

# Marine incidents in Queensland

2017

## **Foreword**

Our annual marine incident report provides an opportunity for Maritime Safety Queensland to analyse the circumstances and likely causes of serious mishaps which have been reported to us over the previous year.

In 2017 fewer incidents, fatalities and injuries were reported than in the previous year. Minor injuries more than halved while hospitalisations and fatalities fell by 45 and 46 per cent respectively.

In fact in 2017 there were fewer marine incidents and fewer marine incidents resulting in minor injuries reported than in any year during the past decade.

While this result is in some respects heartening the nature of those incidents that did occur suggests that many of them might have been avoided.

Regardless of the circumstance, every death on our waters is a tragedy for the person's family and friends and every serious injury is a potentially life changing event for the person concerned.

With this in mind Maritime Safety Queensland will continue to work with our compliance partners, the community and the volunteer rescue organisations to help foster a safety culture among all of those who use and share our waterways.

**Neil Scales OBE**

**Director-General**

**Department of Transport and Main Roads**

## Key Points

- This report provides an analysis of reported marine incidents which involved vessels regulated under the Queensland *Transport Operations (Marine Safety) Act 1994*.
- This Act provides for the regulation of Queensland regulated ships – recreational vessels or other vessels expressly excluded from the operation of the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012 (Cth)* or the *Navigation Act 2012 (Cth)*.
- In June 2017 there were 258,340 recreational vessels registered in Queensland; one vessel for every 19 people or one vessel for every three recreational vessel licensees.
- Queensland regulated ships were involved in 322 reported incidents; less than at any time in the last decade.
- These 322 incidents involved 391 Queensland regulated ships and 49 domestic commercial vessels.
- The most commonly reported incidents were collisions between ships (90), groundings (57), collisions with an object (34) and capsizing (35).
- These incidents resulted in 55 people being injured, including 21 who were admitted to hospital and seven fatalities. Fewer people were injured than at any time in the last decade.
- Forty nine per cent of those injured were not in charge of the vessel at the time the incident occurred.
- Three of the seven people who died were the masters of Queensland regulated ships.
- None of the people who drowned or are presumed to have drowned are known to have been wearing a life jacket.

## Introduction

This report is an analysis of the marine incidents in Queensland waters during 2017. It has been prepared by Maritime Safety Queensland in accordance with section 127 of the *Transport Operations (Marine Safety) Act 1994*.

From 1 July 2013, the majority of marine incidents involving only domestic commercial vessels became reportable under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)* or the *Navigation Act 2012 (Cth)* rather than the *Transport Operations (Marine Safety) Act 1994*.

One consequence of this jurisdictional change is that marine incidents that involve only domestic commercial vessels no longer meet the criteria established by the *Transport Operations (Marine Safety) Act 1994* for inclusion in this report. Therefore, for purposes of continuity and comparison with previous marine incident reports, those marine incidents involving only domestic commercial vessels have been provided separately at the end of this report.

These changes in the jurisdictional arrangements around domestic commercial vessels do not affect the requirement for the master and/or owner of any vessels involved in a marine incident must promptly report that incident to Maritime Safety Queensland, the Queensland Water Police or the Australian Maritime Safety Authority.

Recent research conducted by Maritime Safety Queensland in collaboration with Volunteer Marine Rescue Queensland and the Australian Volunteer Coast Guard indicates that marine incidents resulting in substantial material damage do on occasion go unreported. The underreporting of marine incidents has for some time been a matter of concern and is being addressed through a variety of specifically tailored initiatives in each of the states' maritime regions.

This report provides a summary of the marine incidents reported in 2017 and serves as a base line for the evaluation of safety programs associated with maritime activities.

## Incidents Reported in 2017

Maritime Safety Queensland received reports of 667 marine incidents during 2017. Of these incidents, 322 involved at least one Queensland regulated ship. A Queensland regulated ship is a recreational vessel or another vessel expressly excluded from the operation of the Commonwealth Acts. The data related to these incidents is available in the summary tables (S01 to S40) at the end of this report.

### Incidents

Queensland regulated ships were the only vessels involved in 277 of the 322 Queensland regulated ships related marine incidents reported during 2017. The other 45 incidents involved both Queensland regulated ships and domestic commercial vessels.

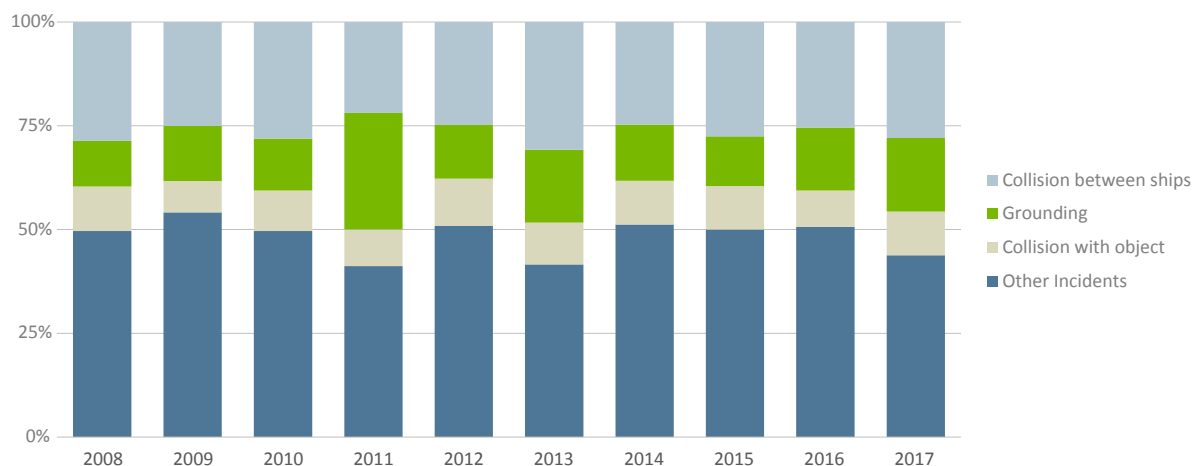
These incidents disproportionately occurred in March (19 per cent) and April (11 per cent), most commonly on a Saturday, Sunday or Monday (61 per cent), and in most cases between 6 am and 6 pm (69 per cent).

At the time of these incidents the vessels were most commonly operating in smooth waters (57 per cent), in clear weather (67 per cent), with good visibility (65 per cent), and winds below 16 knots (69 per cent). All of these ideal boating conditions were reported present in 92 (29 per cent) of the 322 incidents.

As in previous years the most commonly reported incident was a collision between ships, which accounts for 90 (28 per cent) of the 322 incidents. There were also 57 groundings, 34 collisions with objects and 35 capsizes that together with the collisions between ships account for 67 per cent of the 322 incidents.

Marine incident investigators categorise factors contributing to an incident as human, material or environmental.

**Figure 1 – Incidents by type**



Source: CASEMAN, marine incident case management database, as at 28/03/2018

Between one and six different human factors were recorded with respect to 176 (54 per cent) of the 322 incidents reported. The most common were inattention (12 per cent), inexperience (14 per cent), insufficient planning (11 per cent) and operational error (15 per cent). It is noteworthy that alcohol or drugs was recorded as a contributing factor in one incident and excessive speed was recorded as a contributing factor in respect of eight incidents.

Material factors were reported in 87 (27 per cent) of the 322 incidents reported. The failure of machinery and equipment (40 per cent) were the most commonly recorded material contributing factors. Factors involving the design, construction or maintenance of a vessel's hull or equipment were recorded in 14 incidents while the failure of the hull was recorded in a further 12 incidents.

Environmental factors were recorded with respect to 144 (44 per cent) of the 322 incidents reported. The most commonly recorded environmental factors were sea state (18 per cent), wind (23 per cent) and bar conditions (10 per cent). Hazardous waters was recorded as a contributing factor in six incidents while hazardous season, a period that is associated with Queensland's cyclone season, was recorded in respect of 30 incidents.

## Vessels

The 322 reported incidents involved 440 vessels, of which 391 were Queensland regulated ships and 49 were domestic commercial vessels.

The 391 Queensland regulated ships were predominantly motorboats (55 per cent) and sailboats (33 per cent), while personal watercraft accounted for a further eight per cent of the vessels involved in these incidents.

Twenty-eight per cent of the motorboats were less than five metres in length, 50 per cent were less than 7.5 metres in length and 62 per cent were less than 10 metres in length. In contrast, only eight per cent of sailing vessels were less than 7.5 metres in length, 26 per cent less than 10 metres and 79 per cent were less than 15 metres in length.

Two-hundred and eighty of the 391 Queensland regulated ships involved in these incidents were damaged. Forty-one vessels were lost, 65 sustained major damage, 84 moderate damage and 90 minor damage.

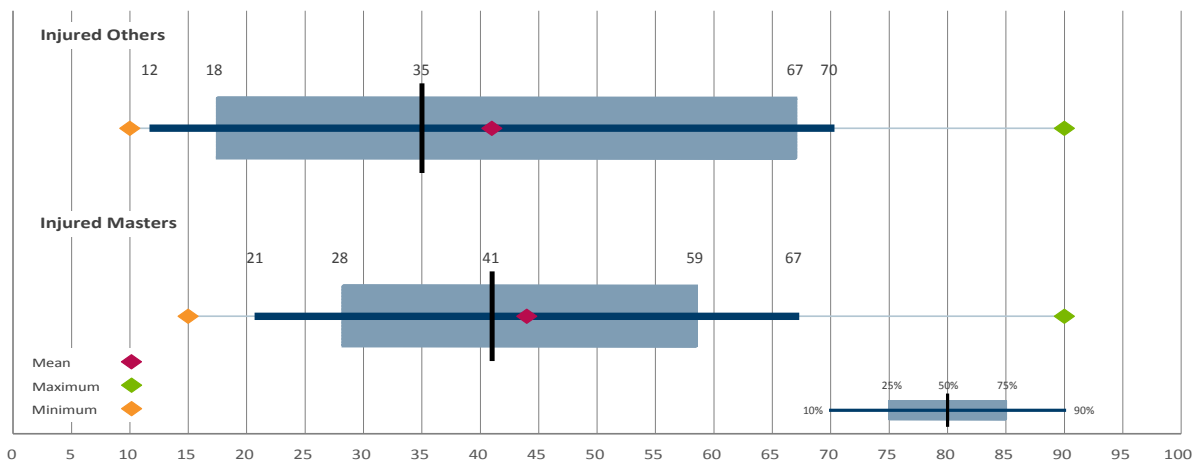
Incidents resulting in moderate or minor damage were commonly the result of collisions between ships or collisions with objects. Major damage was commonly the result of groundings or collision between ships. Incidents in which a vessel was lost were most commonly the result of flooding.

The 49 domestic commercial vessels involved in these incidents included 21 non-passenger vessels, three commercial fishing vessels and 25 hire and drive vessels (four motorboats, 18 sailboats, and a houseboat).

While none of these 49 vessels were lost, one reported major damage, eight reported moderate damage, and five reported minor damage. Thirteen of the 14 vessels reporting material damage were involved in a collision between ships.

## People

**Figure 2 – Ages of people involved in marine incidents**



Source: CASEMAN, marine incident case management database, as at 28/03/2018

The 322 reported incidents resulted in 55 people being reported injured, including 21 hospital admissions and seven deaths.

Among the 21 people admitted to hospital nine were masters, two crew members, and eight passengers; there was also a water skier, and a swimmer.

These injuries were, among other causes, the result of person overboard incidents (four), collisions between ships (five), on-board incidents (two), fire/explosion (two), groundings (two) and a collision with a person.

In 14 of the 21 cases the vessel involved was a motorboat, in another three cases it was a personal watercraft and in the four remaining cases the vessel involved was a sailboat.

Twenty-eight of the 55 people injured were the masters of vessels, 25 men and three women, who were aged between 15 and 90 years of age. Their median age was 41 years.

The other 27 people injured, 10 women and 17 men, were aged between 10 and 90 years and their median age was 35 years. (Figure 2)

Six fatal incidents resulted in seven fatalities. Three of the deceased were ships masters, three 13 were passengers and the seventh person was a water skier.

These incidents involved seven recreational vessels: five motorboats, a sailboat and a personal watercraft.

There were two person overboard incidents, two were capsize incidents, a water ski incident and a collision between ships.

In some cases the investigations into these deaths are still before the Coroner while in others there are criminal prosecutions pending.

What can be said is that all of the vessels were appropriately registered and all but one of the masters involved held an appropriate licence. In that remaining case the person in charge of the vessel at the time of the incident was under the supervision of an appropriate licensee.

The deceased, five males and two females, were between 15 and 90 years of age.

Three people are known to have drowned, another remains missing and is presumed to have drowned, two people died of traumatic injuries while another person died as the result of a pre-existing medical condition being exacerbated by the incident.

## Trends in Reported Incidents

**Table 1 – Summary statistics: incidents and injuries**

Indicator	Indicator 2016	Average 2008-2017	Statistical relationship	Statistical range
Total Incidents	322	394.4	Significantly lower	
Total fatal incidents	6	7.4	Not significantly different	
Total fatalities	7	8.0	Not significantly different	
Total hospitalisation incidents	19	21.3	Not significantly different	
Total hospitalisations	22	25.3	Not significantly different	
Incident rate per 100k vessels	124.6	162.5	Significantly lower	
Fatality rate per 100k vessels	2.7	3.3	Not significantly different	
Hospitalisation rate per 100k vessels	8.5	10.4	Significantly lower	

Source: CASEMAN, marine incident case management database, as at 28/03/2018 and TRAILS, registration and licence database, as at 30 June 2017

Key: ▲ 2017 value | 10yr average | 95% confidence interval

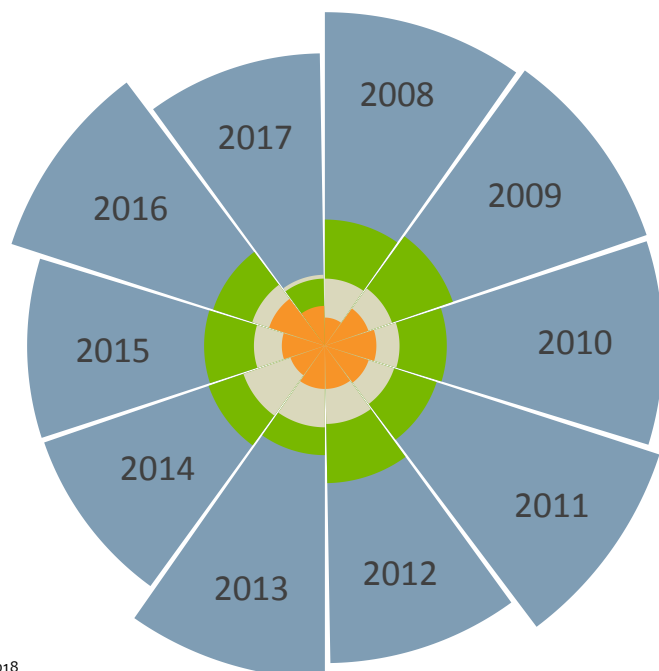
The number of reported marine incidents involving a Queensland regulated ship decreased from 409 in 2016 to 322 in 2017 (Figure 3) and is significantly lower than the long-term (2008–2017) average number of reported incidents (394.4) (Table 1).

Personal injury incidents are classified as fatal incidents or hospitalisation incidents according to the most serious injury sustained in the incident.

**Figure 3 – Reported marine incidents 2008 to 2017<sup>4</sup>**

Reported Incidents
Other injury Incidents
Hospital admission Incidents
Fatal Incidents

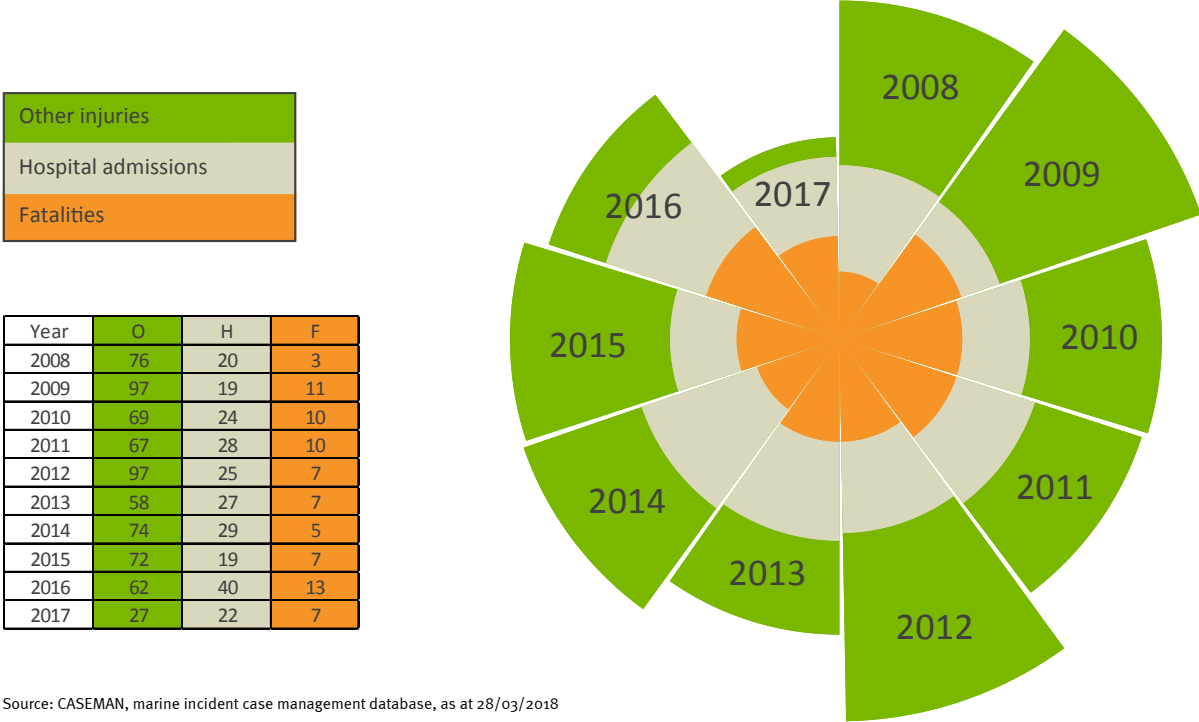
Year	RI	OII	HAI	FI
2008	419	60	17	3
2009	436	69	19	8
2010	431	56	21	10
2011	466	52	20	8
2012	379	71	23	7
2013	416	45	25	7
2014	332	57	28	5
2015	334	55	19	7
2016	409	52	22	13
2017	322	17	19	6



Source: CASEMAN, marine incident case management database, as at 28/03/2018

The number of reported hospitalisation incidents decreased from 22 in 2016 to 19 in 2017 and is not significantly different to the long-term average number of hospitalisation incidents (21.3).  
 The number of reported fatal incidents decreased from 13 in 2016 to six in 2017 and is not significantly different to the long-term average number of fatal incidents (7.4).

**Figure 4 – Personal injuries resulting from marine incidents 2008 to 2017**

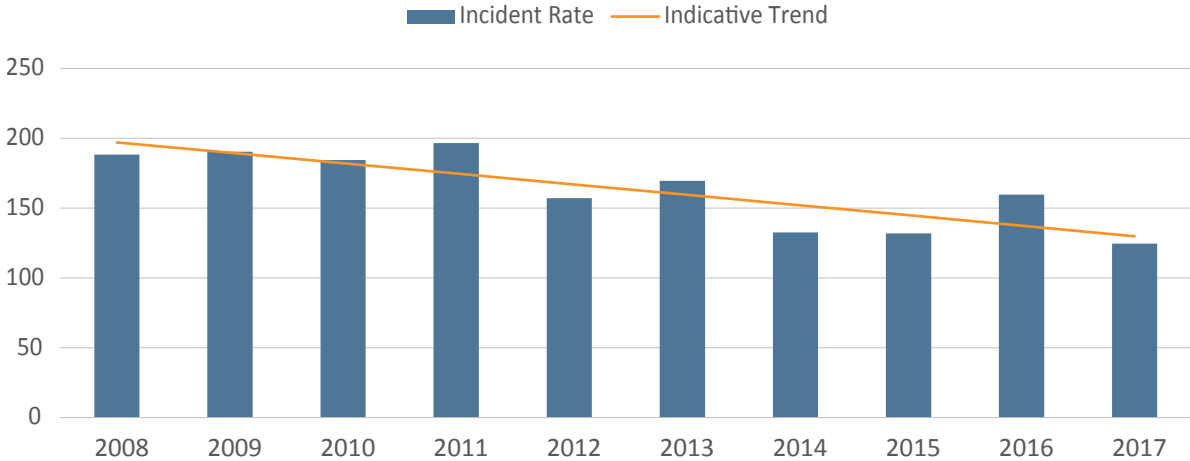


Source: CASEMAN, marine incident case management database, as at 28/03/2018

The number of people who reported injuries that resulted in their admission to hospital decreased from 40 in 2016 to 22 in 2017 and is not significantly different to the long-term average number of these injuries (25.3).  
 The number of fatalities reported decreased from 13 in 2016 to seven in 2017 and is not significantly different to the long-term average number of fatalities (8.0).



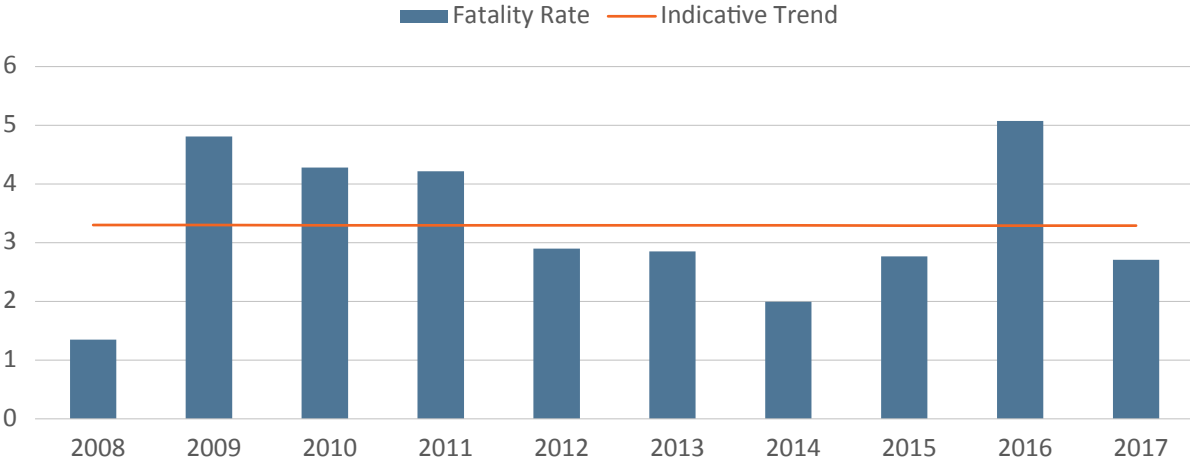
**Figure 5 – Reported incidents per 100,000 registered Queensland regulated ships**



Source: CASEMAN, marine incident case management database, as at 28/03/2018 and TRAILS, registration and licence database, as at 30 June 2017

The reported incident rate (Figure 5) decreased from 159.7 to 124.6 reported incidents per 100,000 Queensland regulated ships registrations and is significantly lower than the long-term average of 162.5 reported incidents per 100,000 Queensland regulated ships registrations.

**Figure 6 – Fatalities per 100,000 registered Queensland regulated ships**



Source: CASEMAN, marine incident case management database, as at 28/03/2018 and TRAILS, registration and licence database, as at 30 June 2017

The fatality rate (Figure 6) decreased from 5.1 to 2.7 fatalities per 100,000 recreational registrations and is not significantly different to the long-term average of 3.3 fatalities per 100,000 Queensland regulated ships registrations.

Finally, the hospitalisation rate decreased from 15.6 hospitalisations per 100,000 registered Queensland regulated ships in 2016 to 8.5 hospitalisations per 100,000 registered Queensland regulated ships in 2017. This is not significantly lower than the long-term average rate of 10.4 reported incidents per 100,000 registered Queensland regulated ships.

These results suggest that the number of incidents, fatalities and hospitalisations reported during 2017 are generally consistent with the expectation that the risks involved in recreational boating will continue to decrease over time.

## Summary

In June 2017 there were 258,340 recreational vessels registered in Queensland; this equates to one vessel for every 19 people or one vessel for every three recreational vessel licensees.

During 2017, Maritime Safety Queensland received 322 marine incident reports involving 440 vessels—391 Queensland regulated ships and 49 domestic commercial vessels.

The most commonly reported incidents were collisions between ships (90), groundings (57), collisions with an object (34), and capsizing (35).

In total, 294 vessels were reported damaged including 41 vessels lost, 56 with major damage and 92 with moderate damage.

Fifty-five people were injured including 21 who were admitted to hospital and seven who died. Forty-nine per cent of those injured (27) were not in charge of the vessel at the time of the incident.

The marine incidents reported to Maritime Safety Queensland in 2017 were similar in type and severity to previous years.

However the total number of marine incidents reported in 2017 and the number of those incidents that resulted in injuries that required hospital admission were both fewer in number than at any time during the past decade.

Whether this proves to be an indication of a substantial change in the number of incidents and minor injuries occurring remains to be seen over the coming years.

On the basis of the incidents reported in 2017 there is no reason to expect that Queensland's maritime safety performance will not continue to improve.

## Collisions between ships: 2008 to 2017

Given the prevalence of "collisions between ships" among each years reported marine incidents it is worth reviewing all of these incidents that have been reported over the past 10 years.

Over the past decade "collisions between ships" have accounted for an average of 26 per cent of all the marine incidents reported each year that involved at least one Queensland regulated ships.

These 1031 collisions have resulted in eight fatalities, and 35 hospitalisations which represent 10 per cent of the fatalities and 14 per cent of the hospitalisations reported over the period.

Four of the deceased were operating a personal watercraft, two were masters of motorboats, one a passenger on a motorboat and another person was on a paddle boat. In six of the eight incidents only recreational vessels were involved. In three of the eight incidents, one vessel was unattended at the time of the incident.

In seven of these eight collisions the deceased was operating the smaller vessel involved. The remaining incident occurred during an organised personal watercraft race and all the vessels involved were personal watercraft of the same size.

Nine of the 35 people hospitalised were operating personal watercraft, three were passengers on personal watercraft, eight were masters of motorboats, nine were passengers on motorboat, three were masters of sail boats and three more were on paddled boats.

Six of the injured were on the larger vessel involved in the collision, 18 were on a smaller vessel and eight were on a vessel which collided with another of the same size. In 25 of the 34 incidents only recreational vessels were involved. In 30 of the 34 incidents none of the vessels involved were unattended at the time of the incident.

In addition to personal injuries "collisions between ships" can be categorised by location, vessel type, crewing, and the damage to the vessels involved.

Sixty per cent of the reported collisions occurred within the Brisbane maritime region followed by the Gladstone region which accounted for an additional 16 per cent of these incidents. The overwhelming majority (83 per cent) of incidents occurred in smooth water, often in marinas or at boat ramps when at least one of the vessels was unattended.

**Table 2 – Selected statistics: collisions**

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
<b>Regions</b>											
Brisbane	82	71	62	50	57	78	49	57	59	52	617
Cairns	9	9	13	19	7	14	12	8	12	9	112
Gladstone	11	14	24	15	21	22	8	13	16	20	164
Mackay	14	13	15	9	5	11	2	11	9	5	94
Townsville	6	3	6	8	4	1	7	1	4	4	44
<b>Location</b>											
Offshore	7	11	10	4	9	6	3	5	1	6	62
Partially smooth waters	10	5	6	5	10	20	14	14	17	16	117
Smooth waters	105	95	105	93	76	100	62	72	83	68	859
<b>Vessel Types</b>											
Commercial/Recreational	42	40	47	30	33	41	25	19	25	26	328
Recreational only	80	70	73	71	61	85	53	71	75	64	703
<b>Masters Only</b>											
Commercial/Recreational	21	25	19	16	23	20	20	11	16	20	191
Recreational only	53	47	33	33	38	38	29	49	41	41	402
<b>Owners and Masters</b>											
Commercial/Recreational	15	13	23	13	9	17	3	6	7	4	110
Recreational only	16	14	21	23	12	21	20	15	24	13	179
<b>Owners Only</b>											
Commercial/Recreational	6	2	5	1	1	4	2	2	2	2	27
Recreational only	11	9	19	15	11	26	4	7	10	10	122
<b>Total</b>	<b>122</b>	<b>110</b>	<b>120</b>	<b>101</b>	<b>94</b>	<b>126</b>	<b>78</b>	<b>90</b>	<b>100</b>	<b>90</b>	<b>1031</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

The majority (68 per cent) of collisions only involved recreational vessels. In 57 per cent of these collisions the master of every vessel was identified and presumed to be on board at the time of the collision. In an additional 25 per cent of collisions the owner rather than the master was associated with at least one of the vessels involved indicating that this vessel was unattended at the time of the collision. In the remaining 17 per cent of collisions all of the vessels involved were associated with an owner rather than a master indicating that all of these vessels were unattended at the time of the collision.

Similarly in respect of 58 per cent of the 31 per cent of collisions that involved both recreational and commercial vessels, the master of every vessel involved was identified and presumed to be on board the vessel at the time of the collision. In an additional 33 per cent of collisions the owner rather than the master was associated with at least one of the vessels involved indicating that this vessel was unattended at the time of the collision. It is worth noting that in these collisions the recreational vessel was more likely to be the unattended vessel. In the remaining eight per cent of collisions all of the vessels involved were associated with an owner rather than a master indicating that all of these vessels were unattended at the time of the collision.

These 1031 collisions involved 2047 vessels; the majority (97 per cent) of collisions involve two vessels. Seven-hundred and three of these collisions only involved recreational vessels (1396) and resulted in the loss of seven vessels, major damage to 109 vessels, and moderate damage to 495 vessels. The remaining 328 collisions involved 319 commercial and 332 recreational vessels and resulted in the loss of three recreational vessels, major damage to nine commercial and 17 recreational vessels, and moderate damage to 68 commercial and 121 recreational vessels. These results indicate that in a collision between a recreational vessel and a commercial vessel the recreational vessel is likely to sustain the more serious damage.

## In the Regions

Maritime Safety Queensland has five maritime regions: Brisbane, Gladstone, Mackay, Townsville and Cairns.

Information on the demographics, geography and the principle maritime installations within each of these regions can be found in the report 'Queensland's Maritime Regions' <https://www.msq.qld.gov.au/-/media/MSQInternet/MSQFiles/Home/About-us/Right-to-information/queenslandmaritimeregions.pdf>.

Across the state there were 124.6 marine incidents reported for every 100,000 registered Queensland regulated ships.

The data relating to each of the maritime regions and management areas is available in the summary data tables at the end of this report.

### Brisbane

**Table 3 – Selected statistics by region**

Maritime region	Registered vessels	Marine incidents	Hospitalisation incidents	Hospital admissions	Fatal incidents	Fatalities
Brisbane	145,437	151	10	11	2	2
Gladstone	47,880	72	6	6	1	2
Mackay	19,257	53	1	2	2	2
Townsville	22,891	23	1	1	1	1
Cairns	22,001	23	1	1	0	0
Total	258,340	322	19	21	6	7

Source: CASEMAN, marine incident case management database, as at 28/03/2018 and TRAILS, registration and licence database, as at 30 June 2017

In June 2017 there were 145,437 recreational vessels registered in the Brisbane maritime region; one vessel for every 25 people or one vessel for every four recreational vessel licensees.

During 2017, the Brisbane maritime region received reports of 151 marine incidents involving 222 vessels – 198 Queensland regulated ships *and* 24 domestic commercial vessels.

The most commonly reported incidents were collisions between ships (52), collisions with objects (18) and capsizing (25) and grounding (10).

One hundred and forty-five vessels reported damage including seven vessels lost, 26 with major damage and another 59 vessels with moderate damage.

A total of 29 people were injured including two who died and 11 who were admitted to hospital. The administration of the Brisbane maritime region is organised around three management areas: Pinkenba, Sunshine Coast and Gold Coast.

The Pinkenba management area received 63 marine incident reports involving 94 vessels – 83 Queensland regulated ships and 11 domestic commercial vessels.

There were six people injured in these 63 incidents including two who were admitted to hospital. There were no fatalities in this management area this year.

The Gold Coast management area received 58 marine incident reports involving 88 vessels – 82 Queensland regulated ships and six domestic commercial vessels.

Fourteen people were injured in these 58 incidents including two who died and six who were admitted to hospital.

The Sunshine Coast management area received 30 marine incidents reports involving 40 vessels–33 Queensland regulated ships and seven domestic commercial vessels.

Nine people were injured in these 30 incidents including three who were admitted to hospital.

## Gladstone

In June 2017 there were 47,880 recreational vessels registered in the Gladstone region; one vessel for every 11 people or one vessel for every three recreational vessel licensees.

During 2017, this region received 72 marine incident reports involving 102 vessels – 86 Queensland regulated ships and 16 domestic commercial vessels.

The most commonly reported incidents were collisions between ships (20), collisions with objects (eight), flooding (10) and groundings (eight).

Sixty-three vessels were damaged including 13 lost, 18 with major damage and 19 vessels with moderate damage.

Twelve people were injured, including two who died and six admitted to hospital.

## Mackay

In June 2017 there were 19,257 recreational vessels registered in the Mackay region; one vessel for every 10 people or one vessel for every two recreational vessel licensees.

During 2017, this region received 53 marine incident reports involving 59 vessels – 56 Queensland regulated ships and three domestic commercial vessels.

The most commonly reported incidents were collisions between ships (5) and groundings (32).

Thirty-three vessels were damaged including seven lost, seven with major damage and nine with moderate damage.

Six people were injured including two who died and two who were admitted to a hospital.

## Townsville

In June 2017 there were 22,891 recreational vessels registered in the Townsville region; one vessel for every 12 people or one vessel for every three recreational vessel licensees.

During 2017, this region received 23 marine incident reports involving 23 vessels – 22 Queensland regulated ships and one domestic commercial vessel.

The most commonly reported incidents were collision between ship (four) and grounding (seven).

Fourteen vessels were damaged – three lost, four with major damage and one with moderate damage.

Five people were injured, including one who died and one who was admitted to a hospital.

## Cairns

In June 2017 there were 22,001 recreational vessels registered in the Cairns region; one vessel for every 13 people or one vessel for every three recreational vessel licensees.

During 2017, this region received 23 marine incident reports involving 34 vessels – 29 Queensland regulated ships and five domestic commercial vessels.

The most commonly reported incidents were collisions between ships (nine), collisions with objects (three) and capsizing (three).

Thirty-five vessels were damaged including nine lost, three with major damage and six with moderate damage.

In this region one person was admitted to hospital and no fatalities were reported.

## Summary

Each of Queensland's maritime regions vary considerably in the size and composition of the vessel fleets, the population and the nature and extent of the waterways. As a result, any comparison of the safety performance of one region with another requires care to avoid misleading conclusions.

## Australian Maritime Safety Authority

On 1 July 2013 the Australian Maritime Safety Authority became the national regulator of a new national maritime system that has resulted in most registered commercial vessels operating within the Commonwealth of Australia being regulated under the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012 (Cth)*.

Maritime Safety Queensland is the delegate of the Australian Maritime Safety Authority in Queensland and has been administering the national law and its subordinate regulations, including those concerning the reporting of marine incidents.

Consequently marine incidents that involve domestic commercial vessels *are reported to Maritime Safety Queensland as the delegate of the Australian Maritime Safety Authority under the Marine Safety (Domestic Commercial Vessels) National Law Act 2012 (Cth)*.

If these incidents do not also involve a vessel which is regulated under the *Transport Operations (Marine Safety) Act 1994* – a Queensland regulated ship – then these incidents are not reportable marine incidents under the *Transport Operations (Marine Safety) Act 1994* and consequently have not been included in the body of this report.

For continuity and comparison with previous marine incident reports the details of those reported marine incidents which did not involve a vessel regulated by the *Transport Operations (Marine Safety) Act 1994* are briefly described below.

During 2017 there were an additional 345 incidents reported involving 406 domestic commercial vessels – 43 commercial fishing vessels, 78 hire and drive vessels, 136 non-passenger vessels and 149 passenger vessels.

One-hundred and forty-eight of these 406 vessels were reported damaged including nine lost, 16 with major damage and 80 with moderate damage.

The most commonly reported incidents were collisions between ships (30), collisions with objects (64), on-board incidents (48) and groundings (86).

These incidents resulted in 92 people being injured, including seven fatalities and 29 hospital admissions.

The seven people who died included a ships master, five crew members and a swimmer.

More information on these incidents can be found in the accompanying summary data tables (S41 to S43).

1. This diagram was introduced by the nurse and statistician Florence Nightingale in 1858. It has become known as *Nightingale's Rose Diagram*. The area of each circle sector  $\propto$  is equal to the value indicated.

## Summary Tables

**Table So1: Number of people by severity of injury**

People (Personal Injury)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	3	11	10	10	7	7	5	7	13	7
Hospital admissions	20	19	24	28	25	27	29	19	40	21
Other injuries	76	97	69	67	97	58	74	72	62	27
No reported injury	623	658	654	598	515	643	528	509	641	492
Total	722	785	757	703	644	735	636	607	756	547

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So2: Number of vessels by severity of injury**

Vessels (Personal Injury)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal	4	10	12	8	12	8	5	9	13	7
Hospital admission	19	21	23	23	31	32	34	21	22	23
Other injury	78	84	61	58	88	51	74	68	55	25
No reported injury	475	485	484	500	376	486	345	359	479	385
Total	576	600	580	589	507	577	458	457	569	440

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So3: Number of vessels by severity of damage**

Vessels (Damage)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Ship Lost	44	26	59	46	37	70	24	35	44	41
Major damage	65	64	45	76	53	53	66	48	52	66
Moderate damage	176	170	178	192	156	140	76	90	95	92
Minor Damage	57	72	75	52	48	97	104	99	131	95
No reported damage	234	268	223	223	211	217	188	185	247	146
Total	576	600	580	589	505	577	458	457	569	440

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So4: Number of vessels by type and jurisdiction**

Vessels (Type)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Domestic Commercial Vessels										
Commercial Fishing	6	5	5	9	5	14	8	2	5	3
Hire & Drive	9	6	17	2	6	10	3	5	9	7
Other	54	65	48	41	39	49	36	28	59	39
Total	69	76	70	52	50	73	47	35	73	49
Queensland Regulated Ships										
Houseboat	7	12	14	7	8	17	5	3	20	7
Motorboat	301	337	286	328	278	277	271	218	296	215
Paddle (row) boat	9	14	23	10	10	26	15	33	22	10
PWC	56	44	42	22	46	29	38	49	46	31
Sailboat	134	117	145	170	115	155	82	119	112	128
Total	507	524	510	537	457	504	411	422	496	391
Grand Total	576	600	580	589	507	577	458	457	569	440

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So5: Number of vessels by vessel length**

Vessels (length)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
L < 5 m	143	168	139	117	153	114	120	115	127	91
5 m ≤ L < 7.5 m	98	94	84	85	76	96	88	74	85	62
7.5 m ≤ L < 10 m	67	70	75	71	52	62	56	44	67	55
10 m ≤ L < 15 m	151	151	155	200	140	185	97	102	174	143
15 m ≤ L < 20 m	45	26	42	52	24	34	28	32	27	32
20 m ≤ L < 25 m	14	18	12	11	4	16	12	6	16	5
25 m ≤ L	13	17	8	10	11	8	8	8	9	13
Not Recorded	45	56	65	43	47	62	49	76	64	39
<b>Total</b>	<b>576</b>	<b>600</b>	<b>580</b>	<b>589</b>	<b>507</b>	<b>577</b>	<b>458</b>	<b>457</b>	<b>569</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So6: Number of incidents by severity of injury**

Incidents (Personal Injury)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal	3	8	10	8	7	7	5	7	13	6
Hospital admission	17	19	21	20	23	25	28	19	22	19
Other injury	60	69	56	52	71	45	57	55	52	17
No reported injury	339	340	344	386	278	339	242	253	322	280
<b>Total</b>	<b>419</b>	<b>436</b>	<b>431</b>	<b>466</b>	<b>379</b>	<b>416</b>	<b>332</b>	<b>334</b>	<b>409</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So7: Number of incidents by vessel jurisdiction**

Incidents (Vessel Jurisdiction)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
QRS	357	367	364	416	330	343	288	299	348	277
QRS & DCV	62	69	67	50	49	73	44	35	61	45
<b>Total</b>	<b>419</b>	<b>436</b>	<b>431</b>	<b>466</b>	<b>379</b>	<b>416</b>	<b>332</b>	<b>334</b>	<b>409</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table So8: Number of incidents by incident type**

Incidents (Type)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Collision between ships	120	109	121	102	94	128	82	92	104	90
Grounding	46	58	54	131	49	73	45	40	62	57
Collision with object	45	33	42	41	43	42	35	35	36	34
Capsizing	17	23	29	52	51	35	32	36	42	35
Swamping	33	58	42	25	34	21	19	20	21	17
Flooding	27	27	29	23	13	19	17	17	25	23
Other - Close Call	16	25	14	14	10	13	17	12	25	11
Person overboard	14	20	23	17	18	12	14	17	16	11
Fire or Explosion	18	15	13	13	13	20	12	18	12	8
Onboard incident	9	18	18	10	19	10	17	16	22	5
Water ski incident	6	9	8	7	8	9	13	7	5	2
Collision with a person	6	9	4	2	4	1	5	4	6	1
Loss of ship	1	1	4	4	3	6	4		5	7
Other incident	61	31	30	25	20	27	20	18	28	21
<b>Total</b>	<b>419</b>	<b>436</b>	<b>431</b>	<b>466</b>	<b>379</b>	<b>416</b>	<b>332</b>	<b>334</b>	<b>409</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018



**Table S09: Number of incidents by incident type: joint jurisdiction**

Incidents (Type) (DVC & QRS)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Collision between ships	40	39	50	36	32	54	24	19	27	26
Other - Close Call	11	21	10	11	7	10	12	8	15	9
Collision with object	2	3	6		4	2	2	1	4	4
Other incident	3	1		3	2	2	1	2	8	4
Swamping	3	2			2	2				
Person overboard	1	1	1		1	1	1	2	1	
Onboard incident	1	1					1		4	
Grounding	1						2	1	1	
Capsizing					1	1			1	1
Water ski incident		1				1		1		
Flooding								1		1
Fire or Explosion							1			
<b>Total</b>	<b>62</b>	<b>69</b>	<b>67</b>	<b>50</b>	<b>49</b>	<b>73</b>	<b>44</b>	<b>35</b>	<b>61</b>	<b>45</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S10: Number of incidents by location**

Incidents (Location)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Offshore	86	100	87	76	107	69	70	70	75	60
Partially smooth waters	55	61	56	52	50	74	72	67	80	76
Smooth waters	278	275	288	338	222	273	190	197	254	186
<b>Total</b>	<b>419</b>	<b>436</b>	<b>431</b>	<b>466</b>	<b>379</b>	<b>416</b>	<b>332</b>	<b>334</b>	<b>409</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S11: Number of incidents by month of year**

Incidents (Month of Year)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
January	37	43	49	64	38	116	43	39	52	29
February	55	26	40	112	28	21	20	25	34	20
March	34	49	40	33	34	29	18	22	35	62
April	25	45	42	31	59	42	38	36	33	36
May	38	35	37	24	29	25	22	27	30	20
June	25	35	29	25	33	32	19	23	33	9
July	23	35	27	37	15	21	20	19	33	20
August	40	28	35	25	21	25	28	32	35	26
September	42	37	30	33	32	26	28	27	27	31
October	26	34	26	30	25	26	31	26	24	20
November	30	35	31	26	29	27	31	29	43	24
December	44	34	45	26	36	26	34	29	30	25
<b>Total</b>	<b>419</b>	<b>436</b>	<b>431</b>	<b>466</b>	<b>379</b>	<b>416</b>	<b>332</b>	<b>334</b>	<b>409</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S12: Number of incidents by day of week**

Incidents (Day of Week)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Monday	59	46	52	54	43	51	34	46	38	70
Tuesday	56	30	36	54	40	37	27	29	43	46
Wednesday	41	46	45	121	39	42	41	41	44	28
Thursday	36	45	58	35	33	47	27	40	39	26
Friday	42	52	52	40	43	38	51	42	49	25
Saturday	87	101	85	80	89	79	83	67	94	63
Sunday	98	116	103	82	92	122	69	69	102	64
<b>Total</b>	<b>419</b>	<b>436</b>	<b>431</b>	<b>466</b>	<b>379</b>	<b>416</b>	<b>332</b>	<b>334</b>	<b>409</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S13: Number of incidents by time of day**

Incidents (Time of Day)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
6 am to 9 am	38	42	45	45	37	49	38	42	37	27
9 am to 12 pm	85	110	102	82	86	79	71	81	91	74
12 pm to 3 pm	94	102	78	91	87	88	68	62	109	82
3 pm to 6 pm	77	74	73	84	65	79	58	57	68	40
6 pm to 9 pm	39	35	42	26	33	36	25	28	38	19
9 pm to 12 am	25	24	26	16	21	19	15	12	17	13
12 am to 3 am	36	20	27	94	21	13	12	23	13	17
3 am to 6 am	18	20	36	14	17	32	23	29	19	10
Not Reported	7	9	2	14	12	21	22		17	40
Total	419	436	431	466	379	416	332	334	409	322

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S14: Number of incidents by maritime region**

Incidents (Region)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Brisbane	209	243	231	197	227	212	181	201	238	151
Pinkenba	86	96	85	81	78	106	78	108	99	63
Gold Coast	80	93	88	61	76	71	64	54	103	58
Sunshine Coast	43	54	58	55	73	35	39	39	36	30
Gladstone	87	69	81	57	75	107	60	57	64	72
Mackay	53	37	46	40	24	51	28	24	38	53
Townsville	33	45	40	126	23	11	33	24	28	23
Cairns	37	42	33	46	30	35	30	28	41	23
Total	419	436	431	466	379	416	332	334	409	322

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S15: Number of QRS by maritime region**

Vessels (Region)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Brisbane	124,484	127,880	129,839	131,223	132,764	134,524	137,937	140,225	142,954	145,437
Pinkenba	76,802	79,111	71,382	72,267	73,646	74,631	76,091	76,892	78,000	78,371
Gold Coast	30,181	30,802	40,095	40,606	40,680	41,203	42,632	43,664	44,737	46,072
Sunshine Coast	17,501	17,967	18,362	18,350	18,438	18,690	19,214	19,669	20,217	20,994
Gladstone	40,078	41,490	43,127	44,006	45,132	46,284	47,186	47,544	47,842	47,880
Mackay	17,065	17,593	17,743	18,168	18,873	19,316	19,508	19,428	19,325	19,257
Townsville	20,581	21,585	22,111	22,641	23,086	23,473	23,451	23,381	23,126	22,891
Cairns	19,450	19,602	19,994	20,286	20,608	21,046	21,388	21,737	22,031	22,001
Ex QLD	723	719	740	742	753	747	761	829	873	874
Total	222,381	228,869	233,554	237,066	241,216	245,390	250,231	253,144	256,151	258,340

Source: TRAILS, registration and licence database, as at 30 June 2017

**Table S16: Number of PWC by maritime region**

PWC (Region)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Brisbane	8922	10,611	11,695	12,450	13,357	14,370	15,784	17,016	18,458	19,926
Pinkenba	4388	5114	5324	5707	6317	6839	7450	7941	8635	9200
Gold Coast	3640	4541	5241	5559	5757	6120	6770	7383	7998	8686
Sunshine Coast	894	956	1130	1184	1283	1411	1564	1692	1825	2040
Gladstone	958	1192	1373	1456	1651	1860	1968	2008	2134	2125
Mackay	483	565	613	682	743	802	823	849	850	858
Townsville	572	695	783	826	865	889	889	886	882	896
Cairns	431	514	567	628	716	785	851	931	988	967
Ex QLD	42	55	64	67	66	68	77	105	123	130
Total	11,408	13,632	15,095	16,109	17,398	18,774	20,392	21,795	23,435	24,902

Source: TRAILS, registration and licence database, as at 30 June 2017

**Table S17: Queensland population (millions of persons) by maritime region**

Population (Region) m	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Brisbane	3.07	3.16	3.22	3.27	3.34	3.41	3.46	3.50	3.56	3.66
Pinkenba	1.95	2.01	2.04	2.08	2.12	2.16	2.25	2.28	2.31	2.37
Gold Coast	0.82	0.84	0.86	0.87	0.89	0.91	0.93	0.94	0.95	0.98
Sunshine Coast	0.30	0.31	0.31	0.32	0.32	0.33	0.28	0.29	0.29	0.31
Gladstone	0.48	0.50	0.50	0.51	0.52	0.53	0.53	0.54	0.54	0.54
Mackay	0.16	0.17	0.17	0.17	0.18	0.18	0.18	0.19	0.19	0.18
Townsville	0.24	0.25	0.25	0.25	0.26	0.26	0.27	0.27	0.27	0.26
Cairns	0.26	0.26	0.27	0.27	0.27	0.28	0.28	0.28	0.29	0.29
Total	4.22	4.33	4.40	4.48	4.57	4.66	4.72	4.78	4.84	4.93

Source: Australian Bureau of Statistics, 3235.0 Population by age and sex, Regions of Australia (compilation of selected years)

**Table S18: Maritime region: Number of people by severity of injury**

People (Personal Injury)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Fatal		2		2	2	1		7
Hospital admission	2	6	3	6	2	1	1	21
Other injury	4	6	6	4	2	3	2	27
No reported injury	114	111	36	110	60	24	37	492
Total	120	125	45	122	66	29	40	547

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S19: Maritime region: Number of vessels by severity of injury**

Ships (Personal Injury)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Fatal		2		1	2	1		6
Hospital admission	2	5	3	6	1	1	1	19
Other injury	4	5	3	2	1	1	3	19
No reported injury	88	76	34	93	55	20	30	396
Total	94	88	40	102	59	23	34	440

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S20: Maritime region: Number of vessels by severity of damage to vessel**

Ships (Damage)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Ship Lost	2	2	3	13	15	3	3	41
Major Damage	9	14	3	18	16	4	2	66
Moderate Damage	27	23	9	19	9	1	4	92
Minor Damage	22	24	7	13	9	6	14	95
No Damage	34	25	18	39	10	9	11	146
Total	94	88	40	102	59	23	34	440

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S21: Maritime region: Number of vessels by incident type**

Ships (Incident type)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Capsizing	6	13	7	5	3		3	37
Collision between ships	46	52	13	40	10	4	19	184
Collision with a person			1					1
Collision with object	13	4	3	10	2	3	3	38
Fire or Explosion	2	2		2	1		1	8
Flooding	1	2	4	11	2	2	1	23
Grounding	7	2	1	8	33	7		58
Loss of ship				2	4		1	7
On-board incident	2		3					5
Other - Close Call	6	2	2	8		2	2	22
Other incident	8	3	4	10	1		1	27
Person overboard		4		3	1	1	2	11
Swamping	3	3	2	3	2	3	1	17
Water ski incident		1				1		2
<b>Total</b>	<b>94</b>	<b>88</b>	<b>40</b>	<b>102</b>	<b>59</b>	<b>23</b>	<b>34</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S22: Personal injury: Number incidents by month**

Incidents (Month)	Fatal	Hospital admission	Other injury	No reported injury	Total
January	1	3	2	23	29
February		3		17	20
March		2		60	62
April	1	2	3	30	36
May	1	1		18	20
June		1	2	6	9
July		1	1	18	20
August		1	2	23	26
September	1	1	1	28	31
October	1	1	2	16	20
November		2	2	20	24
December	1	1	2	21	25
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S23: Personal injury: Number incidents by day of week**

Incidents (Day of Week)	Fatal	Hospital admission	Other injury	No reported injury	Total
Monday	3		2	65	70
Tuesday		2	1	43	46
Wednesday		2	1	25	28
Thursday	1	2	3	20	26
Friday		2		23	25
Saturday	1	3	5	54	63
Sunday	1	8	5	50	64
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S24: Personal injury: Number incidents by time of day**

Incidents (Time of Day)	Fatal	Hospital admission	Other injury	No reported injury	Total
6 am to 9 am	1	1	5	20	27
9 am to 12 pm	1	3	3	67	74
12 pm to 3 pm	1	9	3	69	82
3 pm to 6 pm	3	2	3	32	40
6 pm to 9 pm		1		18	19
9 pm to 12 am		2	1	10	13
12 am to 3 am			1	16	17
3 am to 6 am			1	9	10
Not Recorded		1		39	40
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S25: Personal injury: Number incidents by weather conditions**

Incidents (Weather)	Fatal	Hospital admission	Other injury	No reported injury	Total
Clear	5	15	185	11	216
Cloudy		3	29	2	34
Hazy			5	1	6
Rain		1	37	2	40
Other	1		24	1	26
<b>Total</b>	<b>6</b>	<b>19</b>	<b>280</b>	<b>17</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S26: Personal injury: Number incidents by visibility**

Incidents (Visibility)	Fatal	Hospital admission	Other injury	No reported injury	Total
Not Reported	1			34	35
Fair		2	2	28	32
Good	5	15	14	176	210
Poor		2	1	42	45
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S27: Personal injury: Number incidents by location**

Incidents (Location)	Fatal	Hospital admission	Other injury	No reported injury	Total
Offshore	1	6	5	48	60
Partially smooth waters	1	3	6	66	76
Smooth waters	4	10	6	166	186
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S28: Personal injury: Number incidents by wind conditions**

Incidents (Winds)	Fatal	Hospital admission	Other injury	No reported injury	Total
Gale (force 8 and above / more than 33 knots)				38	38
Strong (force 5-7 / 17-33 knots)	1	2	2	49	54
Moderate (force 3-4 / 8-16 knots)	3	5	6	88	102
Light (up to force 2 / 1-7 knots)	1	10	7	75	93
None	0	1	2	16	19
Not Reported	1	1	0	14	16
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S29: Personal injury: Number incidents by incident type**

Incidents (Incident type)	Fatal	Hospital admission	Other injury	No reported injury	Total
Collision between ships	1	4	6	79	90
Grounding		1		56	57
Capsizing	1	1	4	29	35
Collision with object				34	34
Other incident		3	1	17	21
Flooding		1		22	23
Other - Close Call				11	11
On-board incident		2	2	1	5
Swamping			1	16	17
Person overboard	3	4	2	2	11
Fire or Explosion		2		6	8
Collision with a person		1			1
Loss of ship				7	7
Water ski incident	1		1		2
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S30: Personal injury: Number incidents by jurisdiction**

Incidents (Jurisdiction)	Fatal	Hospital admission	Other injury	No reported injury	Total
QRS & DVC			4	41	45
QRS	6	19	13	239	277
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>280</b>	<b>322</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S31: Material damage: Number of ships by type and jurisdiction**

Ships (Type)	Ship Lost	Major Damage	Moderate Damage	Minor Damage	No Damage	Total
<b>Domestic Commercial Vessels</b>						
Fishing					3	3
Hire & Drive (House)			1	1	1	3
Hire & Drive (Motorboat)			2		2	4
Hire & Drive (Sail)			1	1	16	18
Non-Passenger		1	4	3	13	21
<b>Total</b>		<b>1</b>	<b>8</b>	<b>5</b>	<b>35</b>	<b>49</b>
<b>Queensland Regulated Ships</b>						
Houseboat		3	2	1	1	7
Motorboat	27	36	41	46	64	214
Paddle boat	2		1	2	5	10
PWC	1	5	5	5	15	31
Sailboat	11	21	35	36	26	129
<b>Total</b>	<b>41</b>	<b>65</b>	<b>84</b>	<b>90</b>	<b>111</b>	<b>391</b>
<b>Grand Total</b>	<b>41</b>	<b>66</b>	<b>92</b>	<b>95</b>	<b>146</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S32: Material damage: Number of ships by incident type and jurisdiction**

Ships ( Incident Type)	Ship Lost	Major Damage	Moderate Damage	Minor Damage	No Damage	Total
<b>Domestic Commercial Vessels</b>						
Capsizing					1	1
Collision between ships		1	8	4	17	30
Collision with object					4	4
Flooding					1	1
Other incident				1	3	4
Other - Close Call					9	9
<b>Total</b>		<b>1</b>	<b>8</b>	<b>5</b>	<b>35</b>	<b>49</b>
<b>Queensland Regulated Ships</b>						
Capsizing	6	7	5	8	10	36
Collision between ships		17	41	54	42	154
Collision with a person					1	1
Collision with object	3	6	13	11	1	34
Fire or Explosion	2	3	3			8
Flooding	11	6	3		2	22
Grounding	6	18	9	11	14	58
Loss of ship	7					7
On-board incident					5	5
Other - Close Call					13	13
Other incident	1	4	6	3	9	23
Person overboard	1			1	9	11
Swamping	4	4	4	2	3	17
Water ski incident					2	2
<b>Total</b>	<b>41</b>	<b>65</b>	<b>84</b>	<b>90</b>	<b>111</b>	<b>391</b>
<b>Grand Total</b>	<b>41</b>	<b>66</b>	<b>92</b>	<b>95</b>	<b>146</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S33: Personal injury: Number of ships by severity of damage**

Ships (Damage)	Fatal	Hospital admission	Other injury	No report injury	Total
Ship Lost	1	1	3	36	41
Major Damage	1	4	2	59	66
Moderate Damage		4	2	86	92
Minor Damage		1	3	91	95
No Damage	4	9	9	124	146
<b>Total</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>396</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S34: Personal injury: Number of ships by type and jurisdiction**

Ships (Type)	Fatal	Hospital admission	Other injury	No report injury	Total
<b>Domestic Commercial Vessels</b>					
Fishing				3	3
Hire & Drive (House)				3	3
Hire & Drive (Motorboat)				4	4
Non-Passenger				18	18
Passenger			2	19	21
<b>Total</b>			<b>2</b>	<b>47</b>	<b>49</b>
<b>Queensland Regulated Ships</b>					
Houseboat				7	7
Motorboat	4	12	14	184	214
Paddle boat			1	9	10
PWC	1	3	1	26	31
Sailboat	1	4	1	123	129
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>349</b>	<b>391</b>
<b>Grand Total</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>396</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S35: Personal injury: Number of ships by incident type and jurisdiction**

Ships ( Incident Type)	Fatal	Hospital admission	Other injury	No report injury	Total
<b>Domestic Commercial Vessels</b>					
Capsizing				1	1
Collision between ships			2	28	30
Collision with object				4	4
Flooding				1	1
Other - Close Call				9	9
Other incident				4	4
<b>Total</b>			<b>2</b>	<b>47</b>	<b>49</b>
<b>Queensland Regulated Ships</b>					
Capsizing	1	1	4	30	36
Collision between ships	1	4	5	144	154
Collision with a person		1			1
Collision with object				34	34
Fire or Explosion		2		6	8
Flooding		1		21	22
Grounding		1		57	58
Loss of ship				7	7
On-board incident		2	3		5
Other - Close Call				13	13
Other incident		3	1	19	23
Person overboard	3	4	2	2	11
Swamping			1	16	17
Water ski incident	1		1		2
<b>Total</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>349</b>	<b>391</b>
<b>Grand Total</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>396</b>	<b>440</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018



**Table S36: Vessel Type: Number of domestic commercial vessels by incident type**

Domestic Commercial Vessels	Fishing	Passenger	Non-Passenger	Hire & Drive (Motorboat)	Hire & Drive (PWC)	Unknown	Total
Capsizing			1				1
Collision between ships	1	15	7	3	4		30
Collision with object			4				4
Grounding			1				1
Other - Close Call	1	5	3				9
Other incident	1	1	2				4
Total	3	21	18	3	4	0	49

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S37: Vessel Type: Number of Queensland regulated ships by incident type**

Queensland Regulated Ships	Houseboat	Motorboat	Paddle boat	PWC	Sailboat	Total
Capsizing	1	28		1	6	36
Collision between ships	3	83	3	15	50	154
Collision with a person		1				1
Collision with object		16	3	1	14	34
Fire or Explosion		5			3	8
Flooding	2	15	1		4	22
Grounding	1	19		1	37	58
Loss of ship		4			3	7
On-board incident		4		1		5
Other - Close Call		7	2	2	2	13
Other incident		10		7	6	23
Person overboard		8		1	2	11
Swamping		13	1	1	2	17
Water ski incident		1		1		2
Total	7	214	10	31	129	391

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S38: Ship length: Number of ships by type and jurisdiction**

Ship (Type and Length)	L < 5 m	5 m =< L < 7.5 m	7.5 m =< L < 10 m	10 m =< L < 15 m	L > 15	Not Recorded	Total
<b>Domestic Commercial Vessels</b>							
Fishing					3		3
Hire & Drive (House)				2	0	1	3
Hire & Drive (Motorboat)		1		3	0		4
Non-Passenger	2	2	5	4	4	1	18
Passenger			1	5	15		21
Total	2	3	6	14	22	2	49
<b>Queensland Regulated Ships</b>							
Houseboat				7	0		7
Motorboat	60	49	23	51	15	16	214
Paddle boat	1	2	2	3	0	2	10
PWC	26				0	5	31
Sailboat	2	8	24	68	13	14	129
Total	89	59	49	129	28	37	391
Grand Total	91	62	55	143	50	39	440

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S39: Personal injury: Number of people by role**

People (Role)	Fatal	Hospital admission	Other injury	Total
Master	3	9	16	28
Crew	1	2		3
Passenger	2	8	9	19
Water skier	1	1	2	4
Swimmer		1		1
Total	7	21	27	55

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S40: Personal injury: Number of people by incident type**

People (Incident Type)	Fatal	Hospital admission	Other injury	Total
Capsizing	1	1	6	8
Collision between ships	1	5	10	16
Collision with a person		1		1
Fire or Explosion		2		2
Flooding		1	1	2
Grounding		2		2
On-board incident		2	3	5
Other incident		3	1	4
Person overboard	4	4	3	11
Swamping			1	1
Water ski incident	1		2	3
Total	7	21	27	55

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S41: Material damage: Number of vessels by vessel type (DCV only)**

Vessels (Type)	Ship Lost	Major Damage	Moderate Damage	Minor Damage	No Damage	Total
Fishing	4	4	13	6	16	43
Hire & Drive (Houseboat)			1	1	3	5
Hire & Drive (Motorboat)		1	1	1	6	9
Hire & Drive (Paddle Boat)			1		1	2
Hire & Drive (PWC)			3	1	9	13
Hire & Drive (Sail)	2	4	16	8	19	49
Non-Passenger	1	5	20	8	98	132
Non-Passenger (PWC)				1	3	4
Passenger	2	2	25	17	103	149
Total	9	16	80	43	258	406

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S42: Personal injury: Number of incidents by incident type (DCV only)**

Incidents (incident type)	Fatal	Hospital admission	Other injury	No reported injury	Total
Capsizing	1	1		5	7
Collision between ships		2	1	27	30
Collision with a person		1	1	1	3
Collision with object		1	4	59	64
Fire or Explosion				6	6
Flooding				9	9
Grounding			2	84	86
Loss of ship				2	2
On-board incident		14	32	2	48
Other - Close Call				10	10
Other incident	1	8	6	45	60
Person overboard		1	8	6	15
Swamping			1	3	4
Water ski incident				1	1
Total	2	28	55	260	345

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S43: Personal injury: Number of people by role (DCV only)**

People (Role)	Fatality	Hospital admission	Other injury	No reported injury	Total
Master/Helm	1	3	7	344	355
Pilot	0	0	1	0	1
Crew	5	11	18	15	49
Passenger	0	9	29	4	42
Jet skier	0	0	1	2	3
Diver	0	4	0	0	4
Swimmer	1	1	0	0	2
Owner				208	208
Other	0	1	0	19	20
Total	7	29	56	592	684

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S44: Collisions between ships: Material damage: Number of ships by type and severity of damage**

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
<b>Commercial/Recreational</b>											
Ship Lost			0/1			0/1		0/1			0/3
Major Damage	0/2	0/3	1/0	0/2	3/2	2/1	1/0	0/2	1/1	1/4	9/17
Moderate Damage	7/21	6/18	8/20	10/14	8/14	6/11	4/8	5/4	6/3	8/8	68/121
Minor Damage	4/4	12/7	13/12	5/5	3/8	10/16	5/9	4/7	8/10	3/8	67/86
No Damage	31/15	22/13	22/14	13/9	19/11	23/13	12/10	9/5	10/11	14/4	175/105
<b>Total</b>	<b>42/42</b>	<b>40/41</b>	<b>44/47</b>	<b>28/30</b>	<b>33/35</b>	<b>41/42</b>	<b>22/27</b>	<b>18/19</b>	<b>25/25</b>	<b>26/24</b>	<b>319/332</b>
<b>Recreational only</b>											
Ship Lost			1	1	1	4					7
Major Damage	12	9	10	12	11	10	10	10	13	12	109
Moderate Damage	67	60	67	61	55	65	25	36	29	30	495
Minor Damage	22	34	26	16	15	36	43	49	68	42	351
No Damage	45	39	42	52	38	60	34	48	42	34	434
<b>Total</b>	<b>146</b>	<b>142</b>	<b>146</b>	<b>142</b>	<b>120</b>	<b>175</b>	<b>112</b>	<b>143</b>	<b>152</b>	<b>118</b>	<b>1396</b>
<b>Total</b>	<b>230</b>	<b>223</b>	<b>237</b>	<b>200</b>	<b>188</b>	<b>258</b>	<b>161</b>	<b>180</b>	<b>202</b>	<b>168</b>	<b>2047</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S45: Collisions between ships: Personal injury: Number of fatalities by crewing and vessel types**

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
<b>Masters Only</b>											
Commercial/Recreational	1										1
Recreational only			1			1			1	1	4
<b>Owners and Masters</b>											
Commercial/Recreational		1									1
Recreational only			1		1						2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>		<b>1</b>	<b>1</b>			<b>1</b>	<b>1</b>	<b>8</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

**Table S46: Collisions between ships: Personal injury: Number of hospital admissions by crewing and vessel types**

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
<b>Masters Only</b>											
Commercial/Recreational	1			1	2	1	1		2		8
Recreational only	2	1	1	1	6	1	1	2	3	4	22
<b>Owners and Masters</b>											
Commercial/Recreational			1			1					2
Recreational only						1	1			1	3
<b>Total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>35</b>

Source: CASEMAN, marine incident case management database, as at 28/03/2018

## Disclaimer

The data sources used in the compilation of this report are subject to an ongoing process of data validation and consequently the numbers and calculations presented are subject to revision.

© The State of Queensland (Department of Transport and Main Roads) 2018



<http://creativecommons.org/licences/by/2.5/au>

This work is licensed under a Creative Commons Attribution 2.5 Australia Licence.

To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2018, *Marine incidents in Queensland, 2017*

ISSN 1448-160x