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MSQ 24081 - finalised

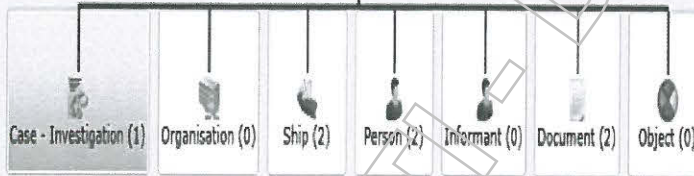
Recent items

- Case - MSC1141 - Review Act
- MSQ24081 - Marine Incident

Details of MSQ24081 - Marine Incident - 22/05/2019

Form: Marine Incident

Marine Incident



1 of 1

Link status: Confirmed

- Summary
- Case Details
- Attending Officers
- Finding / Conclusion
- Review / Close
- Case Measures
- Link Details
- Case Investigation Notes

Review Action Required: No

Review Action Completed: No

Case Checked (AM): 7/08/2019

Refer for CU Action: No

Case Closed (CU):

Case Closed - Prosecution:

Case Closed - Admin Action:

Case Closed - AMSA:

Case Closed - Coroner:

Case Closed - Finalised (AM): 7/08/2019

Case Closed - Finalised (CU):

fos, PLEASE CLOSE FILE  
7/8/19

NR

Clear selected

Find items

Edit Save Cancel

# Item

## ITEM DETAILS

<b>Item ID:</b>	60675 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	06/08/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	06/08/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - RE: Marine Incident during yacht racing event		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100.[1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	06/08/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

RE: Marine Incident during yacht racing event

Subject RE: Marine Incident during yacht racing event  
 From greg.l.turner@msq.qld.gov.au  
 To [REDACTED]  
 Cc  
 Bcc  
 Sent 6/08/2019 10:10:15 AM  
 Attached

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 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](mailto:greg.l.turner@msq.qld.gov.au)

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

R

**From:** .

**Sent:** Friday, 12 July 2019 2:44 PM

**To:** Greg L Turner <[greg.l.turner@msq.qld.gov.au](mailto: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](mailto: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

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

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Released under RTI - DTMR

# Item

ITEM DETAILS			
<b>Item ID:</b>	60632 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	16/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	31/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - RE: Marine Incident during yacht racing event		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]
ACTIONS & OWNERSHIP			
<b>Author:</b>	Alain G De Villiers	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Compliance		
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	31/07/2019
SECURITY & ACCESS			
<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		
ADDITIONAL INFORMATION			
<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

RE: Marine Incident during yacht racing event

**Subject** RE: Marine Incident during yacht racing event  
**From** Alain.G.DeVilliers@msq.qld.gov.au  
**To** 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 acknowledge [redacted] s assertions and concerns, it is the responsibility of all masters/skippers to comply with the Collision Regulations in particular *Rules 7 and 8* which outline actions to be taken to avoid a collision, regardless of whether the vessels being operated are involved in a race event or not. On this occasion, and in reviewing the footage provided to MSQ, it is clear that [redacted] had ample time to consider the situation and to take some action by either altering his course or some other action to take to avoid the collision. MSQ have interviewed the master of the power-driven vessel (PWD) involved in this matter, and have determined that the vessels' presence near the pre-start area was unavoidable. A review of the footage shows that the PWD 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 [redacted] comments about postponements being called, investigations revealed that race official <sup>NR</sup> [redacted] 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: [redacted]  
[alain.g.devilliers@msq.qld.gov.au](mailto:alain.g.devilliers@msq.qld.gov.au)  
[www.msq.qld.gov.au](http://www.msq.qld.gov.au)  
[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

**From:** Greg L Turner

**Sent:** Monday, 15 July 2019 8:58 AM

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

**Cc:** Alain G De Villiers <[Alain.G.DeVilliers@msq.qld.gov.au](mailto: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 [redacted] regarding his views of the incident. I am unsure as to what extent [redacted] 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  
M: NR  
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W: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

**From:** NR  
**Sent:** Friday, 12 July 2019 2:44 PM  
**To:** Greg L Turner <[greg.l.turner@msq.qld.gov.au](mailto: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).

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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](mailto: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

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Released under RTI/DTMR

**Item**

**ITEM DETAILS**

<b>Item ID:</b>	60613 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	15/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	29/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - FW: Marine Incident during yacht racing event		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/Q1100 [1]

**ACTIONS & OWNERSHIP**

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	29/07/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	29/07/2019

**SECURITY & ACCESS**

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

**ADDITIONAL INFORMATION**

<b>Description / Additional Info:</b>		

**DOCUMENT CONTENTS**

FW: Marine Incident during yacht racing event

**Subject** FW: Marine Incident during yacht racing event  
**From** greg.l.turner@msq.qld.gov.au  
**To** Richard.J.Christensen@msq.qld.gov.au  
**Cc** Alain.G.DeVilliers@msq.qld.gov.au  
**Bcc**  
**Sent** 15/07/2019 8:58:26 AM  
**Attached**

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

M: NR

E: [greg.l.turner@msq.qld.gov.au](mailto:greg.l.turner@msq.qld.gov.au)

W: [www.msg.qld.gov.au](http://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](mailto:greg.l.turner@msq.qld.gov.au)>

**Subject:** Re: Marine Incident during yacht racing event

Your Ref: MSQ24081-2019

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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  
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Released Under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60614 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	15/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	29/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - RE: Marine Incident during yacht racing event		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Alain G De Villiers	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Compliance		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	29/07/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	29/07/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

RE: Marine Incident during yacht racing event

**Subject** RE: Marine Incident during yacht racing event  
**From** Alain.G.DeVilliers@msq.qld.gov.au  
**To** greg.turner@msq.qld.gov.au, Richard.J.Christensen@msq.qld.gov.au  
**Cc**  
**Bcc**  
**Sent** 15/07/2019 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](mailto:alain.g.devilliers@msq.qld.gov.au)

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

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

**From:** Greg L Turner

**Sent:** Monday, 15 July 2019 8:58 AM

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

**Cc:** Alain G De Villiers <[Alain.G.DeVilliers@msq.qld.gov.au](mailto:Alain.G.DeVilliers@msq.qld.gov.au)>

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Area Manager | Gold Coast

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

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PO Box 107 | Southport Qld 4215

P: (07) 5585 1814 | F: (07) 5585 1818

M: NR

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

**From:** R

**Sent:** Friday, 12 July 2019 2:44 PM

**To:** Greg L Turner <[greg.l.turner@msq.qld.gov.au](mailto: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](mailto:greg.l.turner@msq.qld.gov.au)> wrote:

Afternoon Jeff

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  
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M: NR  
E: [greg.l.turner@msq.qld.gov.au](mailto:greg.l.turner@msq.qld.gov.au)  
W: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

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# Item

## ITEM DETAILS

<b>Item ID:</b>	60510 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	15/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	15/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - RE: Marine Incident during yacht racing event		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	15/07/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

RE: Marine Incident during yacht racing event

**Subject** RE: Marine Incident during yacht racing event  
**From** greg.l.turner@msq.qld.gov.au  
**To** [REDACTED]  
**Cc**  
**Bcc**  
**Sent** 15/07/2019 9:16:50 AM  
**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

M: NR

E: [greg.l.turner@msq.qld.gov.au](mailto:greg.l.turner@msq.qld.gov.au)

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

**From:** NR

**Sent:** Friday, 12 July 2019 2:44 PM

**To:** Greg L Turner <[greg.l.turner@msq.qld.gov.au](mailto: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](mailto: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  
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# Item

## ITEM DETAILS

<b>Item ID:</b>	60507 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	12/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	15/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Re: Marine Incident during yacht racing event		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>		<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	15/07/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

Re: Marine Incident during yacht racing event

**Subject** Re: Marine Incident during yacht racing event

**From** NR [Redacted]

**To** greg.l.turner@msq.qld.gov.au

**Cc**

**Bcc**

**Sent** 12/07/2019 2:44:17 PM

**Attached**

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).

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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](mailto:greg.l.turner@msq.qld.gov.au)> wrote:  
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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

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PO Box 107 | Southport Qld 4215  
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M: NR  
E: [greg.l.turner@msq.qld.gov.au](mailto:greg.l.turner@msq.qld.gov.au)  
W: [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

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Released under RTI/DMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60492 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	09/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	09/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Marine Incident during yacht racing event		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	09/07/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

Marine Incident during yacht racing event

**Subject** Marine Incident during yacht racing event  
**From** greg.l.turner@msq.qld.gov.au  
**To** [Redacted]  
**Cc**  
**Bcc**  
**Sent** 9/07/2019 3:57:37 PM  
**Attached**

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.i.turner@msg.qld.gov.au](mailto:greg.i.turner@msg.qld.gov.au)

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

Released under RTI - DTMR

## 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 [redacted] 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.
  - [redacted] 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.
  - [redacted] went on to explain [redacted] 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.
  - [redacted] said that [redacted] 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 existed 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 [redacted] with my email address and advised that I would send [redacted] a quick email so he could prepare a response.

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SCANNED TO DMS

Item ID: P60651  
File ID: 230/1100  
Date: 6/7/19



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

Department of  
Transport and Main Roads  
Maritime Safety Queensland

*Ch. Lucy*  
~~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.

Maritime Safety Queensland  
Gold Coast  
40-44 Seaworld Drive  
Main Beach Qld 4217  
PO Box 107 Southport Qld 4215

Telephone +61 7 5585 1810  
Facsimile +61 7 5585 1818  
Website www.tmr.qld.gov.au

- 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.

Yours sincerely

NR

Rick Christensen  
**Marine Officer (Gold Coast)**

SCANNED TO DMS

Item ID: P60450

File ID: 250/1100

Date: 6/7/19



Queensland  
Government

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

Department of  
Transport and Main Roads  
Maritime Safety Queensland

06 July  
~~10 June~~ 2019

NR

Dear [REDACTED]

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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Website www.tmr.qld.gov.au



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

Yours sincerely,

NR

Rick Christensen  
Marine Officer (**Gold Coast**)

Released under RTI - DTMR

18

SCANNED TO DMS  
Item ID: P80449  
File ID: 230/1100  
Date: 06/07/19



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

Department of  
Transport and Main Roads  
Maritime Safety Queensland

*Oliver*  
~~10 June 2019~~

Mr [Redacted]  
NR [Redacted]

Dear [Redacted]

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 [Redacted Signature]

Rick Christensen  
Marine Officer (Gold Coast)

Maritime Safety Queensland  
Gold Coast  
40-44 Seaworld Drive  
Main Beach Qld 4217  
PO Box 107 Southport Qld 4215

Telephone +61 7 5585 1810  
Facsimile +61 7 5585 1818  
Website www.tmr.qld.gov.au

## File note

**File number** 230/01100

**Subject** MSQ24081-2019 JT609Q Scarlett O'hara collision with ZE976Q Merlin Gold Coast Broadwater 22 May 2019 – MO Assessment

**Author** MO Rick Christensen

**Date** 3 July 2019

---

### Details of Vessels and Persons

- This is an assessment of the reported marine incident where the vessel JT609Q Scarlett O'Hara collision with ZE976Q Merlin Gold Coast Broadwater 22 May 2019.
- JT609Q Scarlett O'Hara is a 1986 built white recreational 9.5 x 2.8m Fibreglass Noelex Full Cabin sailing vessel powered by Volvo inboard 18HP/13.4KW. The vessel was appropriately registered at the time of the incident.
- Owner and Master of JT609Q Scarlett O'Hara is , DOB   
NR was appropriately licenced at the time with a QLD DOT RMDL
- 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 was  
NR appropriately licenced at the time with a QLD DOT RMDL

### 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  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 [redacted]. 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 [redacted].

### Findings

- 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 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.' 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 JT609Q 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

Released under RTI-DTMR



File No. 239/a100  
DMS No. P60110

# 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: Inshore Division  
Location: Southport Broadwater (between Wave Break Island and Never Fail Island)  
Date/s: 18 March 2019 to 17 June 2019  
Times: 1100 hours to 1930 hours  
Dated this: 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.
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

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.

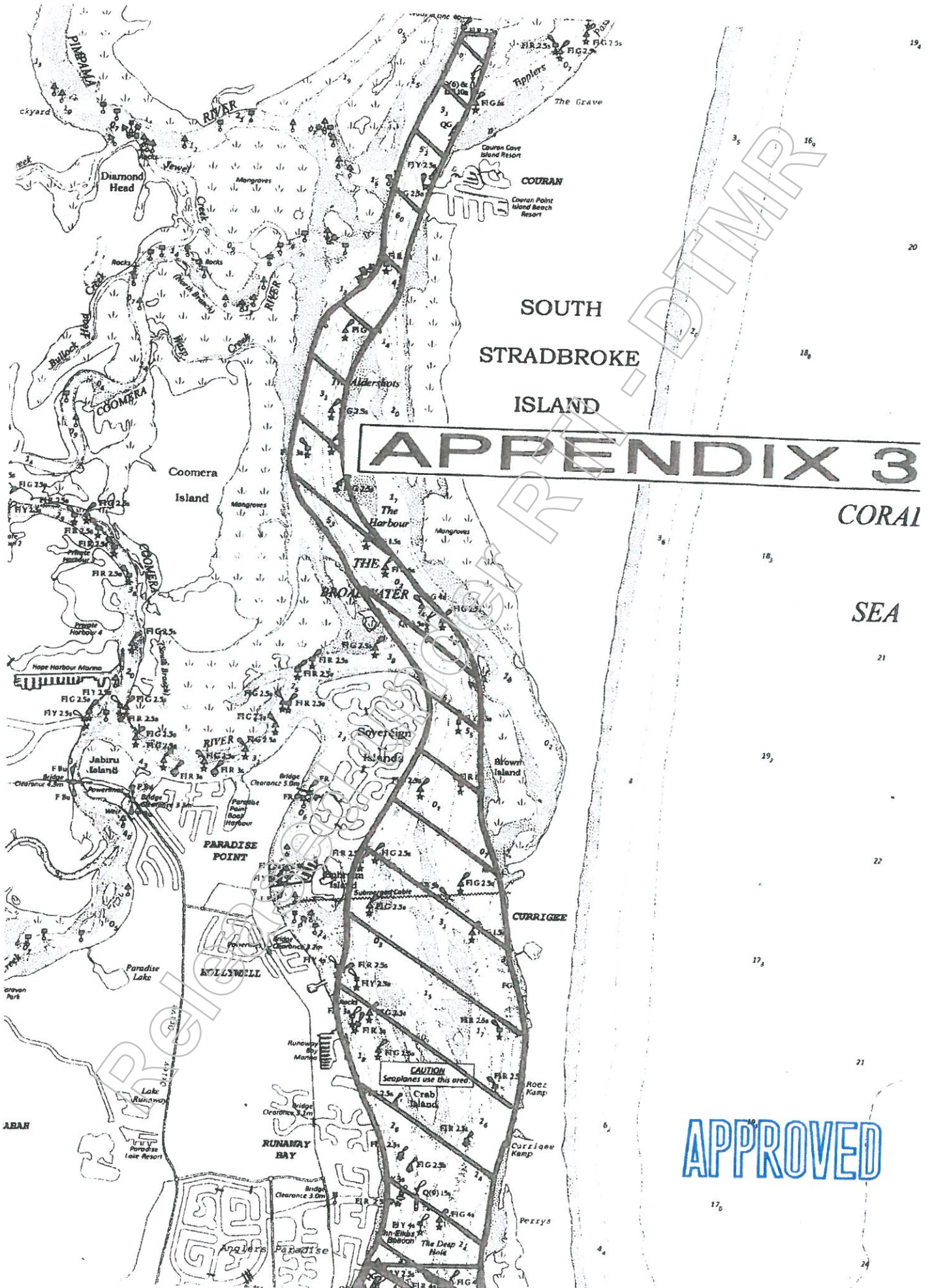
All ships used for the aquatic event, their masters and their crew must comply with the *Transport Operations (Marine Safety) Act 1994* and its subordinate legislation, the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (Cwlth) and its subordinate legislation, and the *International 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.



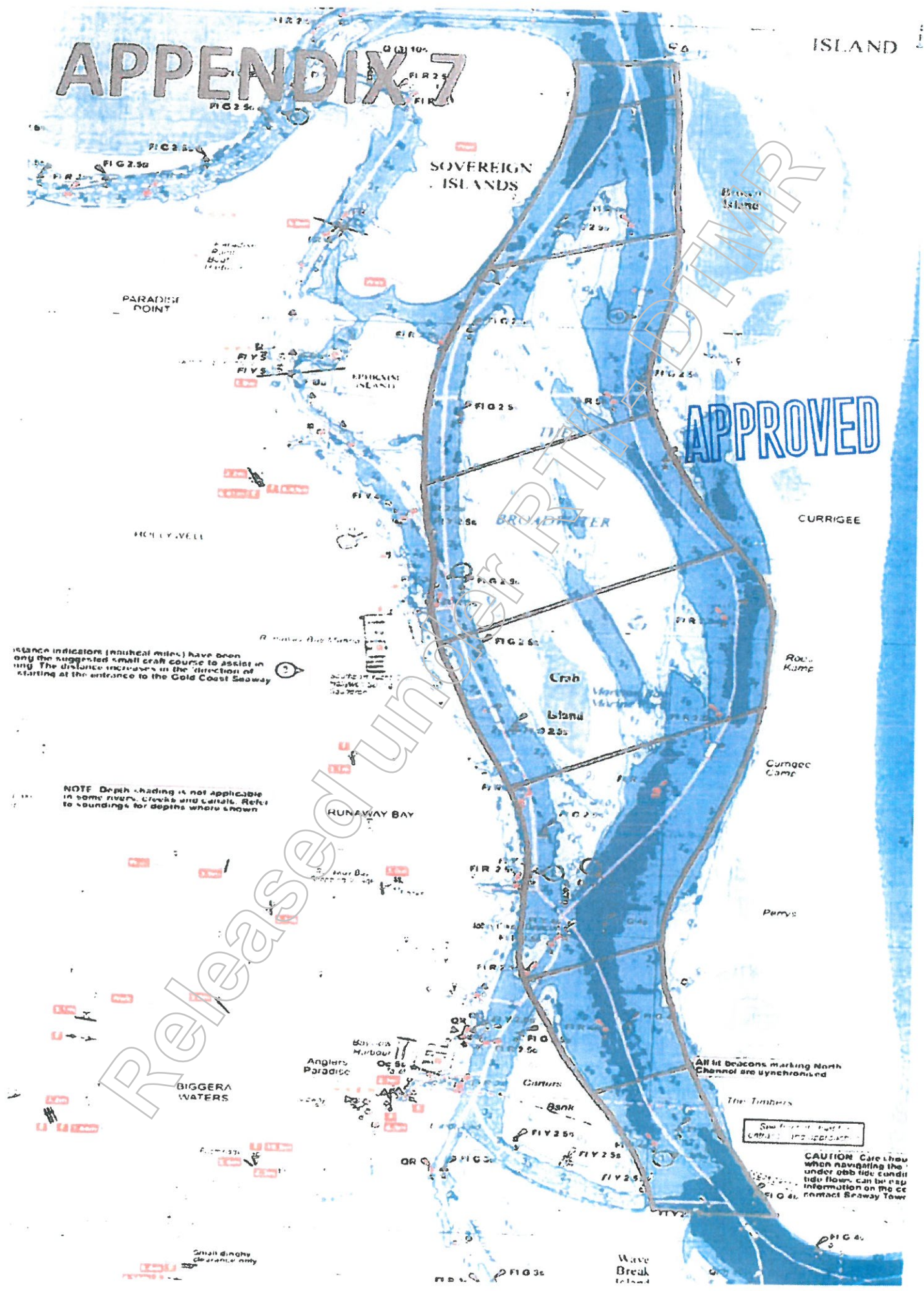
# APPENDIX 3

CORAL SEA

APPROVED

# APPENDIX 7

ISLAND



Distance indicators (nautical miles) have been placed along the suggested small craft course to assist in timing. The distance increases in the direction of starting at the entrance to the Gold Coast Seaway.

NOTE: Depth shading is not applicable in some rivers, creeks and canals. Refer to soundings for depths where shown.

APPROVED

All lit buoys marking North Channel are unsynchronized

Small dinghy clearance only

CAUTION: Care is shown when navigating the under obb tide conditions. Careful attention to tide flows can be very important. For more information on the chart contact Seaway Tower.



Statement Number

1/2019

Date

2 July @019

**Statement of**

Name of witness

Date of birth

Age

NR

NR

Occupation

NR

**Shipping Inspector/Authorised Officer taking statement**

Name of Inspector

Richard Christensen

Position

MSQ Marine Officer

Region

Brisbane

Base office

Gold Coast

Reg'd Number

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.
4. 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
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.



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 *Justices Act* that:

1. This written statement by me dated 2/July/2019 and contained in the pages numbered 1 to 2 is true to the best of my knowledge and belief, and
2. I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

Signature ...

NR

Signed at Maritime Safety Queensland Main Beach office this second day of July 2019.

Released under RTI - DTMR



# Maritime Safety Queensland Statement of Witness

Statement Number

1/2019

Date

2 July @019

## Statement of

Name of witness

[Redacted]

Date of birth

NR [Redacted]

Age

NR [Redacted]

Occupation

NR [Redacted]

## Shipping Inspector/Authorised Officer taking statement

Name of Inspector

Richard Christensen

Position

MSQ Marine Officer

Region

Brisbane

Base office

Gold Coast

Reg'd Number

T329

Lori Clements states:

1. I am a <sup>NR</sup> [Redacted] 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.
4. 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 <sup>NR</sup> [Redacted]
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, <sup>NR</sup> [Redacted] 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.
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1. This written statement by me dated 2/July/2019 and contained in the pages numbered 1 to 2 is true to the best of my knowledge and belief, and
2. I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

NR

Signature ...

Signed at Maritime Safety Queensland Main Beach office this second day of July 2019.

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60420 - SEQS	<b>Item Type:</b>	Digitised image
<b>Date Created:</b>	03/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	03/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Physical	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	MSQ24081 Photo of Merlin Damage		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Richard J Christensen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Marine Officer Grade 3	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	02/07/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	03/07/2019

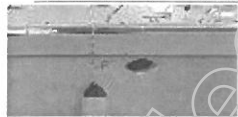
## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS



20190522\_163304.jpg





Released under RTI - DTMR

**Item**

**ITEM DETAILS**

<b>Item ID:</b>	60419 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	02/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	03/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Photograph of damage Merlin 22 May 2019		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

**ACTIONS & OWNERSHIP**

<b>Author:</b>	lori clements	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	02/07/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	03/07/2019

**SECURITY & ACCESS**

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

**ADDITIONAL INFORMATION**

<b>Description / Additional Info:</b>			

**DOCUMENT CONTENTS**

Photograph of damage Merlin 22 May 2019

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



20190522\_163304.jpg

[Get Outlook for Android](#)

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60423 - SEQS	<b>Item Type:</b>	Digitised image
<b>Date Created:</b>	03/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	03/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Physical	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	MSQ24081 Photos of Merlin Boat Works Marina 18 Jun 19		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Richard J Christensen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Marine Officer Grade 3	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	03/07/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	03/07/2019

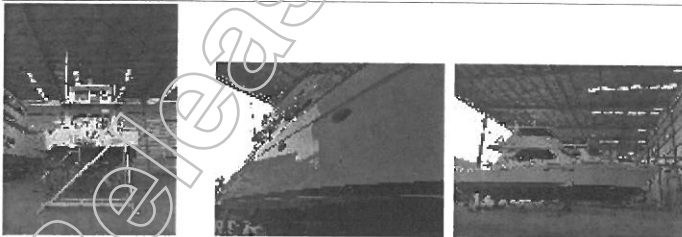
## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS



20190618\_163158.jpg 20190618\_163121.jpg 20190618\_163045.jpg







Transport integrated customer access

Display Individual Smartcard Products Additional Requirements Online Account Management Links About

TCA000111I: DISPLAY SUCCESSFUL

Individual Customer

Hub

Customer

Address NR

Postal

Ind  
 Org

Birth Date

ACTIVE

Display

ONLI  
02/07/2019  
RJCHRIS P1

Clear  
Exit

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

Type	Reference	Effective
NR		

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Add new individual](#)

[Update address](#)

[Update individual details](#)

[eContact details](#)

## File note

**File number** 230/01100

**Subject** Recording of Conversation between MO Christensen and  
1 July 2019

**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 I NR DOB: NR  
NR  
NR was  
appropriately licenced at the time with a QLD DOT RMDL<sup>NR</sup>
- The conversation was recorded by MO Christensen at the MSQ Gold Coast office with knowledge and acknowledgement of NR who was in NR  
NR
- The conversation addressed an outline from NR on the events that took place leading up to and during the collision.
- Information provided by NR during the conversation described his mariner experience, knowledge of vessels and the collision events.
- NR 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 NR had to call back.
- Recording 2 is the conversation and responses from NR about the incident.
- Both recordings were captured as E60395 – SQS on the TMR data base.

Department of Transport 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.

NR

Richard Christensen  
Marine Officer Gold Coast

1 July 2019

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60395 - SEQS	<b>Item Type:</b>	Audio recording
<b>Date Created:</b>	01/07/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	01/07/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	MSQ24081-2019 Audio Conversation Bob Jones owner of MERLIN		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Richard J Christensen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Marine Officer Grade 3	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	01/07/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	01/07/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

	ROC MSQ24081 Rec 2	.m4a		ROC MSQ24081 Rec	n4a
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Released Under RTI

# Item

## ITEM DETAILS

<b>Item ID:</b>	60125 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	03/06/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	03/06/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Voice Mail (15 seconds)		
<b>Function Term:</b>	BOARD MANAGEMENT	<b>Activity Term:</b>	SUBMISSIONS (CORPORATE)
<b>Container Title:</b>	OFFERS OF SERVICES PROVIDED FROM EXTERNAL ORGANISATIONS - INC LEGAL / MEDIA SERVICES	<b>Container ID:</b>	100/00013 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Microsoft Outlook	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
<b>Home Location:</b>	RECORDS	<b>Action Due Date:</b>	03/06/2019
		<b>Last Movement Date:</b>	03/06/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION	
<b>Security Access:</b>	Unrestricted	

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		
	Voicemail from telephone calol fro	re MSQ2481 supplied video

## DOCUMENT CONTENTS

Voice Mail (15 seconds)

**Subject** Voice Mail (15 seconds)  
**From**  
**To** Richard.J.Christensen@msq.qld.gov.au  
**Cc**  
**Bcc**  
**Sent** 3/06/2019 10:39:46 AM  
**Attached**


NR 15 seconds) Voice Mail.mp3

You received a voice mail from NR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60105 - SEQS	<b>Item Type:</b>	Document
<b>Date Created:</b>	31/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	31/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Physical	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	MSQ24081 GCWA AEA Inshore division Mar to Jun 2019		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Richard J Christensen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Marine Officer Grade 3	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	31/05/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	31/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

	Inshore Division_18-03-19 to 18-06-19.pdf
---	---

Released Under RTI



Queensland Government

# Aquatic Event Authority Application

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.
- Evidence of Identity (EOI) must be provided by the applicant and representative (if applicable). Examples of EOI include: for individuals, a Queensland driver licence; and for organisations, a Certificate of Incorporation. For the complete list of acceptable documents refer www.tmr.qld.gov.au.
- Additional information to accompany the application: (if you have previously provided this information, ensure it has been updated for this application)
  - a copy of a detailed chart/map of the area in which the proposed event is to take place
  - a copy of the safety management plan and emergency response procedure
  - a copy of current public liability insurance.

**RECEIVED**

27 FEB 2019

Email    Fax  
 Mail    Ctr

File: 230/130/43-2

Rec: D/82184

Postcode 4216  
Action Officer/s:

LD

### Applicant details

Name of individual/organisation  
Southport Yacht Club Inc

Address  
1 Marina Crescent  
Hollywell

Organisation representative's full name  
NR

Position held (if applicable)      Telephone      Mobile  
Sailing Operations Manager      NR      NR

Email address  
sailing.ops@southportyachtclub.com.au

Note: The representative must be able to sign on behalf of the organisation.

### Event details (please tick applicable boxes)

If there is insufficient space provide a separate sheet.

Title of event  
Inshore Division

Is the event held on a regular basis?      Yes       No

Has a marine incident occurred at this event within the last five years?      No       Yes  Provide details below.

As the Racing Rules of Sailing (RRS) allow for close quarter situations between racing vessels it is not uncommon to have minor collisions between competitors

Describe the type of event to be held and the proposed location.  
Sailing races - passage and course racing to be conducted on the Gold Coast Broadwater between Wavebreak Island and Never Fail Island

Number and type of ships to participate in the proposed event  
UP to 30 vessels, mostly trailable yachts and sports boats between 20 and 30 feet in length  
Both monohull and multihull

### Licensing and Registration

Unless exempt under a provision of the Transport Operations (Marine Safety) Regulation:

Are all participants appropriately licensed?      Yes       No  Provide details below.

Are all participating ships appropriately registered?      Yes       No  Provide details below.

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

The date, commencement and completion times of the proposed event, including practice sessions. Provide details for each day of the event. If there is insufficient space provide a separate sheet.

NR	Date	Starting time	Finishing time	Date	Starting time	Finishing time
	18.3.19	1100 am/pm	1930 am/pm	/ /	am/pm	am/pm
NR	Date	Starting time	Finishing time	Date	Starting time	Finishing time
	18.6.19	1100 am/pm	1930 am/pm	/ /	am/pm	am/pm

Aquatic event program attached? Yes  No

**Marshall/Co-ordinator/Organiser details (during the event)**

Full name  
NR

Contact details  
sailing.admin@southportyachtclub.com.au NR

**Location of event**

A copy of a map, chartlet or a legible copy/extract of a UBD map is acceptable. The map/chartlet of the area should contain the following: clearly defined courses, distance and area co-ordinates, position and number of temporary marker buoys, and other placements (that is, safety ship positions, first aid location and event control).

**Safety Management Plan and Emergency Response Procedure**

Any risks associated with the proposed event are to be identified and strategies to alleviate these risks identified and implemented to ensure safety.

Has a safety management plan been developed? No  Yes  Provide copy

Has an emergency response procedure been developed? No  Yes  Provide copy

**Public liability insurance**

Do you have public liability insurance for the proposed event? No  Yes  Provide copy

Note: The public liability insurance must provide cover for at least \$20 million and list 'the State of Queensland acting through the Department of Transport and Main Roads' as an interested party on the certificate.

**Fireworks display**

If a fireworks display is part of the proposed aquatic event, has the Department of Natural Resources and Mines been notified? Yes  No

Information about the use of fireworks in Queensland is available at [www.dnrm.qld.gov.au](http://www.dnrm.qld.gov.au).

**Declaration by applicant**

I declare that I have read all the answers I have given to the questions in this application and that the answers given by me are complete, true and correct in every detail.

I understand that it is an offence under the *Transport Operations (Marine Safety) Act* to state anything or give a document to Maritime Safety Queensland that I know contains false and misleading information.

I understand that I may be prosecuted for giving or stating any false or misleading information and that penalties apply.

Applicant's signature  
NR

Date  
21/02/19

<b>Office use only</b>	
Receiving officer's name CINDY MURRAY	<b>Evidence provided:</b>
Receiving officer's signature NR	EOI organisation <input type="checkbox"/>
Application received 28/02/19	Map/chart <input type="checkbox"/>
Fee 36.45	Safety Management Plan <input type="checkbox"/>
Receipt number G0002555	Emergency Response Procedure <input type="checkbox"/>
	Public Liability Insurance <input type="checkbox"/>
	EOI representative <input type="checkbox"/>

**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 departmental officers and the Queensland Police Service will have access to this information and will not disclose your personal information to any other third party without your consent unless required to do so by law.

# APPENDIX 7

ISLAND

SOVEREIGN ISLANDS

Brown Island

PARADISE POINT

EPHRAIM ISLAND

THE BROADWATER

CURRIGEE

HOLLYWELL

Distance indicators (nautical miles) have been placed along the suggested small craft course to assist in timing. The distance increases in the direction of travel starting at the entrance to the Gold Coast Seaway.

Southern Yacht Club  
Tallowood Seaway Squadron

NOTE: Depth shading is not applicable in some rivers, creeks and canals. Refer to soundings for depths where shown.

RUNAWAY BAY

Crab Island

Ross Kamp

Cumgee Camp

Pemys

Runaway Bay Seaway Village

John Clerk Bay

All lit beacons marking North Channel are synchronised

See first of light for entrance and approach

CAUTION: Care should be taken when navigating the channel under ebb tide conditions. Under ebb tide conditions, the flow can be expected to be in the direction of the contact Seaway Tower.

Anglers Paradise

Carters Bank

The Timbers

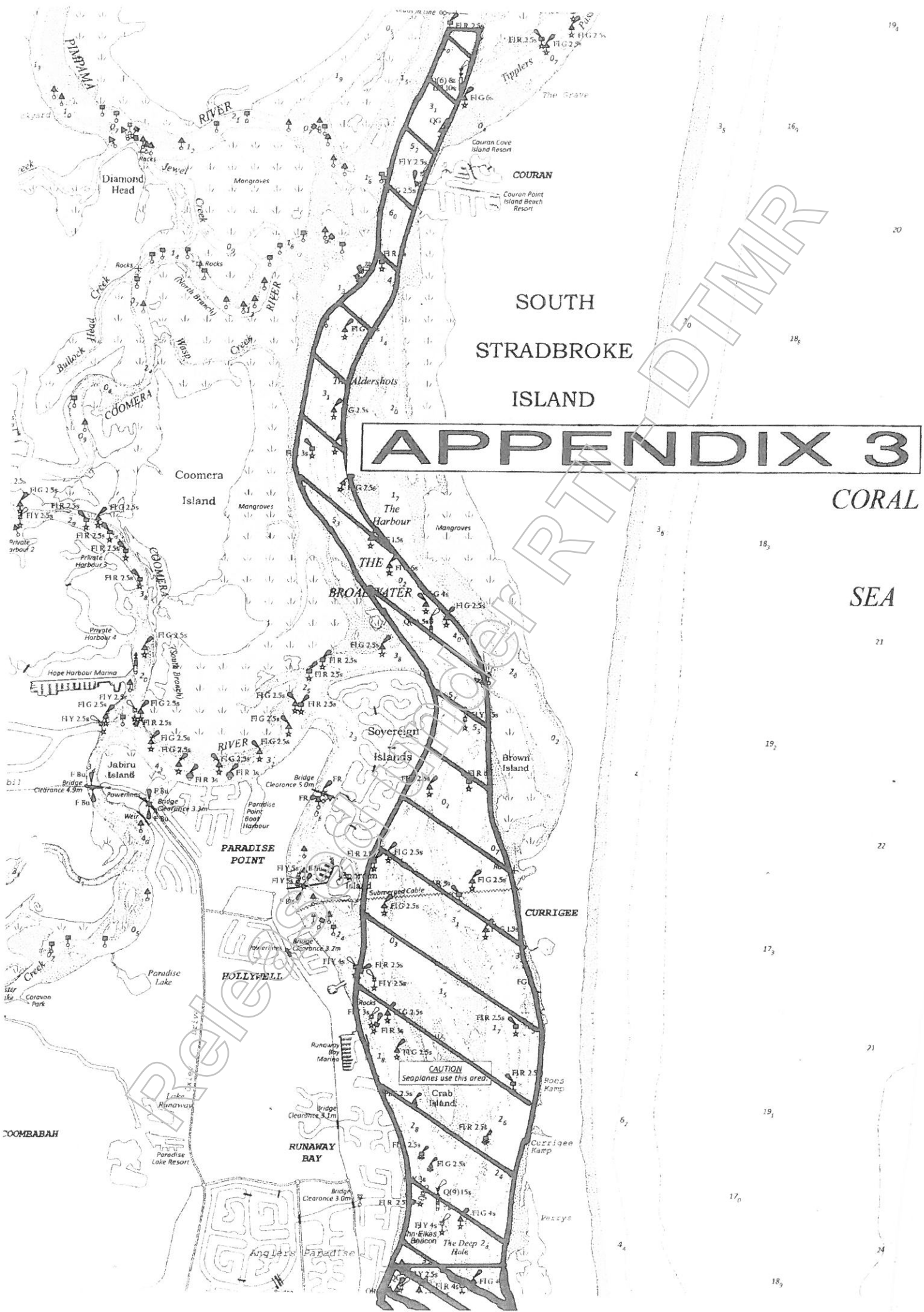
Small dinghy clearance only

See reverse side for continuation

Wave Break Island

Iso Bu 4s

110m  
110m S Coast  
Seaway Tower



# APPENDIX 3

CORAL

SEA



NR

Inshore Division Series

NR

ID – Brass Monkey

Wednesday 22<sup>nd</sup> May ✓

NR

SAILING WHAT'S ON

NR

Released under RTI - DTMR

# Item

## ITEM DETAILS

<b>Item ID:</b>	60103 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	31/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	31/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Request for Copy of GCWA Issued Aquatic Event Authority		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Leesa Deen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	31/05/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	31/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION
<b>Security Access:</b>	Unrestricted

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>	

## DOCUMENT CONTENTS

Request for Copy of GCWA Issued Aquatic Event Authority

**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**  
**Sent** 31/05/2019 11:20:14 AM  
**Attached**



image002.gif

Inshore Division\_18-03-19 to 18-06-19.pdf

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](mailto:Leesa.Deen@gcwa.qld.gov.au)  
W: [www.gcwa.qld.gov.au](http://www.gcwa.qld.gov.au)

*Like us on Facebook* [www.facebook.com/GoldCoastWaterwaysAuthority](https://www.facebook.com/GoldCoastWaterwaysAuthority) to keep up to date with what's happening on the waterways!

**From:** Richard J Christensen <[Richard.J.Christensen@msq.qld.gov.au](mailto:Richard.J.Christensen@msq.qld.gov.au)>  
**Sent:** Friday, 31 May 2019 11:01 AM  
**To:** Leesa Deen <[Leesa.Deen@gcwa.qld.gov.au](mailto:Leesa.Deen@gcwa.qld.gov.au)>  
**Cc:** Greg Turner External <[greg.l.turner@msq.qld.gov.au](mailto: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.

*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@msq.qld.gov.au](mailto:richard.j.christensen@msq.qld.gov.au)  
[www.msq.qld.gov.au](http://www.msq.qld.gov.au)  
[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

\*\*\*\*\*

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\*\*\*\*\*

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# Item

## ITEM DETAILS

<b>Item ID:</b>	60100 - SEQS	<b>Item Type:</b>	Digitised image
<b>Date Created:</b>	31/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	31/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Video Footage of Collision MSQ24081-2019 22 May 2019		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Richard J Christensen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Marine Officer Grade 3	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	31/05/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	31/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>		

## DOCUMENT CONTENTS

 MSQ24081 incident footage 22 May 19.MP4

Released Under RTI

# Item

## ITEM DETAILS

<b>Item ID:</b>	60101 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	31/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	31/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Request for Incident Video - MSQ24081-2019		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100-[1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Richard J Christensen	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Marine Officer Grade 3	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	31/05/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	31/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION
<b>Security Access:</b>	Unrestricted

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>	

## DOCUMENT CONTENTS

Request for Incident Video - MSQ24081-2019

**Subject** Request for Incident Video - MSQ24081-2019  
**From** Richard.J.Christensen@msq.qld.gov.au  
**To** NR  
**Cc** greg.l.turner@msq.qld.gov.au  
**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](mailto:richard.j.christensen@msg.qld.gov.au)

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

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

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# Item

## ITEM DETAILS

<b>Item ID:</b>	60102 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	31/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	31/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Msq24081-2019		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>		<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>	Richard J Christensen	<b>Action Required:</b>	Action Completed
		<b>Action Due Date:</b>	31/05/2019
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	31/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

Msq24081-2019

Subject Msq24081-2019

From [redacted]

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

Cc

Bcc

Sent 31/05/2019 9:32:58 AM

Attached



80a3563a-1a10-4adf-a963-cf1fe2e068dc.MP4

---

Sent from my iPhone

---

Released under RTI - DTMR

6

# Item

## ITEM DETAILS

<b>Item ID:</b>	60068 - SEQS	<b>Item Type:</b>	Email
<b>Date Created:</b>	28/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	28/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Electronic	<b>Other Reference:</b>	MSC1141-2019
<b>Circulation:</b>	Internal	<b>Copies Sent To:</b>	
<b>Subject:</b>	Mail Memo - Marine Incident MSQ24081 - investigation tasking		

<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>	Greg L Turner	<b>Corporate Author:</b>	
<b>Author Title / Position:</b>	Area Manager	<b>Complaint Classification:</b>	
<b>Business Unit:</b>	Gold Coast Operations		
<b>Action Officer:</b>			
<b>Home Location:</b>	RECORDS	<b>Last Movement Date:</b>	28/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION		
<b>Security Access:</b>	Unrestricted		

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>			

## DOCUMENT CONTENTS

Marine Incident MSQ24081 - investigation tasking

**Subject** Marine Incident MSQ24081 - investigation tasking  
**From** greg.l.turner@msq.qld.gov.au  
**To** Richard.J.Christensen@msq.qld.gov.au  
**Cc**  
**Bcc**  
**Sent** 28/05/2019 2:58:06 PM  
**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.i.turner@msq.qld.gov.au](mailto:greg.i.turner@msq.qld.gov.au)

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

---

Released under RTI - DTMR

Our ref 230/01100  
Your ref MSQ24081-2019  
Enquiries Greg Turner



SCANNED TO DMS

Item ID: P60041

File ID: 230/1100

Date: 24/5/19

Department of  
Transport and Main Roads

24 May 2019

NR

Dear [REDACTED]

### 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.

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)**

4

Our ref 230/01100  
Your ref MSQ24081-2019  
Enquiries Greg Turner

SCANNED TO DMS

Item ID: P60040

File ID: 230/1100

Date: 24.05.19



Queensland Government

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)**

Vessel 1



### Transport and Main Roads

Transport integrated customer access

Display Registration New Business Change Ownership Update Details Correspondence Links About

TCA0001111: DISPLAY SUCCESSFUL

#### Recreational Ship Registration Hub

ONLI  
23/05/2019  
DYBENSO P1

Clear  
Exit

5  
H  
r

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Customer

Address

Postal

SIN  Engine

Description

Ind Birth Date

Org

Ind Birth Date

Org

Registration		Period of Registration	
		Current	Future
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	
Method	MOORED TO JETTY/PONTOON
Place	AT OR NEAR PRIV RESIDENCE
Postcode	4216

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

Released under RTI DTMR

SCANNED TO DMS  
Item ID: P60029  
File ID: 229/D1100  
Date: 24/05/19

3

VESSEL



Transport and Main Roads

Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA000111: DISPLAY SUCCESSFUL

Recreational Ship Hub

SIN  Plate

Make and Model  ACTIVE

ONLI  
23/05/2019  
DYBENSO P1

Name

Primary Colour

Secondary Colour

Compliance Type

Compliance Year

Previous Plate

Previous State

Dimensions

Length (m)	9.50
Beam (m)	2.80
Draught (m)	2.00
Height (m)	12.00

- Planing hull
- Capable of speed greater than 10 knots
- Normally carries sails

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Marine Engines

	Engine Number	Make	Model	Engine Type
Primary	2002	VOLVO	18HP/13.4KW	MARINE INBOARD

[Edit existing recreational ship](#)



OWNER/MASTER VO



Home Help

### Transport and Main Roads

Transport integrated customer access

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

TCA0001111. DISPLAY SUCCESSFUL

#### Driver Licence Hub

Customer

Address NR

Postal

Ind  Org Birth Date

ACTIVE

Display

ONLI  
23/05/2019  
DYBENSO P1

Clear

Exit

Status CURRENT

Licence Number  Current Type  Effective Date 01/08/2017 Expiry Date 01/09/2022

Datacard  Future Type  Effective Date  Expiry Date

Driver Licence Classes

Class	Type
C	
R	

Marine Licences

Class	Status
RMDL	CURRENT

Conditions

Code	Description
NR	

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Renew driver licence](#)

[Issue driver licence](#)

[Transfer driver licence](#)

[Upgrade driver licence](#)

#### Sanctions

Type	Effective Date	Expiry Date

#### Exemptions

Type	Effective Date	Expiry Date

OWNER/MASTER VI



Transport integrated customer access

Display Individual Smartcard Products Additional Requirements Online Account Management Links About

TCA0001111: DISPLAY SUCCESSFUL

Individual Customer Hub

Customer

Address

Postal

Ind  Org Birth Date

ACTIVE

ONLI  
23/05/2019  
DYBENSO P1

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

Type	Reference	Effective
NR		

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Add new individual](#)

[Update address](#)

[Update individual details](#)

[eContact details](#)

# Customer Online Account Management

Department of Transport and Main Roads

Exit dybenso

## eContact Details

View eContact Details

### View eContact Details

Update eContact Details  
View eContact History

Email address  
NR

Mobile or SMS number  
NR

## Online Access

Manage Online Access

Edit

## Online History

View Online History

## Direct Debit

Manage Direct Debit

## e-Notices and e-Reminders

Manage e-notices and e-reminders



Customer

CRN

NR

Given names

Family name

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OWNER (MASTER V)

VESSEL 2



Transport and Main Roads

Transport integrated customer access

Display Registration New Business Change Ownership Update Details Correspondence Links About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship Registration Hub

ONLI 23/05/2019 DYBENSO P1

Clear Exit

6 H r

Vehicle registration hub

Driver licence hub

Payment

Customer    Ind Birth Date   Org ACTIVE

Address   Ind Birth Date   Org ACTIVE

Postal   Ind Birth Date   Org ACTIVE

HIN AUWWA109262B52 Engine 49585245

Description 19.8M PRECISION FLYBRIDGE SPORTS HALF CABIN MERLIN FIBREGLASS ( ACTIVE

Registration		Period of Registration	
	Current	Current	Future
CURRENT	Current	Effective	24/03/2019
Plate	ZE976Q 2	Expiry	23/03/2020
Category	REC SPEED BOAT	Status	CURRENT
Pay Mode	STANDARD	Concession	
Pay Term (months)	12		
Purpose of Use	PRIVATE		

Ship Storage	
Method	MOORED IN MARINA BERTH
Place	COM MARINA / STORAGE AREA
Postcode	4216

New business Transfer registration

Cancel registration

VESSEL (2)



Home Help  
Transport and Main Roads

Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA0001111: DISPLAY SUCCESSFUL

Recreational Ship

Hub

HIN  Plate

Make and Model 19.8M PRECISION FLYBRIDGE SPORTS HALF CABIN MERLIN FIBREGLASS ( ACTIVE

ONLI  
23/05/2019  
DYBENSO P1

Name

Primary Colour

Secondary Colour

Compliance Type

Compliance Year

Previous Plate

Previous State

Planing hull

Capable of speed greater than 10 knots

Normally carries sails

Dimensions

Length (m)	19.80
Beam (m)	5.30
Draught (m)	1.50
Height (m)	3.30

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

Marine Engines

	Engine Number	Make	Model	Engine Type
Primary	49585245	MAN	1000HP	MARINE INBOARD ▲
Secondary	49585246	MAN	1000HP	MARINE INBOARD ▼

[Edit existing recreational ship](#)

OWNER V2



Transport and Main Roads

Transport integrated customer access

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

TCA105016W: OPPORTUNITY FOR RENEWAL EXISTS

Driver Licence Hub

Customer

Address NR

Postal

Ind  Org Birth Date

ACTIVE

ONLI  
23/05/2019  
DYBENSO P1

Status CURRENT

Licence Number  Current Type  Effective Date 30/06/2014 Expiry Date 12/07/2019

Datacard  Future Type  Effective Date  Expiry Date

Driver Licence Classes

Class	Type
MR	

Marine Licences

Class	Status
RMDL	CURRENT

Conditions

Code	Description

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Renew driver licence](#)

[Issue driver licence](#)

[Transfer driver licence](#)

[Upgrade driver licence](#)

Sanctions

Type	Effective Date	Expiry Date

Exemptions

Type	Effective Date	Expiry Date

OWNER V2



Home Main  
Transport and Main Roads

Transport integrated customer access

Display Individual Smartcard Products Additional Requirements Online Account Management Links About

TCA0001111: DISPLAY SUCCESSFUL

Individual Customer

Hub

Customer

Address

Postal

Ind  Org Birth Date

ACTIVE

ONLI  
23/05/2019  
DYBENSO P1

Y D:

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

Type	Reference	Effective

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Add new individual](#)

[Update address](#)

[Update individual details](#)

[eContact details](#)

# Customer Online Account Management

Department of Transport and Main Roads

Exit dybenso

## eContact Details

View eContact Details

### View eContact Details

Update eContact Details  
View eContact History

Email address

Mobile or SMS number

## Online Access

Manage Online Access

Edit

## Online History

View Online History

## Direct Debit

Manage Direct Debit

## e-Notices and e-Reminders

Manage e-notices and e-reminders



Customer

CRN

Given names

Family name

OWNER NA

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2

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

Incident description

Position of incident

Date: 22/05/19 Time: 4:45 am Body of water/Landmark: Broadwater between Runaway Bay, Manna + Crab Is.

Location

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

Type of incident

Collision:  between ships  with a fixed object  with a floating object  with an animal  with an overhead obstruction  with a submerged object  with a wharf
Grounding:  unintentional  intentional
Onboard incident:  fall within ship  crushing or pinching  other onboard incident
Other incident:  person hit by propeller or ship  water skiing incident  parasailing incident  diving incident  close call/near miss  other incident caused by the operation of the ship
MSQ Gold Coast Region RECEIVED 24 MAY 2019

Incident Severity Rating

Fatality Number of persons  Serious injury 2 Number of persons  Ship lost 3  Damage to property only 4  Ship damaged  No damage

Environmental conditions

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

Water conditions

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

Wind speed

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

Ships involved

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

Own ship

Name of ship: Merlin
Official registration number: ZE976Q Registering authority: MSQ
Length (metres): 18.3 Beam (metres): 5.35 Year built: 2002
Number of passengers on board: 35 Number of crew on board:

Other ship

Name of ship: Scarlet O'Hara
Official registration number: JT609Q Registering authority: MSQ
Length (metres): Beam (metres): Year built:
Number of passengers on board: Number of crew on board:

Registration type

Commercial passenger  Commercial fishing
 Commercial non-passenger  Commercial hire and drive
 Queensland Regulated ship

Registration type

Commercial passenger  Commercial fishing
 Commercial non-passenger  Commercial hire and drive
 Queensland Regulated ship

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

Office use only

File number: 230/01100 Casenumber: MSQ214091- Received by: DBS Received on: 22/05/19

**Ships involved - continued**

**Own ship**

**Ship description**

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

**Engine**

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

Number of engines     Total engine power  HP  
KW

**Hull material**

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

**Damage to ship**

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

**Other ship**

**Ship description**

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

**Engine**

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

Number of engines     Total engine power  HP  
KW

**Hull material**

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

**Damage to ship**

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

**People involved**

**Own ship**

**Ship owner's details**

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)  NR    Telephone (after hours)  NR

Address  NR

Email address  NR

**Master's details**

Master's name

Gender  Male     Female    Date of birth  NR

Licence type and grade (for example, Master 5)

Licence number  NR    Issuing authority

Issue date     Expiry date (if applicable)

Telephone (business hours)  NR    Telephone (after hours)  NR

Address  NR

Email address  NR

**Other ship**

**Ship owner's details**

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours)  NR    Telephone (after hours)  NR

Address

Email address

**Master's details**

Master's name

Gender  Male     Female    Date of birth  / /

Licence type and grade (for example, Master 5)

Licence number     Issuing authority

Issue date  / /    Expiry date (if applicable)  / /

Telephone (business hours)     Telephone (after hours)

Address

Email address

**Persons involved - continued**

**Own ship**

**Watchkeeper/person at the helm**

Role  
 Crewmember  Passenger  Master (details as above)

Name  
 NR

Gender  Male  Female Date of birth  
 NR

Licence type and grade (for example, Master 5)

Licence number Issuing authority  
 NR Marine Victoria

Issue date Expiry date (if applicable)  
 / / 29/06/2021

Telephone (business hours) Telephone (after hours)  
 NR NR

Address  
 NR

Email address  
 NR

**Other ship**

**Watchkeeper/person at the helm**

Role  
 Crewmember  Passenger  Master (details as above)

Name

Gender  Male  Female Date of birth  
 / /

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable)  
 / / / /

Telephone (business hours) Telephone (after hours)

Address

Email address

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

**Deceased or injured person**

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

Name

**Injury status**  
 Fatality  Missing person  Serious injury <sup>5</sup>  Minor injury

Gender  Male  Female Date of birth  
 / /

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

Address

Nature of injury Name of hospital

Telephone Which ship was this person associated with?

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

**Deceased or injured person**

Name

**Injury status**  
 Fatality  Missing person  Serious injury <sup>5</sup>  Minor injury

Gender  Male  Female Date of birth  
 / /

Nature of injury Name of hospital

Address

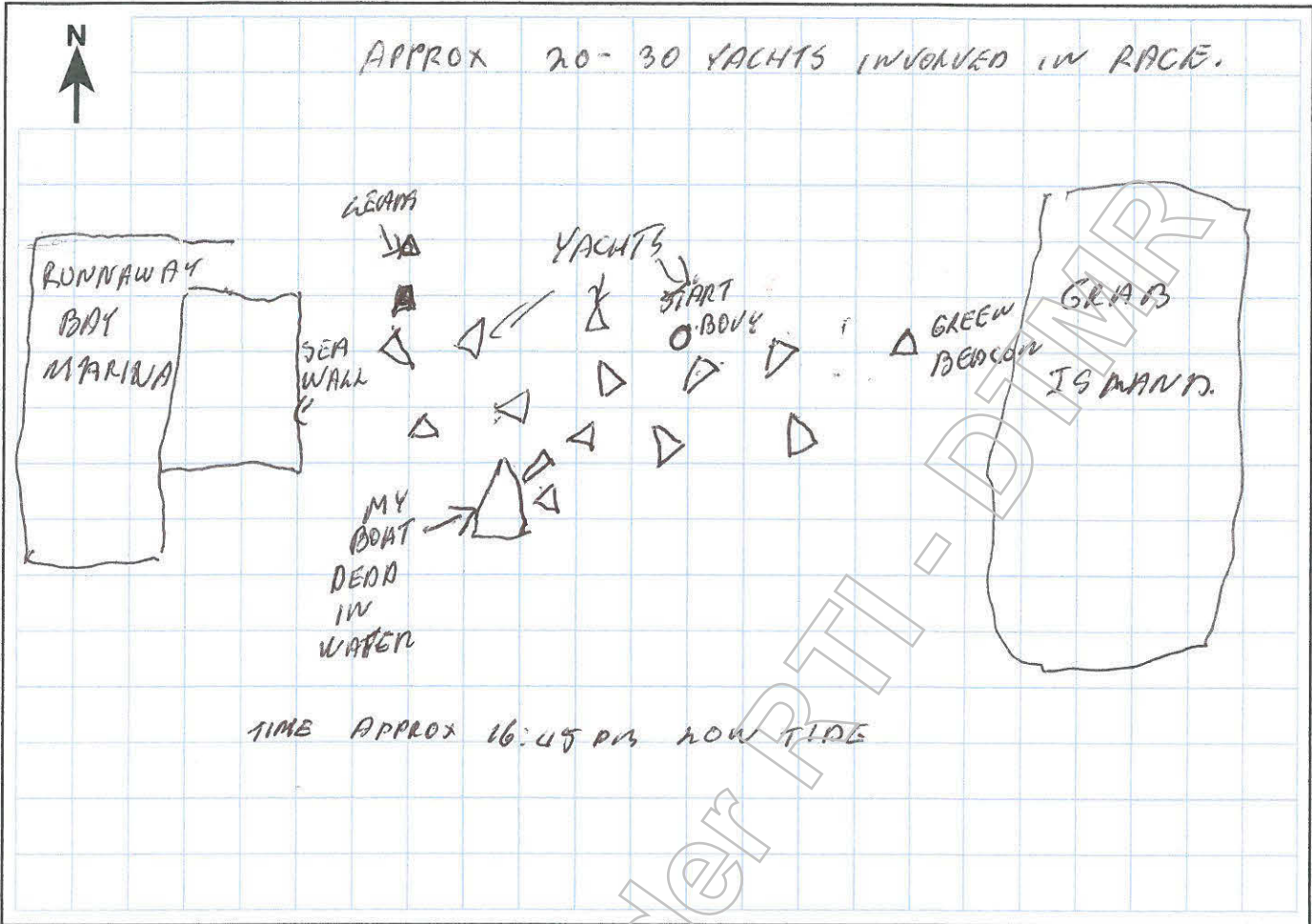
**Activity of injured or deceased person**  
 Person in charge (Master)  Surfboard/surf-ski rider  
 Person at helm  Swimmer  
 Crew  Para-flier  
 Passenger on vessel  Diver  
 Water-skier  Other

Telephone Which ship was this person associated with?

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

**Report details**

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



**Owner's/Master's report**

Returning to my berth at Runaway Bay Marina. As I approach the leads to the marina the south port yacht club was conducting a yacht race. The starting point appeared to be between the marina leads and a starting bouy placed in the channel of the broad water. I noticed all the yachts were congested and tacking for a start. As I couldnot proceed safely through them to enter the marina I stopped my boat and waited for chance to proceed through them to enter the marina. Whilst I was dead in the water one of the yachts in the confusion hit me on my starboard side resulting in a hole well above the waterline. Also in trying to avoid the collision I slambed the engines in reverse which has resultef in my starboard engine to be stuck in reverse so i had to proceed into the marina with one engine and had to get the yacht club start boat to escort me through the fleet as im very restricted on manovrability 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 so many boats i dont have details on the other vessel. Hoping the club can help us out with details it appears to be one of there members.

**Assistance rendered/received at incident**

Nil

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

Bob jones

NR

**Signature (Owner/Master)**

Date 23.5.19.

**Owner/Master name (please print)**

Change to New address

NR

Customer NR

Address NR

Postal

Ind

Org

Birth Date NR

ACTIVE

Display

NR

Class	Description	Status	Issue Date
RMDL	RECREATIONAL MARINE DRIVER LICENCE	CURRENT	18/08/1999

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# Item

## ITEM DETAILS

<b>Item ID:</b>	60037 - SEQS	<b>Item Type:</b>	Report
<b>Date Created:</b>	23/05/2019	<b>Project ID:</b>	
<b>Date Captured:</b>	24/05/2019	<b>Sub Project ID:</b>	
<b>Item Format:</b>	Physical	<b>Other Reference:</b>	
<b>Circulation:</b>	Incoming	<b>Copies Sent To:</b>	
<b>Subject:</b>	MSQ24081-2019 - MSQ MIR from - Mail Memo - Marine incidence report for 22/05/19		
<b>Function Term:</b>	MARINE SAFETY SERVICES	<b>Activity Term:</b>	INCIDENT INVESTIGATION
<b>Container Title:</b>	MSQ24081-2019 - JT609Q 'SCARLETT O'HARA' & ZE976Q 'MERLIN' - COLLISION BETWEEN VESSELS - BROADWATER BETWEEN CRAB ISLAND & RUNAWAY BAY MARINA - 22 MAY 2019	<b>Container ID:</b>	230/01100 [1]

## ACTIONS & OWNERSHIP

<b>Author:</b>		<b>Corporate Author:</b>	
<b>Author Title / Position:</b>		<b>Complaint Classification:</b>	
<b>Business Unit:</b>			
<b>Action Officer:</b>	Greg L Turner	<b>Action Required:</b>	For Action
		<b>Action Due Date:</b>	24/05/2019
<b>Home Location:</b>	ON FILE	<b>Last Movement Date:</b>	24/05/2019

## SECURITY & ACCESS

<b>Security Classification:</b>	UNCLASSIFIED INFORMATION
<b>Security Access:</b>	Unrestricted

## ADDITIONAL INFORMATION

<b>Description / Additional Info:</b>	
F#1	

## DOCUMENT CONTENTS

Marine incidence report for 22/05/19

**Subject** Marine incidence report for 22/05/19  
**From** NR  
**To** GoldCoast.Maritime@msq.qld.gov.au  
**Cc**  
**Bcc**  
**Sent** 23/05/2019 3:18:27 PM  
**Attached**



marine incident report.pdf

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.

Yours sincerely

Owner of Scarlett O?Hara REG JT609Q

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

**Incident description**

**Position of Incident**

Date: 22/5/2019 Time: 4:50 am Body of water/Landmark: BROWWATER - IN FRONT OF HOLLYWELL YACHT CLUB SYD

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

**Type of Incident**

- Capsizing
  - Swamping
  - Flooding
  - Person overboard
  - Loss of stability
  - Fire
  - Explosion
  - Structural/equipment failure
  - Loss of ship<sup>1</sup>
- Collision:**
- between ships
  - with a fixed object
  - with a floating object
  - with an animal
  - with an overhead obstruction
  - with a submerged object
  - with a wharf
- Grounding:**
- unintentional
  - intentional
- Onboard incident:**
- fall within ship
  - crushing or pinching
  - other onboard incident
- Other incident:**
- person hit by propeller or ship
  - water skiing incident
  - parasailing incident
  - diving incident
  - close call/near miss
  - other incident caused by the operation of the ship
- <sup>1</sup> 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown. If the ship is an economic write-off this should be check marked as 'Ship lost' below and on the next page.

**Incident Severity Rating**

Fatality Number of persons

Serious injury<sup>2</sup> Number of persons

Ship lost<sup>3</sup>  Damage to property only<sup>4</sup>

Ship damaged  No damage

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

**Environmental conditions**

**Weather**

Clear  Hazy  Cloudy  Rain  Flood

**Visibility**

Good  Fair  Poor

**Water conditions**

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

**Wind speed**

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

**Ships involved**

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

**Own ship**

Name of ship: SCARLETT O'HARA

Official registration number: JT 609Q Registering authority: QLD

Length (metres): 9.5 Beam (metres):  Year built: 1986 Noelex

Number of passengers on board:  Number of crew on board: 4

**Registration type**

Commercial passenger  Commercial fishing

Commercial non-passenger  Commercial hire and drive

Queensland Regulated ship

**Other ship**

Name of ship: MERLIN

Official registration number: ZE 976 Q Registering authority: QLD

Length (metres): 65 FOOT Beam (metres): PRECISION Year built:

Number of passengers on board:  Number of crew on board: 2?

**Registration type**

Commercial passenger  Commercial fishing

Commercial non-passenger  Commercial hire and drive

Queensland Regulated ship

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

**Office use only**

File number: 230/01100 Caseworker number: MBQ21094-2019 Received by (full name): DJB Received on: 23/05/19



Own ship

Ship description

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

Engine

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

VESSEL WAS UNDERSAID

Number of engines  Total engine power  HP KW

Hull material

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

Damage to ship

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

To PULPIT + STEER PHOTO

Other ship

Ship description

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

Engine

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

Number of engines  Total engine power  HP KW

Hull material

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

Damage to ship

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

People involved

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

NR

Email address

NR

Master's details

Master's name

Gender Date of birth

- Male
- Female

NR

Licence type and grade (for example, Master 5)

RECREATIONAL

Licence number

NR

Issuing authority

QLD

Issue date

11/8/12

Expiry date (if applicable)

11/9/22

Telephone (business hours)

Telephone (after hours)

NR

Address

AS ABOVE.

Email address

AS ABOVE

Other ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender Date of birth

- Male
- Female

UNKNOWN TO US

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date

/ /

Expiry date (if applicable)

/ /

Telephone (business hours)

Telephone (after hours)

Address

Email address

**Own ship**

Watchkeeper/person at the helm

Role  
 Crewmember  Passenger  Master (details as above)

Name  
AS ABOVE

Gender  Male  Female Date of birth / /

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable) / / / /

Telephone (business hours) Telephone (after hours)

Address

Email address

**Other ship**

Watchkeeper/person at the helm

Role  
 Crewmember  Passenger  Master (details as above)

Name

Gender  Male  Female Date of birth / /

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date Expiry date (if applicable) / / / /

Telephone (business hours) Telephone (after hours)

Address

Email address

**Witnesses**

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

**Deceased or injured person**

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

Name

Gender  Male  Female Date of birth / /

Address

Telephone Which ship was this person associated with?

Nobody was injured

**Injury status**

Fatality  Missing person  Serious injury <sup>5</sup>  Minor injury

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

Nature of injury Name of hospital

**Activity of injured or deceased person**

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

**Deceased or injured person**

Name

Gender  Male  Female Date of birth / /

Address

Telephone Which ship was this person associated with?

**Injury status**

Fatality  Missing person  Serious injury <sup>5</sup>  Minor injury

Nature of injury Name of hospital

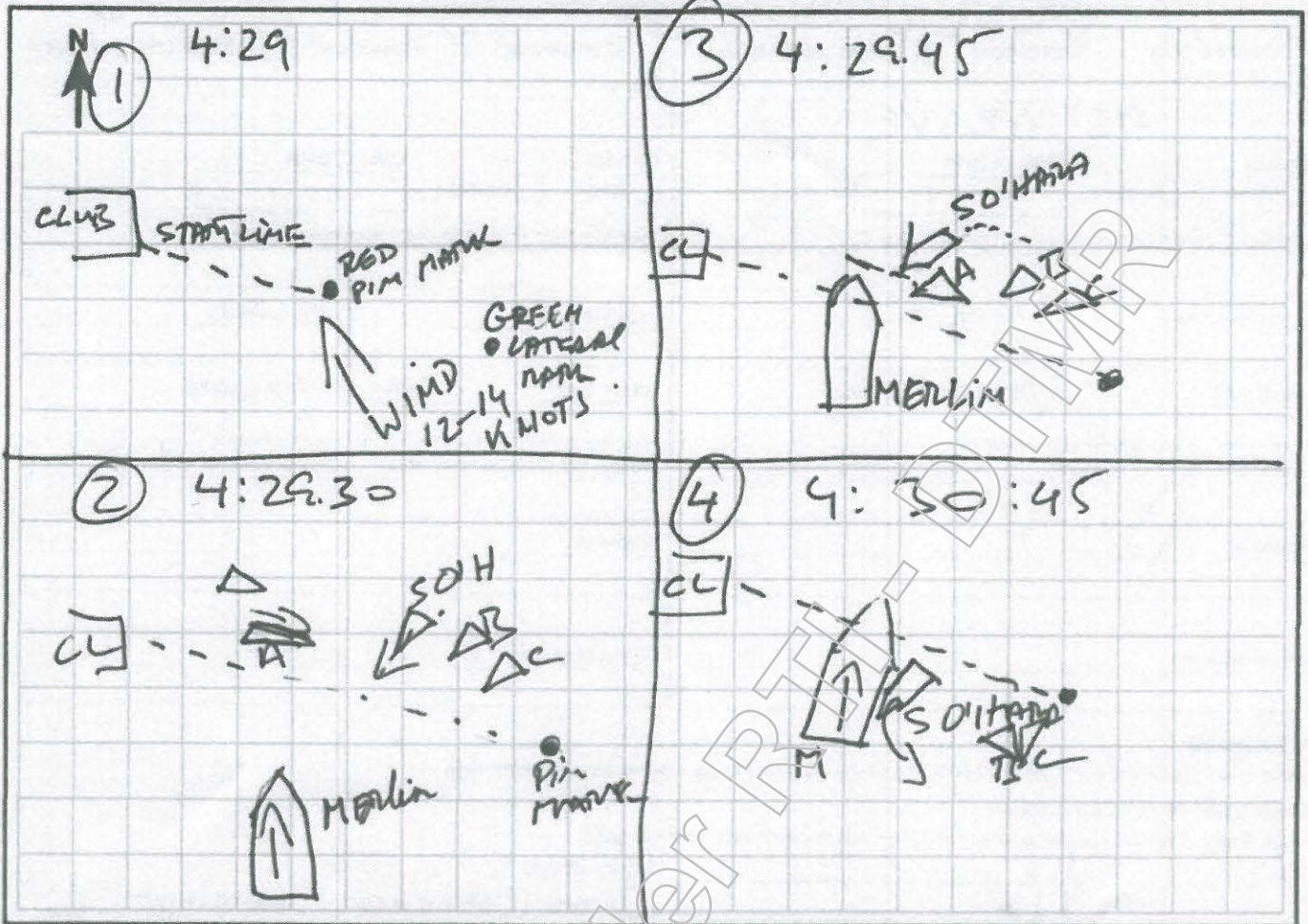
**Activity of injured or deceased person**

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

NO/CAT - has CCTV footage in his possession now - if you would like it  
Phoned 26-5-19

Privacy Statement: The Department of Transport and Main Roads collects information on the (Marine Safety) Act. This information may be released by the department to people who have to buy, sell, lease or insure the ship and, when relevant, litigants in matters about marine incidents involving the registered owner, or Family Court matters. Your personal information will not be disclosed to the public.

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



Owner's/Master's report SCARLETT O'HARA was participating in AN SYC AFTERNOON RACE AT HOLLYWELL. SHE WAS UNDER START CONDITIONS (SAIL ONLY) AND APPROACHING THE START LINE WITH OTHER BOATS ON THE PORT TACK, AT APPROXIMATELY 4.29 WITH APPROX 30 SECONDS TO THE START. WE SAW A LARGE POWER BOAT APPROACHING THE START LINE FROM SOUTH, SLOWING. WE HAD A SAILING BOAT APPROACHING ON STARBOARD SLOES WHO WERE THE GIVING WAY VESSEL WHO DID SO BY PASSING UNDER ITS START AS WE COULD NOT TACK DUE TO BOATS TO WINDWARD. AFTER ROUNDING THE START ON SAILING BOAT WE WERE CONTACTED BY THE POWER VOICE (MERLIN) DIRECTLY IN FRONT, WHICH APPEARED TO BE TAKING NO EVASIVE ACTION. WE SWERVED <sup>AND DEPOWERED</sup> TO PORT & WINDWARD TO AVOID CONTACT HOWEVER THIS WAS NOT POSSIBLE AND OUR STANDARD BOW PULPIT & STEM EXTENDING MADE CONTACT WITH HIS STARBOARD MIPSHIPS. THE RACE COMMITTEE HAD SET THE START LINE WITH A CLEAR SPACE UNDER THE EASTERN SIDE OF THE CHANNEL FOR VESSELS TO PASS. THE POWER BOAT IN QUESTION HAD NOT AVOIDED OF THE OPTION AND HAD ELECTED TO PASS DIRECTLY THROUGH A SAILING FLEET.

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

Signature (Owner/Master)

NR

Date 23/05/19

VIDEO FOOTAGE AVAILABLE FROM SOUTHPORT YACHT CLUB - CALLS ON FACEBOOK SYC LIVERIED AT 4.28

## MSID RTI Case Report



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

Case Reference	MSC1141-2019
DMS Container	230/01100
Subject of Case	JT609Q 'Scarlett O'Hara' & ZE976Q 'Merlin' - collision between vessels
Operation Name	
TOMSA	Yes
TOMPA	No
National	No
Category	3
Status	Case Finalised - Closed AM
Region (Lead)	Brisbane (South)
Investigator (Lead)	CHRISTENSEN, Richard J
Summary of Facts	<p>Details of Vessels and Persons</p> <ul style="list-style-type: none"> <li>This is an assessment of the reported marine incident where the vessel JT609Q Scarlett O'Hara collision with ZE976Q Merlin Gold Coast Broadwater 22 May 2019.</li> <li>JT609Q Scarlett O'Hara is a 1986 built white recreational 9.5 x 2.8m Fibreglass Noalex Full Cabin sailing vessel powered by Volvo inboard 18HP/13.4KW. The vessel was appropriately registered at the time of the incident.</li> <li>Owner and Master of JT609Q Scarlett O'Hara is [NR] DOB: [NR] [NR] Jeffery was appropriately licenced at the time with a QLD DOT RMDL [NR]</li> <li>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.</li> <li>Owner and Master of ZE976Q Merlin was [NR] DOB [NR] [NR] Robert was appropriately licenced at the time with a QLD DOT RMDL [NR]</li> </ul> <p>Incident</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>JT609Q had 4 persons aboard and was manoeuvring for a position to the race start line among the other yachts in the race.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>The described actions were captured on video footage taken from the SYC rescue vessel by [NR]. 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 [NR]</li> </ul>
MSQ Attended	No

MSQ Officer/s	
MSQ Contact No.	
QPS Attended	No
QPS Officer/s	
QPS Contact No.	
QAS Attended	No
QAS Officer/s	
QAS Contact No.	
QBFP Attended	No
QBFP Officer/s	
QBFP Contact No.	
Other Agencies	No
Other Agency Officers	
Other Agency Contact/s	
Case Assigned	24/05/2019
Case Accepted	31/05/2019
Expected Days to Complete	182
Completion Due Date	22/11/2019
Case Complete	7/08/2019
Case Checked (AM)	7/08/2019
Case Closed - Prosecution	
Case Closed - Admin Action	
Case Closed - AMSA	
Case Closed - Coroner	
Case Closed (CU)	
Case Closed - Finalised (AM)	7/08/2019
Case Closed - Finalised (CU)	
Review Action Required	No
Review Action Completed	No
Conclusion	<ul style="list-style-type: none"> <li>• 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.</li> <li>• A letter of No Further Action be sent to the owner of Merlin.</li> <li>• 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.</li> <li>• The incident be closed of locally.</li> </ul> <p>No other further action be taken by MSQ GC on the matter.</p>
Finalised - NFA	Yes
Finalised - Education	Yes
Finalised - Formal Warning	No
Finalised - Infringement	No
Finalised - Prosecution	No
Finalised - Administrative	No
Total Hour of Effort	11.91
Notes	

Refer for CU Action	No
---------------------	----

Role	Involved Ship
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	Noalex 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

Role	Involved Ship
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
Hull Material	Fibreglass/GRP
Primary Colour	White
Power Description	Man - 49585245 & 49585246
Number of Engines	2
Engine Type	Inboard Diesel
Total Kilowatt Power	1471
Total Horse Power	2000
Identification Number (HIN/SIN)	AUWWA109262B52
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
Date of Birth	NR
Place of Birth	
Nationality	
ATSI	
Also Known As	
ABN	
Photograph	
Full Name	
Email	NR
Business Phone	
Mobile Phone	NR
Other Phone	
Home Phone	
Notes	TICA check



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

Notes	
Type	Data Entry
Task Title	
Status	Task Complete
Task / Entry Date	24/05/2019
Task / Entry Time	12:14
Assigned / Recorder	BENSON, Dana Y
Region	Brisbane - GC
Hours of Effort	1.5
Due Date	
Days to Due Date	
Status Indices	1
Task Description (Running Sheet)	Initial data entry of Marine Incident Reports x 2 - scan documents, create/DMS to file, provide TICA confirmation, create/send correspondence
Completed Date	

Notes	
Notes	Informed on Marien Incident Report that e held video of incident and collision
Type	Enquiry
Task Title	Telephone call to re access to video on incident
Status	Task Complete
Task / Entry Date	31/05/2019
Task / Entry Time	09:00
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	0.08
Due Date	31/05/2019
Days to Due Date	154
Status Indices	1
Task Description (Running Sheet)	Telephone call to re access to video on incident that he holds.
Completed Date	31/05/2019
Notes	

Notes	Emailed e access to video on incident informed that he held from collision with another vessel
Type	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
Task Description (Running Sheet)	Email re access to video on incident
Completed Date	
Notes	

Notes	
Type	Evidence Management
Task Title	Record receipt 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
Task Description (Running Sheet)	Record receipt and review of Video Evidence provided b on collision 22 May 19 between vessels
Completed Date	31/05/2019
Notes	Record receipt and review of Video Evidence provided b on collision 22 May 19 between vessels.

Notes	
Type	Enquiry
Task Title	Telephone call to o verify changed address
Status	Task Complete
Task / Entry Date	31/05/2019



Task / Entry Time	12:58
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	0.08
Due Date	31/05/2019
Days to Due Date	154
Status Indices	1
Task Description (Running Sheet)	Telephone call to o verify changed address
Completed Date	31/05/2019
Notes	

Notes	
Type	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
Region	Brisbane - GC
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	
Type	Other
Task Title	Return call to message left from
Status	Task Complete
Task / Entry Date	3/06/2019
Task / Entry Time	12:15
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	0.08
Due Date	3/06/2019
Days to Due Date	151
Status Indices	1
Task Description (Running Sheet)	Returned telephone call from message left by a.m. Mon 3 Jun 19. wanted to know outcome from video he supplied on the incident. was informed the matter was still being reviewed and MO could not comment at this time. was informed when the matter had been completed, he would receive further correspondence from MSQ.
Completed Date	3/06/2019
Notes	

Notes	
Type	Other
Task Title	
Status	Task Complete
Task / Entry Date	7/06/2019
Task / Entry Time	08:27
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	0.67
Due Date	7/06/2019
Days to Due Date	147
Status Indices	1

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

Notes	
Type	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
Task Description (Running Sheet)	Compose letter to owner/master Merlin on investigation outcome
Completed Date	4/07/2019
Notes	

Notes	
Type	Statement Preparation
Task Title	Statement -
Status	Task Complete
Task / Entry Date	1/07/2019
Task / Entry Time	10:51
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 Sheet)	Obtain Statement from who provided footage to MSQ. Statement needs to identify time, date, place where footage was recorded from. Statement will ensure admissibility of footage.
Completed Date	4/09/2019
Notes	

Notes	
Type	Statement Preparation
Task Title	Statement -
Status	Task Complete
Task / Entry Date	1/07/2019
Task / Entry Time	12:30
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	2.5
Due Date	12/07/2019
Days to Due Date	112
Status Indices	1
Task Description (Running Sheet)	Obtain Statement from wner/master of vessel Merlin) to obtain 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.

Notes	
Type	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 Sheet)	Conduct Interview with Master of vessel Merlin) to obtain version of events.
Completed Date	4/09/2019
Notes	

Notes	
Type	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 (Running Sheet)	Conducted Recorded Telephone conversation with e incident 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	

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

Notes	
Type	Other

Task Title	Recommendation to Southport Yacht Club
Status	Task Complete
Task / Entry Date	1/07/2019
Task / Entry Time	14:04
Assigned / Recorder	CHRISTENSEN, Richard J
Region	Brisbane - GC
Hours of Effort	0.08
Due Date	12/07/2019
Days to Due Date	112
Status Indices	1
Task Description (Running Sheet)	Recommendation to Southport Yacht Club to ensure Race Officials delay start of 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	
Type	Other
Task Title	File note on recording of conversation with [redacted] july 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 [redacted] 1 july 2019
Completed Date	1/07/2019
Notes	

Notes	
Type	Other
Task Title	Returned Telephone call to [redacted] 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
Status Indices	1
Task Description (Running Sheet)	Returned Telephone call to [redacted] re outcome of investigation to discuss outcomes and findings after he responded with queries on 12 july 2019.
Completed Date	6/08/2019
Notes	

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

Date	22/05/2019
Time	16:30:00:ttt
Caseman ID	
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	0
Weighting Reason	
Original Rating Score	13
Final Rating Score	13
Category	3
Fatalities (No.)	0
Injuries - Serious (No.)	0
Injuries - Minor (No.)	0
Minor Damage (Ships)	1
Moderate Damage (Ships)	1
Major Damage (Ships)	0
Lost Ships	0
Pollution Category	
Pollution Source	
Pollutant	
Pollution - Extent (Length)	
Pollution - Extent (Width)	
Pollution - Extent (Area)	
Pollution - Extent (Volume)	
Pollution - Discharge Been Stopped?	No
Pollution - Photos Taken	No
Pollution - Video Taken	No
Pollution - Samples Taken	No
Pollutions - Samples Taken By	
Pollution - Statutory Authority	MSQ
Pollution - Combat Authority	MSQ
Pollution - Response Brief	
Notes	230/01100
(H-N1) Failure to comply with ColRegs	Yes
(H-N2) Insufficient voyage planning	No
(H-N3) Excessive Speed	No
(H-N4) Navigation Error - Other	Yes
(H-P5) Inadequate training	No
(H-P6) Inappropriate instructions to crew	No
(H-P7) Communications Failure	No
(H-P8) SMS Failure	No
(H-O9) Inattention	Yes
(H-O10) Inexperience/lack of knowledge	No

(H-O11) Bridge Watch keeping failure	No
(H-O12) Insufficient crew numbers	No
(H-O13) Mooring Failure	No
(H-O14) Insufficient maintenance	No
(H-O15) Overloading	No
(H-O16) Operational error - other	Yes
(M-V1) Bridge or Navigation Failure	No
(M-V2) Electrical system failure	No
(M-V4) Propulsion system failure	No
(M-V5) Hull Breach	No
(M-V6) Equipment failure - other	No
(M-V7) Fuel or gas leak	No
(M-DC8) Inadequate stability - shifting cargo	No
(M-D9) Inappropriate hull/equipment - Construction	No
(M-DC10) Inappropriate hull/equipment - design	No
(M-DC11) Vessel construction failure - other	No
(M-SS12) Shore structure design	No
(M-SS13) Shore structure maintenance	No
(M-SS14) Gangway/Boarding Ladders	No
(E-H15) Floating or Submerged object	No
(E-H17) Hazardous waters - uncharted hazards	No
(E-H16) Wash of passing vessel	No
(E-H18) Hazard - other	No
(CF1) Insufficient safety equipment	No
(CF2) Tidal conditions	No
(CF3) Bar conditions	No
(CF4) Hazardous season (cyclones etc)	No
(CF5) Hazardous waters - obstructions	No
(CF6) Poor Visability	No
(CF7) Sea state	No
(CF8) Wind	No
(CF9) Heavy traffic area	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 lanyard	No
MR-T Value	7
MR-C Value	6
MR-PI Value	0
Days Since (Incident)	162.6

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 (Picture)	
Hyperlink	
Document Text	
Source Reliability	Not Evaluated
Information Truth	Not Evaluated
Notes	

Role	Subject Of
Details	
Notes	
Document Type	Marine Incident Report
Document Title	MSQ24081-2019 MSQ MIR from
DMS Item No.	P60038
Other Reference	230/01100
Publish Date	23/05/2019
Details	
Embedded (Picture)	
Hyperlink	
Document Text	
Source Reliability	Not Evaluated
Information Truth	Not Evaluated
Notes	

Role	Outcome of
Details	Email to re acquisition of video footage he holds on a marine incident matter 22 May 2019 Broadwater
Notes	
Document Type	Other
Document Title	Request for Incident Video - MSQ24081-2019
DMS Item No.	E60101
Other Reference	230/01100
Publish Date	31/05/2019
Details Embedded (Picture)	Email to obtain incident video held by
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 Gold Coast 22 May 2019.  If it can be emailed to me, it would be appreciated. Your reference is MSQ24081-2019.
Source Reliability	A - Reliable Source
Information Truth	1 - Confirmed
Notes	Email from MO Christensen re MSQ24081 evidence

Role	
Details	GCWA Aquatic Event Authority Inshore Division_18-03-19 to 18-06-19
Notes	
Document Type	Other
Document Title	GCWA Aquatic Event Authority Inshore Division_18-03-19 to 18-06-19
DMS Item No.	P 60105

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 Reliability	A - Reliable Source
Information Truth	1 - Confirmed
Notes	From GCWA events manager

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 Reliability	A - Reliable Source
Information Truth	1 - Confirmed
Notes	Document from GCWA events manager

Role	Subject Of
Details	File note on recording of conversation with the owner and master of Merlin on the collision 22 may 2019 in the Broadwater Gold Coast
Notes	
Document Type	Other
Document Title	Recording of Conversation between MO Christensen and 1 July 2019
DMS Item No.	P60400
Other Reference	230/01100
Publish Date	1/07/2019
Details	Recording of Conversation between MO Christensen and July 2019
Embedded (Picture)	
Hyperlink	
Document Text	File number 230/01100 Subject Recording of Conversation between MO Christensen and 1 July 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



	<ul style="list-style-type: none"> <li>The vessel JT609Q Scarlett O'Hara and ZE976Q Merlin collided in proximity to Runaway Bay Marina on the Broadwater Gold Coast 22 May 2019.</li> <li>Owner and Master of ZE976Q Merlin was <span style="border: 1px solid black; padding: 0 5px;">NR</span> DOB <span style="border: 1px solid black; padding: 0 5px;">NR</span></li> <li>NR was appropriately licenced at the time with a QLD DOT RMDL NR</li> <li>The conversation was recorded by MO Christensen at the MSQ Gold Coast office with knowledge and acknowledgement of <span style="border: 1px solid black; padding: 0 5px;">NR</span> who was in <span style="border: 1px solid black; padding: 0 5px;">NR</span></li> <li>The conversation addressed an outline from <span style="border: 1px solid black; padding: 0 5px;">NR</span> on the events that took place leading up to and during the collision.</li> <li>Information provided by <span style="border: 1px solid black; padding: 0 5px;">NR</span> during the conversation described his mariner experience, knowledge of vessels and the collision events.</li> <li><span style="border: 1px solid black; padding: 0 5px;">NR</span> 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.</li> <li>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.</li> <li>The collision did occur and caused damage to his vessel.</li> <li>There are 2 x recordings captured. Recording 1 was the preamble to the conversation, which was then postponed as <span style="border: 1px solid black; padding: 0 5px;">NR</span> had to call back.</li> <li>Recording 2 is the conversation and responses from <span style="border: 1px solid black; padding: 0 5px;">NR</span> about the incident.</li> <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 provided by <span style="border: 1px solid black; padding: 0 5px;">NR</span> in the Marine Incident Report he provided on the incident.</li> </ul>
Source Reliability	A - Reliable Source
Information Truth	1 - Confirmed
Notes	MO Notes on Recording

Role	Outcome of
Details	MSQ24081 - letter Owner Scarlett O'Hara
Notes	
Document Type	Other
Document Title	MSQ24081 - letter Owner Scarlett O'Hara
DMS Item No.	P60450
Other Reference	230/01100
Publish Date	4/07/2019
Details	MSQ24081 - letter Owner Scarlett O'Hara
Embedded (Picture)	
Hyperlink	
Document Text	<p>4 July 2019</p> <p>NR</p> <p>Dea</p> <p>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.</p> <p>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.</p> <p>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,</p>

	<p>prior to the commencement of a yacht race at Hollywell, managed by the Southport Yacht Club.</p> <p>In considering the evidence during the determination;</p> <ul style="list-style-type: none"> <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> </ul> <p>Should you require any further information, please contact Rick Christensen, Marine Officer, Maritime Safety Queensland (Gold Coast) on 5585 1810.</p> <p>Yours sincerely</p> <p>Rick Christensen Marine Officer (Gold Coast)</p>
Source Reliability	A - Reliable Source
Information Truth Notes	1 - Confirmed MO letter to

Role	Outcome of
Details	MSQ24081 - letter NFA Owner Merlin
Notes	
Document Type	Other
Document Title	MSQ24081 - letter NFA Owner Merlin
DMS Item No.	P60449
Other Reference	230/01100
Publish Date	4/07/2019
Details	MSQ24081 - letter NFA Owner Merlin
Embedded (Picture)	
Hyperlink Document Text	NR
	<p>Dear</p> <p>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.</p> <p>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.</p> <p>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.</p>

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

Role	Outcome of
Details	MSQ24081 - letter GCWA Events Manager
Notes	
Document Type	Other
Document Title	MSQ24081 - letter GCWA Events Manager
DMS Item No.	P60451
Other Reference	230/01100
Publish Date	4/07/2019
Details	MSQ24081 - letter GCWA Events Manager
Embedded (Picture)	
Hyperlink	
Document Text	
Source Reliability	A - Reliable Source
Information Truth	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, Holywell 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: Southport Broadwater (between Wave Break Island and Never Fail Island)  
Date/s: 18 March 2019 to 17 June 2019  
Times: 1100 hours to 1930 hours  
Dated this: 18 March 2019

Issued by:

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

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 operators 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.

