYC - Inshore Division - 18.3.19 - 17.6.19
Embedded	
(Picture)	
Hyperlink	
Document Text	Aquatic Authority - SYC - Inshore Division - 18.3.19 - 17.6.19 outlining conditions to
	hold yachting events in the Gold Coast Broadwater
Source	A - Reliable Source
Reliability	
Information	1 - Confirmed
Truth	
Notes	Document from GCWA events manager

$\bigcirc$	Role	Subject Of
-	Details	File note on recording of conversation wit the owner and master of Merlin
		on the collision 22 may 2019 in the Broadwater Gold Coast
	Notes	
	Document	Other
	Туре	
	Document	Recording of Conversation between MO Christensen and 1 July 2019
	Title	
	DMS Item	260400
	No.	
	Other	230/01100
	Reference	
	Publish Date	1/07/2019
	Details	Recording of Conversation between MO Christensen and July 2019
$\sim$	Ernbedded	
	(Picture)	
$\sim$	Hyperlink	
$(\mathcal{O}K)$	Document	File number 230/01100
	Text	
		Subject Recording of Conversation between MO Christensen and       1 July         2019
$\searrow$		Author Marine Officer Richard Christensen
		Date 1 July 2019
		• Today, Monday 1 July 2019 I Richard John CHRISTENSEN, a Marine Officer #T329 of Maritime Safety Queensland while investigating a collision between ships on the Gold Coast 22 May 2019, recorded a telephone conversation with

		The vessel JT609Q Scarlett O'Hara and ZE976Q Merlin collided in proximity to
		Runaway Bay Marina on the Broadwater Gold Coast 22 May 2019.
		Owner and Master of ZE976Q Merlin was
		appropriately licenced at the time with a QLD DOT RMDL NR was
		The conversation was recorded by MO Christensen at the MSQ Gold Coasty
		office with knowledge and acknowledgement of who was in NR
		NR
		The conversation addressed an outline from on the events that took
		place leading up to and during the collision.
		Information provided by during the conversation described his mariner
		experience, knowledge of vessels and the collision events.
		informs he was on a transit back to the marina where his vessel is     normally berthed and had been blocked off by a flotilla of sailing vessels.
		He explained how he attempted to give way to the sailing vessels and then how
		he had to take action necessary to avoid a collision.
		The collision did occur and caused damage to his vessel.
		• There are 2 x recordings captured. Recording 1 was the preamble to the
		conversation, which was then postponed as had to call back.
		Recording 2 is the conversation and responses from about the incident.
		<ul> <li>Both recordings were captured as E60395 – SQS on the TMR data base.</li> <li>The information provided in the conversation substantiates the information also</li> </ul>
		provided by n the Marine Incident Report he provided on the incident.
	Source	A - Reliable Source
	Reliability	
	Information	1 - Confirmed
	Truth	
	Notes	MO Notes on Recording
$\frown$	<b>D</b>	
( )	Role	Outcome of
$\bigcirc$	Details	MSQ24081 - letter Owner Scarlett O'Hara
	Notes	
	Document	Other
	Туре	
	Document	MSQ24081 - letter Owner Scarlett O'Hara
	Title	
	DMS Item	P60450
	No. Other	230/01100
	Reference	250/01/00
	Publish Date	4/07/2019
	Details	M\$Q24081 - letter Owner Scarlett O'Hara
	Embedded	
	(Picture)	
	Hyperlink	
	Document- Text	4 July 2019
	Text	
	(91)	NR
	Ň	
~	$\left( \overline{Q}/\overline{S} \right)^{-}$	
		Dea
	$\sim$	I am writing to you about the reported marine incident that occurred at the Gold Coast
	)	Broadwater on 22 May 2019, involving the 9.5 metre sailing vessel JT609Q Scarlett
$\langle \rangle$	7	O'Hara. You were identified as the owner and master at the time of the incident.
		Maritime Safety Queensland (MSQ) is the government authority responsible for
$\sim$		investigating marine safety incidents. A Shipping Inspector attached to MSQ has
		reviewed the information provided in regard to the marine incident and has determined no further action is intended to be taken by MSQ.
		I have considered the evidence available and the incident was assessed to have occurred
		as a result of a series of actions taken by the master and crew of Scarlett O'Hara JT609Q,

	prior to the commencement of a yacht race at Hollywell, managed by the Southport Yacht Club.	
		In considering the evidence during the determination;
		<ul> <li>The Power Driven Vessel (PDV) in which JT609Q collided with was not restricted to navigate in the area at the time of the event.</li> <li>The PDV did appropriately comply with collision regulations as required.</li> <li>Prior to the collision there was ample time and separation for JT609Q to have observed the PDV in the area among the other yachts.</li> <li>JT609Q was under sail prior to and at the time of the incident.</li> <li>JT609Q was conducting high risk manoeuvres in close proximity to other sailing vessels and the PDV, leading to the collision.</li> <li>A postponement had been called on the radio by the race organisers prior to the collision due to the PDV being in proximity.</li> <li>It was also observed, the initial helmsman of JT609Q commenced a manoeuvre around a yacht in which it had to give way, when the mainsheet person then took the tiller causing the vessel to veer and collide with the PDV.</li> <li>Should you require any further information, please contact Rick Christensen, Marine Officer, Maritime Safety Queensland (Gold Coast) on 5585 1810.</li> </ul>
		Rick Christensen Marine Officer (Gold Coast)
	Source Reliability	A - Reliable Source
	Information Truth	1 - Confirmed
	MO leeter to	
$\bigcirc$	Role	Outcome of
$\smile$	Details	MSQ24081 - letter NFA Owner Merlin
	Notes	
	Document Type	Other
	Document	MSQ24081 - letter NFA Owner Merlin
	Title DMS Item	P60449
	No.	
	Other	230/01100
	Reference	
	Publish Date	4/07/2019
	Details Embedded	MSQ24081 - letter NFA Owner Merlin
	(Picture)	$\mathcal{T}$
	Hyperlink	
	Document Text	NR
$\langle \rangle$	IB)	Dear
	$\rangle$	I am writing to you about the reported marine incident that occurred at the Gold Coast Broadwater on 22 May 2019, involving the 19.9 metre vessel ZE976Q Merlin. You were identified as the owner at the time of the incident.
		Maritime Safety Queensland (MSQ) is the government authority responsible for investigating marine safety incidents. A Shipping Inspector attached to MSQ has reviewed the information provided in regard to the marine incident and has determined no further action is intended to be taken by MSQ.
		In considering the evidence available, the incident was assessed to have occurred as a result of a series of actions taken by the master and crew of the sailing vessel involved in the collision.

	Should you require any further information, please contact Rick Christensen, Marine Officer, Maritime Safety Queensland (Gold Coast) on 5585 1810.
	Yours sincerely
	Rick Christensen
	Marine Officer (Gold Coast)
Source	A - Reliable Source
Reliability	
Information	1 - Confirmed
Truth	
Notes	MO Christensen letter to owner of MV Merlin

Details       MSQ24081 - letter GCWA Events Manage         Notes       Other         Document Title       MSQ24081 - letter GCWA Events Manage         DMS Item No.       P60451         Other Reference       230/01100         Publish Date       4/07/2019         Details       mbsQ24081 - letter GCWA Events Manage         Embedded (Picture)       Hyperlink         Hyperlink       Document Text         Source Reliability       A - Reliable Source         Information Truth       1 - Confirmed         Notes       MO Christensen letter to GCWA	$\bigcirc$	Role	Outcome of
NotesDocument TypeOtherDocument TitleMSQ24081 - letter GCWA Events ManageDMS Item No.P60451Other Reference230/01100Publish Date4/07/2019DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed		 Details	MSO24081 - letter GCWA Events Manager
Document TypeOtherDocument TitleMSQ24081 - letter GCWA Events ManageDMS Item No.P60451Other Reference230/01100Publish Date4/07/2019DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed			
Document TitleMSQ24081 - letter GCWA Events ManageDMS Item No.P60451Other Reference230/01100Publish Date4/07/2019DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed			Other
DMS Item No.P60451Other Reference230/01100Publish Date4/07/2019DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed			
Other Reference230/01100Publish Date4/07/2019DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed			
Publish Date4/07/2019DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed			
DetailsMSQ24081 - letter GCWA Events ManageEmbedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed			
Embedded (Picture)HyperlinkDocument TextSource ReliabilityA - Reliable SourceInformation Truth1 - Confirmed		Details	MSQ24081 - letter GCWA Events Manager
Document TextSource ReliabilityInformation Truth1 - Confirmed		Embedded (Picture)	
Source ReliabilityA - Reliable SourceInformation Truth1 - Confirmed		Hyperlink	
Information Truth 1 - Confirmed			
		Source Reliability	A - Reliable Source
Notes MO Christensen letter to GCWA			1 - Confirmed
		Notes	MO Christensen letter to GCWA



# **AUTHORITY**

CONSENT TO HOLD AQUATIC EVENT

Section 217 of the Transport Operations (Marine Safety) Act 1994 Section 198 of the Transport Operations (Marine Safety) Regulation 2016

This Authority is granted to:

NR of

Southport Yacht Club Inc.

1 Marina Crescent, Hollywell Qld 4216

This Authority gives consent to the Authority Holder to hold the following aquatic event subject to the terms and conditions in the attached Schedule of Conditions.

A contravention of a condition of this Authority is an offence for which penalties apply.

Aquatic Event:

Location:

Date/s: Times:

Inshore Division

Southport Broadwater (between Wave Break Island and Never Fail Island) 18 March 2019 to 17 June 2019 1100 hours to 1930 hours

18 March 2019

Issued by:

Dated this:

NR

Hal Morris **Chief Executive Officer** 

File No: 230/130/43 [2]

## SCHEDULE OF CONDITIONS

Section 217 of the Transport Operations (Marine Safety) Act 1994 Section 198 of the Transport Operations (Marine Safety) Regulation 2016

### DOCUMENTATION

- 1. The Authority Holder must carry a copy of this Authority for the duration of the aquatic event.
- 2. If requested, the Authority Holder must produce any of the following documents to a shipping inspector for examination:
  - a) the Authority
  - b) a copy of the approved map
  - c) the Incident Management Plan for SYC Inshore Racing of Keelboats & Trailable Yacht Divisions (revised February 2018)
- 3. The master of any safety ship / support ship must be able to produce a copy of the approved map to a shipping inspector for examination, if requested.

### SAFETY SHIPS / SUPPORT SHIPS / SHORE-BASED STATION

- 4. The Authority Holder must ensure that an appropriately equipped safety ship / support ship is available at all times for the duration of the aquatic event.
- 5. The safety ship / support ship must be positioned adjacent to the event location and be ready to respond to a safety incident.
- 6. The Authority Holder must provide a manned shore-based station for the duration of the aquatic event.

#### COLLISION REGULATIONS AND RACING RULES

- 7. The International Regulations for Preventing Collisions at Sea 1972 (the Collision Regulations apply to all ships at all times).
- 8. The Racing Rules of Sailing shall apply only to those ships that are participating in the aquatic event for the duration of the event. Should there be interaction of a participant ship with a non-participant ship, the Collision Regulations shall prevail.

#### **BRIEFING AND COMMUNICATION**

- The Authority Holder, must brief participants / masters and crew of safety ships / support ships / safety marshals prior to the event about compliance with the Incident Management Plan for SYC Inshore Racing of Keelboats & Trailable Yacht Divisions (revised February 2018) and the conditions of this Authority.
- 10. There must be radio / mobile phone communication between the safety ship / support ship and a manned shore based facility.
- 11. Organizers are to ensure that the Seaway Tower (ph 5591 2948) is informed prior to commencement in order for other boat operator's to be advised.
- 12. If the aquatic event coincides with another aquatic event, both Authority Holders must agree and coordinate the most safe and orderly way to utilise the location for the events.

### SHIP OPERATIONS AND OTHER ACTIVITIES

- 13. The aquatic event must be held within the area indicated on the map approved by Gold Coast Waterways Authority.
- 14. Any marker buoy or float placed or located in the water for the aquatic event must not be constructed or coloured in anyway so it may be confused with an aid to navigation.
- 15. All marker buoys or floats must be removed from the water within 1 hour of the conclusion of the event.
- 16. The Authority Holder or the master of the safety ship / support ship must remove any debris from the aquatic event from the water as soon as practicable.
- 17. First aid personnel, with current appropriate qualifications, must be on duty and available at the location of the aquatic event for the duration of the event.

- 18. The authority holder is to ensure the position of the start, finish or turn marks do not impede safe navigation of vessels on the Gold Coast Broadwater or entering and exiting the seaway.
- 19. Authorised courses (attached) are to be kept from the centre of the marked channels at all times, and where adequate depth of water allows to be excluded from marked channels to reduce impact on vessels constrained by draft.
- 20. The Authority Holder must assess and in every opportunity act, to reduce the usage of the easterly course as identified in Appendix 3 (attached).
- 21. All vessels competing are to maintain a minimum distance of 2 metres from any navigation marker. Any vessel involved in a marine incident, which includes a collision with an aid to navigation must report the incident in the official format.
- 22. The Aquatic Event Authority approves the course area, labelled Appendix 3 and Appendix 7 (attached).
- 23. This Authority is limited to a maximum of 30 monohull and multihull craft up to 9.2 metres in length.
- 24. Rules must include procedures for the temporary suspension of any race commencement/in progress in the event of non-participating ships entering the course area.

#### ADDITIONAL INFORMATION

A harbour master may give a direction for the safe operation of ships at the aquatic event. This may include the operation of safety or support vessels, vessels used for the aquatic event, and spectator vessels.

A harbour master may give a direction about an obstruction to navigation. This may include an obstruction caused by buoys, floats or other equipment used for the aquatic event.

All ships used for the aquatic event, their masters and their crew must comply with the *Transport Operations (Marine Safety) Act 1994* and its subordinate legislation, the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (Cwlth) and its subordinate legislation, and the *International Regulations for Preventing Collisions at Sea 1972*, as these apply to their operation.

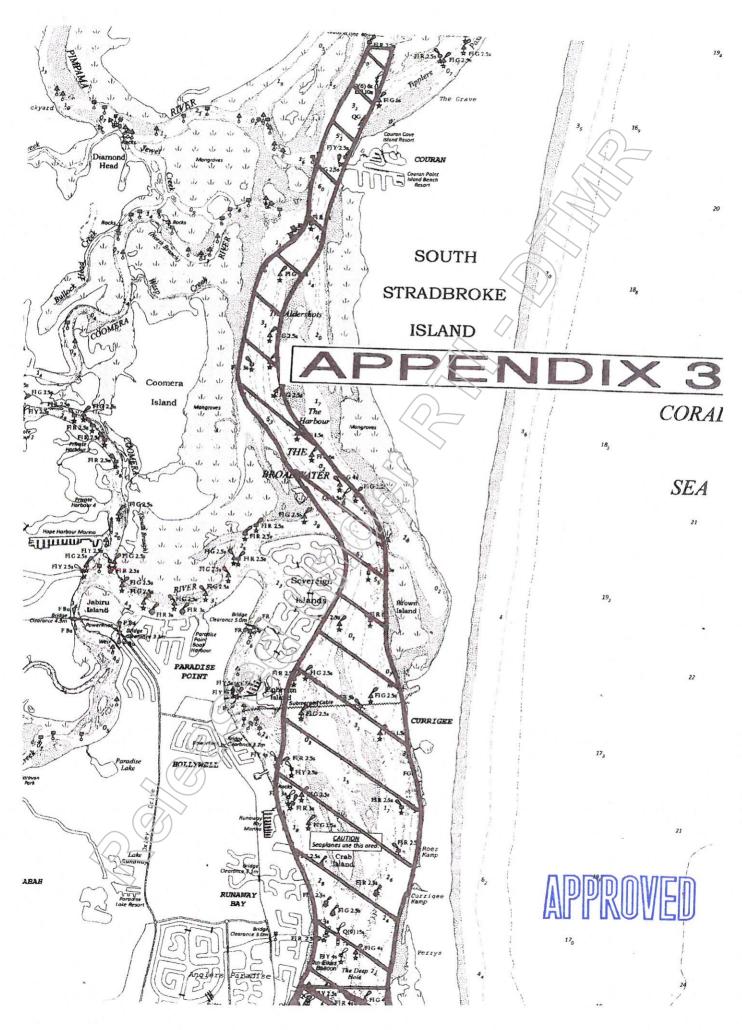
A contravention of any condition in this Authority is an offence that carries a maximum penalty of 50 penalty units.

A contravention of a condition of this Authority is also grounds for cancellation or suspension of the Authority, as well as grounds for refusal of a future application for an authority.

All marine incidents must be reported.

Any questions about these conditions should be directed to Gold Coast Waterways Authority on 07 55397350.

#### Inshore Division – 18 March 2019 to 18 June 2019



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