

①



Not Relevant

Released under RTI-DTMR

DOCUMENT CONTENTS



2020-06-12 18-11.pdf

Hi,

Please find attached a completed Marine Incident Report form dated 12 June 2020 in relation to an incident that occurred today.

If you need anything further, please do not hesitate to contact me.

Regards,

Not Relevant

(Owner)



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 Time Body of water/Landmark

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 ship¹

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

¹ '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 injury² Number of persons Ship lost³ Damage to property only⁴ Ship damaged No damage

² Requiring admission to hospital ³ Economic write-off or not recovered ⁴ 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 Note: if more than two ships were involved attach details on a separate page.

Own ship	Other ship
Name of ship <input type="text"/>	Name of ship <input type="text"/>
Official registration number <input type="text"/> Registering authority <input type="text"/>	Official registration number <input type="text"/> Registering authority <input type="text"/>
Length (metres) <input type="text" value="3"/> Beam (metres) <input type="text" value="1 m"/> Year built <input type="text" value="2019"/>	Length (metres) <input type="text"/> Beam (metres) <input type="text"/> Year built <input type="text"/>
Number of passengers on board <input type="text" value="2"/> Number of crew on board <input type="text"/>	Number of passengers on board <input type="text"/> Number of crew on board <input type="text"/>
Registration type <input type="checkbox"/> Commercial passenger <input type="checkbox"/> Commercial fishing <input type="checkbox"/> Commercial non-passenger <input type="checkbox"/> Commercial hire and drive <input checked="" type="checkbox"/> Queensland Regulated ship	Registration type <input type="checkbox"/> Commercial passenger <input type="checkbox"/> Commercial fishing <input type="checkbox"/> Commercial non-passenger <input type="checkbox"/> Commercial hire and drive <input type="checkbox"/> 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.

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) _____
JETSKI

Number of engines Total engine power
 _____ 180 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

 Not Relevant

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

 Not Relevant

Address

 Not Relevant

Email address

 Not Relevant

Master's details
 Master's name

 Not Relevant

Gender Date of birth
 Male Female _____
 Not Relevant

Licence type and grade (for example, Master 5)
 PWCL

Licence number Issuing authority

 Not Relevant QLD TRANSPORT

Issue date Expiry date (if applicable)
 09/03/20 _____
 08/03/23

Telephone (business hours) Telephone (after hours)

 Not Relevant

Address

 Not Relevant

Email address

 Not Relevant

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 _____ / ____ / ____

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

 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 _____ Date of birth / /
 Address

 Telephone _____ Which ship was this person associated with?

Injury status
 Fatality Missing person Serious injury ⁵ Minor injury
⁵ A serious injury is defined as one where the injured person was admitted to hospital.
 Nature of Injury _____ Name of hospital GCUH
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

 Gender Male Female Date of birth / /
 Address

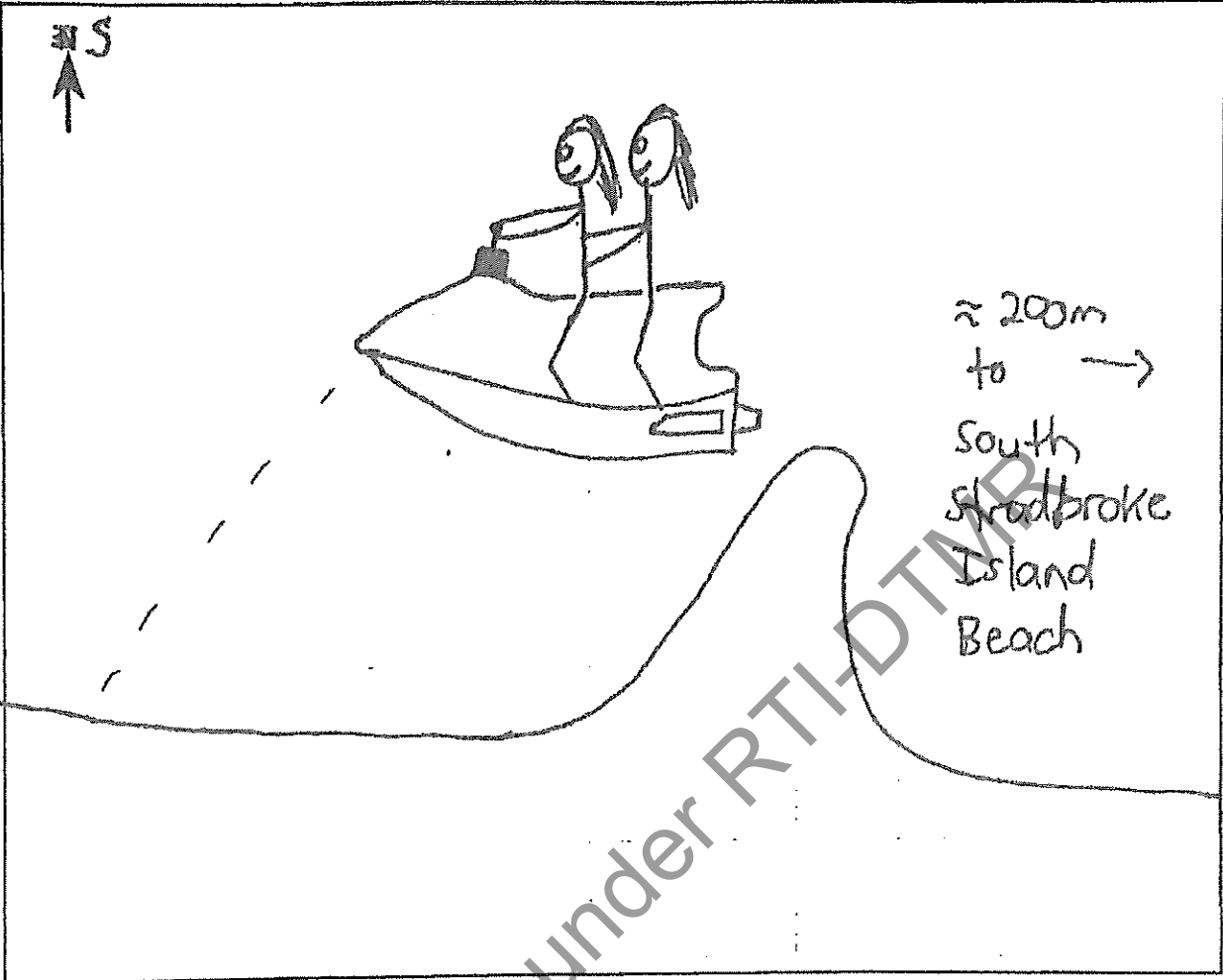
 Telephone _____ Which ship was this person associated with?

Injury status
 Fatality Missing person Serious injury ⁵ Minor injury
 Nature of Injury _____ Name of hospital _____
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

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).



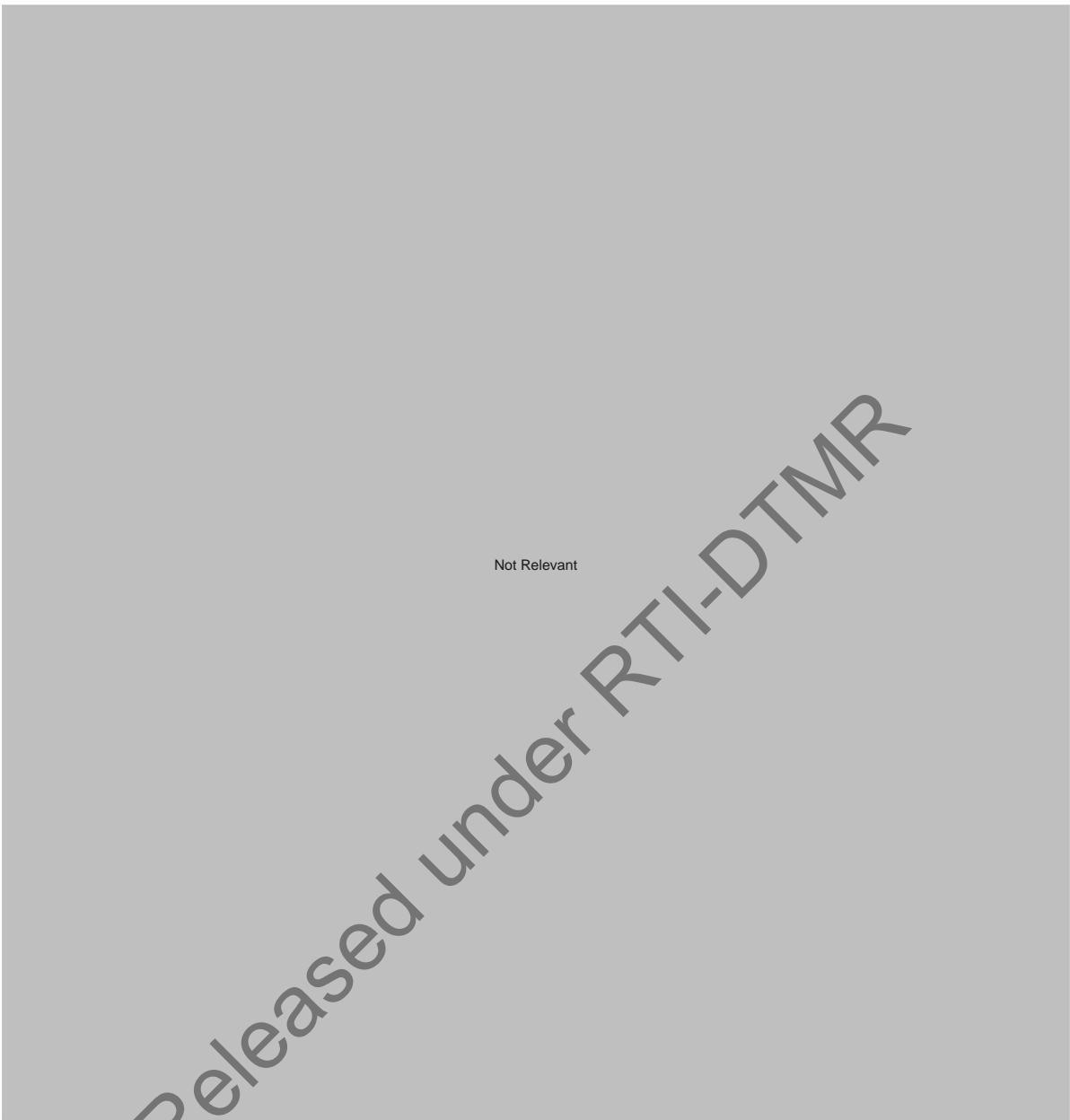
Owner's/Master's report

WE WERE OUT WAVEJUMPING ON OUR JETSKI.
I SAW A WAVE COMING AT US & THOUGHT WE NEEDED TO GET OVER IT BEFORE IT BROKE ON US.
THE WAVE LAUNCHED US HIGHER THAN EXPECTED AND WE THEN LANDED HARD ON THE SURFACE OF THE WATER.
THE IMPACT CAUSED SIGNIFICANT INJURIES TO THE PASSENGER & MINOR INJURIES TO THE MASTER BEFORE BOTH WERE THROWN OFF THE SKI INTO THE WATER.

Assistance rendered/received at incident **ASSISTANCE PROVIDED BY** Not Relevant
 Not Relevant **& FRIEND ON ANOTHER JETSKI, & THEN MARINE RESCUE AND AMBULANCE OFFICERS.**

Name, status and phone number of person who assisted in completion of form (if applicable) Not Relevant **, OWNER** Not Relevant

Signature (Owner/Master) Not Relevant **Date 12/06/20**



Not Relevant

Released under RTI-DTMR

DOCUMENT CONTENTS



2020-06-13 09-38.pdf

Hi,

Please find **attached** an amended Marine Incident Report dated 12 June 2020 which was signed last night containing an addendum with further details of the circumstances leading up to the accident.

Regards,

Not Relevant

(Owner)

From: [Redacted] Not Relevant
Sent: Friday, June 12, 2020 6:22 PM
To: 'goldcoast.maritime@msq.qld.gov.au' <goldcoast.maritime@msq.qld.gov.au>
Subject: Marine Incident Report -

Hi,

Please find **attached** a completed Marine Incident Report form dated 12 June 2020 in relation to an incident that occurred today.

If you need anything further, please do not hesitate to contact me.

Regards,
[Redacted] (Owner)

Not Relevant

Released under RTI-DTMR



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...

Incident description

Position of Incident
Date: 12/06/20, Time: 10:30 am, Body of water/Landmark: TOS, SOUTH STRABROKE ISLAND

Location
Offshore (checked), Inland waters (non-tidal), Smooth waters, Partially smooth waters

Type of Incident
Collisions, Grounding, Onboard incident, Other incident (checked: other incident caused by the operation of the ship)

Incident Severity Rating
Serious injury (checked), Ship lost, Ship damaged, Damage to property only, No damage

Environmental conditions
Weather: Clear (checked), Visibility: Good (checked), Water conditions: Calm (checked), Wind speed: Light (1-6kts) (checked)

Ships involved

Number of ships involved: 1. Note: if more than two ships were involved attach details on a separate page.

Own ship and Other ship details including Name, Registration number, Length, Beam, Year built, Passengers, Crew, and Registration type.

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: 20/01234, Case number: MSC1524-2020, Received by: Not Relevant, Received on: 15/6/2020

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) _____

JETSKI

Number of engines **Total engine power**

1 180 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
Not Relevant

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) **Telephone (after hours)**
Not Relevant _____

Address
Not Relevant

Email address
Not Relevant

Master's details

Master's name
Not Relevant

Gender **Date of birth**
 Male Female Not Relevant _____ / ____ / ____

Licence type and grade (for example, Master 5)
PWCL

Licence number **Issuing authority**
Not Relevant QLD TRANSPORT

Issue date **Expiry date (if applicable)**
09/10/20 08/03/23

Telephone (business hours) **Telephone (after hours)**
Not Relevant _____

Address
Not Relevant

Email address
Not Relevant

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 _____ / ____ / ____

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

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

Date of birth

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

⁵ 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) Surfboard/surf-ski rider
 Person at helm Swimmer
 Crew Para-flier
 Passenger on vessel Diver
 Water-skier Other

Deceased or injured person

Name

Gender

Date of birth

Address

Telephone

Which ship was this person associated with?

Injury status

Fatality Missing person Serious injury ⁵ Minor injury

Nature of injury

Name of hospital

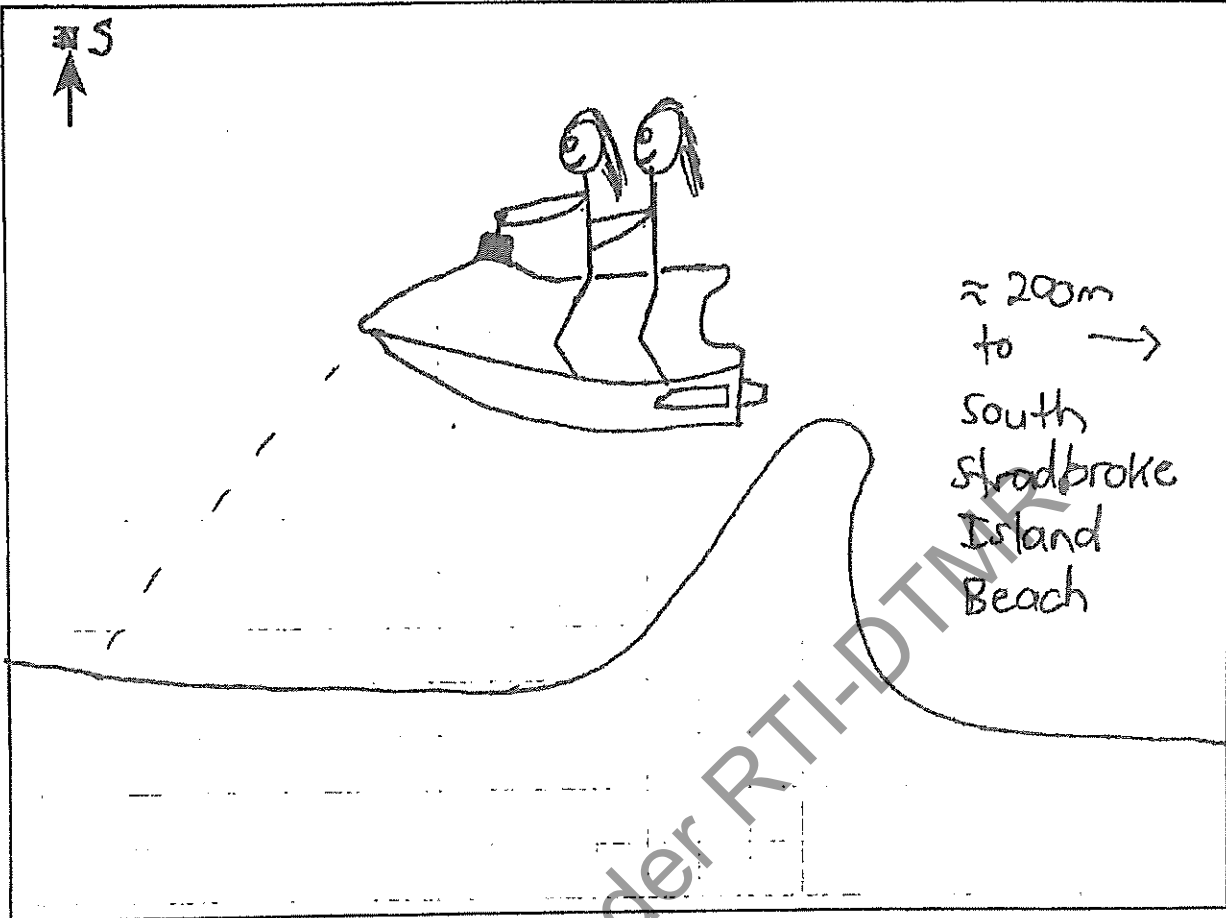
Activity of injured or deceased person

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

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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 * PLEASE SEE ADDENDUM ATTACHED
WE WERE OUT WAVE JUMPING ON OUR JETSKI.
I SAW A WAVE COMING AT US & I THOUGHT
WE NEEDED TO GET OVER IT BEFORE IT BROKE
ON US.
THE WAVE LAUNCHED US HIGHER THAN EXPECTED
AND WE THEN LANDED HARD ON THE
SURFACE OF THE WATER.
THE IMPACT CAUSED SIGNIFICANT INJURIES TO THE
PASSENGER & MINOR INJURIES TO THE MASTER
BEFORE BOTH WERE THROWN OFF THE SKI INTO
THE WATER.

Assistance rendered/received at incident ASSISTANCE PROVIDED BY [Not Relevant]
[Not Relevant] & FRIEND ON ANOTHER JETSKI, & THEN
MARINE RESCUE AND AMBULANCE OFFICERS.

Name, status and phone number of person who assisted in completion of form (if applicable) [Not Relevant]

Signature (Owner/Master) [Not Relevant] Date 12, 06 20

Owner/Master name (please print) [Not Relevant]

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).

N
↑

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Owner's/Master's report AT THE TIME THE ACCIDENT OCCURRED WE WERE TRYING TO REMOVE OURSELVES FROM THE AREA AS THE WAVES WERE BIGGER THAN EXPECTED. I WAS THEREFORE TRYING TO HEAD AWAY FROM THE SHORE, TO TRY & GET OUT WHERE THE WAVES WERE NOT BREAKING.
WE HAD ONLY JUST ARRIVED & I WAS UNAWARE THAT THE WAVES WERE BREAKING A LOT FURTHER OUT THAT DAY THAN NORMAL. AS A RESULT, I DID NOT EXPECT THE WAVE IN FRONT OF US TO BREAK.
I HAD NO INTENTION OF JUMPING THAT WAVE. I WAS SIMPLY GOING TO RIDE OVER THE TOP OF IT.
WHEN THE WAVE STARTED TO BREAK, HOWEVER, I WAS FORCED TO ACCELERATE TO TRY & AVOID THE WAVE BREAKING ON TOP OF US, WHICH LAUNCHED US INTO THE AIR.

Assistance rendered/received at incident _____ AIR.

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

Signature (Owner/Master)

Not Relevant

VESSAL
OWNER/MASTER



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

Customer Not Relevant Not Relevant

Address Not Relevant

Postal Not Relevant

Ind Birth Date Not Relevant

Org ACTIVE

ONLI
15/06/2020
DYBENSO P1

HIN USYAMA3943K819 Engine G6HM1061061
Description 3.51M YAMAHA FXHO PERS W/CRAFT(JETSKI) FIBREGLASS (GPR)

Ind Birth Date

Org

ACTIVE

Registration Period of Registration

Current Future

CURRENT Current Effective 15/10/2019

Plate Expiry 14/10/2020

Category REC SPEED BOAT Status CURRENT

Pay Mode STANDARD Concession

Pay Term (months) 12

Purpose of Use PRIVATE

Ship Storage

Method ON REGISTERED TRAILER

Place AT OR NEAR PRIV RESIDENCE

Postcode 4211

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

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

[Cancel registration](#)

SCANNED TO DMS

Item ID: P15518

File ID: 9380/01934

Date: 15/6/20

3

VESSEL



Transport and Main Roads

Transport integrated customer access

Display Recreational Ship Marine Engine Links About

TCA000111I: DISPLAY SUCCESSFUL

Recreational Ship

Hub

HIN [v] USYAMA3943K819

Plate

Make and Model 3.51M YAMAHA FXHO PERS W/CRAFT(JETSKI) FIBREGLASS (GPR)

ACTIVE

Display

ONLI

15/06/2020

DYBENSO P1

Name

Primary Colour GREY

Secondary Colour

Compliance Type COMPL PLATE EXISTS

Compliance Year 2019

Previous Plate

Previous State

Dimensions

Length (m) 3.51

Beam (m) 1.20

Draught (m) .40

Height (m) 1.20

Clear

Exit

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

Vehicle registration hub

Marine Engines

Driver licence hub

Payment

	Engine Number	Make	Model	Engine Type
Primary	G6HM1061061	YAMAHA	241HP/180KW	MARINE INBOARD

[Edit existing recreational ship](#)

OWNER INFORMATION



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 Ind Birth Date
 Org **ACTIVE**
 Address
 Postal

ONLI
15/06/2020
DYBENSO P1

Status **CURRENT**
 Licence Number Current Type Effective Date 11/02/2020 Expiry Date 19/03/2025
 Datacard Future Type Effective Date Expiry Date

Driver Licence Classes

Class	Type
C	

Marine Licences

Class	Status
PWCL	CURRENT
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 Information



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 Ind Org Birth Date

Address

Postal

ACTIVE

ONLY
15/06/2020
DYBENSO P1

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country

Contact Details

Phone

Qualifications

Type	Reference	Effective

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

- [Add new individual](#)
- [Update address](#)
- [Update individual details](#)
- [eContact details](#)

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Owner/Driver



Transport and Main Roads

Transport integrated customer access

Display Marine Licence Smartcard Additional Requirements Compare Facial Image... Links About

TCA0001111: DISPLAY SUCCESSFUL

Marine Licence Hub

Customer:

Address:

Postal:

Ind Org

Birth Date:

ACTIVE

ONLI
15/06/2020
DYBENSO P1

Class	Description	Status	Issue Date
PWCL	PERSONAL WATERCRAFT LICENCE	CURRENT	14/09/2007
RMDL	RECREATIONAL MARINE DRIVER LICENCE	CURRENT	14/09/2007

[Vehicle registration hub](#)

[Issue marine licence](#)

[Driver licence hub](#)

[Payment](#)

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Customer Online Account Management *Transport and Main Roads*



OWNER/OWNER

View eContact details

Email address


Not Relevant

Mobile or SMS number

Not Relevant

ECR

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Customer

CRN

Not Relevant

Given names

Not Relevant

Family name

Not Relevant

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Queensland Government

MASTER



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: [v] Not Relevant Not Relevant Ind Birth Date Not Relevant
 Address Not Relevant Org
 Postal Not Relevant ACTIVE
 Display

ONLI
15/06/2020
DYBENSO P1

Status CURRENT
 Licence Number Not Relevant Current Type L Effective Date 09/03/2020 Expiry Date 08/03/2023
 Datacard Future Type Effective Date Expiry Date

Clear
Exit

Driver Licence Classes

Class	Type
C	

Marine Licences

Class	Status
PWCL	CURRENT
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

MASTER



Transport and Main Roads

Transport integrated customer access

Display Individual Smartcard Products Additional Requirements Online Account Management Links About

TCA000111I: DISPLAY SUCCESSFUL

Individual Customer

Hub

Customer [v] Not Relevant Not Relevant Ind Birth Date Not Relevant
 Address Not Relevant Org ACTIVE
 Postal Display

ONLI
15/06/2020
DYBENSO P1

Clear
Exit

Customer Details

Height (Cm) Not Relevant
Gender Not Relevant

Contact Details

Phone Not Relevant

Qualifications

Type	Reference	Effective

Eye Colour
Hair Colour
Complexion
Birth Town/City
Birth State Not Relevant
Birth Country
Deceased Date
Notified Date

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Add new individual](#) [Update address](#)
[Update individual details](#) [eContact details](#)

WANNING MASTER



Transport and Main Roads

Transport integrated customer access

Display Marine Licence ▾ Smartcard ▾ Additional Requirements ▾ Compare Facial Image... Links ▾ About

TCA000111I: DISPLAY SUCCESSFUL

Marine Licence Hub

Customer ▾

Not Relevant

Not Relevant

Ind

Birth Date

Not Relevant

Address

Not Relevant

Org

ACTIVE

Postal

Display

ONLI

15/06/2020

DYBENSO P1

Clear

Exit

Class	Description	Status	Issue Date
PWCL	PERSONAL WATERCRAFT LICENCE	CURRENT	16/03/2020
RMDL	RECREATIONAL MARINE DRIVER LICENCE	CURRENT	16/03/2020

Details...

[Vehicle registration hub](#)

[Issue marine licence](#)

[Driver licence hub](#)

[Payment](#)

Released under RTI-DTMR

Customer Online Account Management Transport and Main Roads



View eContact details

Email address

Not Relevant

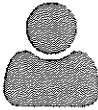
Mobile or SMS number

Not Relevant

OWNER MASTER



Released under RTI-DTMR



Customer

CRN

Not Relevant

Given names

Not Relevant

Family name

Not Relevant

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Queensland Government

INURGED



Transport and Main Roads

Transport integrated customer access

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

TCA000111I: DISPLAY SUCCESSFUL

Driver Licence Hub

Customer

Address
Postal

Ind Birth Date
Org

ACTIVE

Display

ONLI
15/06/2020
DYBENSO P1

Status CURRENT

Licence Number

Current Type L

Effective Date 07/03/2020

Expiry Date 06/03/2023

Datacard

Future Type

Effective Date

Expiry Date

Clear

Exit

Driver Licence Classes

Class	Type
C	

Marine Licences

Class	Status

Conditions

Code	Description

Vehicle registration hub

Renew driver licence

Driver licence hub

Issue driver licence

Payment

Transfer driver licence

Upgrade driver licence


Sanctions

Type	Effective Date	Expiry Date

Exemptions

Type	Effective Date	Expiry Date

WARR


Queensland Government
Transport and Main Roads

Transport integrated customer access

[Display](#)
[Individual](#)
[Smartcard](#)
[Products](#)
[Additional Requirements](#)
[Online Account Management](#)
[Links](#)
[About](#)

TCA000111I: DISPLAY SUCCESSFUL

Individual Customer

Hub

Customer | v |

Address

Postal

Ind

Org

Birth Date

ACTIVE

Display.....

ONLI

15/06/2020

DYBENSO P1

Customer Details

Height (Cm)

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State QUEENSLAND

Birth Country AUSTRALIA

Deceased Date

Notified Date

Contact Details

Phone

Qualifications

Type	Reference	Effective

Clear.....

Exit.....

Y Dz

[Vehicle registration hub](#)

[Driver licence hub](#)

[Payment](#)

[Add new individual](#)

[Update address](#)

[Update individual details](#)

[eContact details](#)

Customer Online Account Management *Transport and Main Roads*




View eContact details

Email address

Mobile or SMS number

ISSUED





Customer
CRN

Released under RTI-DTMR

© The State of Queensland (Department of Transport and Main Roads) 2010-2017

Queensland Government

Our ref 230/01234
Your ref MSQ24460-2020
Enquiries Greg Turner

SCANNED TO DMS
Item ID: P03511
File ID: 230/01234
Date: 15/6/2020



Department of
Transport and Main Roads

15 June 2020

Not Relevant

Dear Not Relevant

Marine Incident Report

I acknowledge receipt of a marine incident report submitted by Not Relevant regarding a marine incident involving the vessel with registration number Not Relevant which occurred on 12 June 2020.

Maritime Safety Queensland's official marine incident report number is MSQ24460-2020.

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,

Not Relevant

/Dana Benson

Business Support Officer – Maritime Operations (Gold Coast Office)

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

Telephone +61 7 5585 1810
Facsimile +61 7 5585 1818
Website www.msq.qld.gov.au
Email msq.goldcoast.reception@msq.qld.gov.au
ABN 39 407 690 291

5

Our ref 230/01234
Your ref MSQ24460-2020
Enquiries Greg Turner

SCANNED TO DMS
Item ID: 235572
File ID: 230/01234
Date: 15/6/2020



Department of
Transport and Main Roads

15 June 2020

Not Relevant

Dear Not Relevant

Marine Incident Report

I acknowledge receipt of your marine incident report regarding a marine incident involving the vessel with registration number which occurred on 12 June 2020.

Maritime Safety Queensland's official marine incident report number is MSQ24460-2020.

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.

Not Relevant

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

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

Telephone +61 7 5585 1810
Facsimile +61 7 5585 1818
Website www.msq.qld.gov.au
Email msq.goldcoast.reception@msq.qld.gov.au
ABN 39407 690 291

GOLD COAST WATER POLICE

6

MARINE INCIDENT ADVICE TO MARITIME SAFETY QUEENSLAND

DATE/TIME OF INCIDENT: 12/6/20 1030 hrs

LOCATION: OFFSHORE SEAWAY

UNIT 1: NAME/REG: #	
MASTER:	Not Relevant
ADDRESS:	Not Relevant
OWNER:	Not Relevant
ADDRESS:	A/A
CONTACT TELEPHONE NO:	Not Relevant / Not Relevant
QPS ACTION:	MSQ reporting only
INJURIES:	Unlawa - foot of passenger
OTHER INFORMATION:	⇒ passenger

UNIT 2: NAME/REG: #		
MASTER:		
ADDRESS:		
OWNER:		MSQ Gold Coast Region RECEIVED
ADDRESS:		1-5 JUN 2020
CONTACT TELEPHONE NO:		
QPS ACTION:		<input type="checkbox"/> Email <input type="checkbox"/> Fax <input type="checkbox"/> Mail <input checked="" type="checkbox"/> Ctr
INJURIES:		File: <u>230/1234</u>
OTHER INFORMATION:		DMS: <u>ASSTS</u>

INVESTIGATING OFFICER: _____ Action Officer/s: GT

QPRIME REFERENCE: QP 2001223232

MARINE INCIDENT CATEGORY: 1 2 3 4 (please circle) [Refer to reverse for category definitions]

INVESTIGATING AGENCY: QPS MSQ (please circle)

CHECKED BY SUPERVISOR: Signed: Not Relevant Date: 15/6/20

I acknowledge that Marine Safety Queensland (MSQ) is a recognised law enforcement agency and there is an agreement in place allowing Queensland Police to release relevant information to your agency, which will assist further investigations into the Marine Incident. This document is released under s. 10.2 of the Queensland Police Service Administration Act 1990. Unless authorised, such document and/or its content is not to be disseminated to any third party and is only to be used for law enforcement purposes.

DATE LODGED AT MSQ 15/6/20 MSQ email: msq.goldcoast.reception@msq.qld.gov.au
Not Relevant 15/03/2017

Marine Incident Categorisation Procedure

The Queensland Police Service is responsible for:

- Investigating **Category 1** incidents involving death or serious injury
- Investigating alcohol / drug related incidents
- Investigating incidents involving breaches of the *Criminal Code*
- Providing expert assistance such as mechanical inspections of vessels involved in marine incidents

Marine Incident categories:

Category one:

- One or more fatalities
- Loss of a person from a ship (*regardless of whether a search has been called off*)
- Grievous bodily harm to a person as a result of the incident (*Grievous bodily harm is defined as meaning (a) the loss of a distinct organ of the body; or (b) serious disfigurement; or (c) any bodily injury of such nature that, if left untreated, would endanger or be likely to endanger life or cause or be likely to cause permanent injury to health.*)
- Loss of a class 1 commercial ship

Category two:

- Injury to a person, other than grievous bodily harm that results in admission to hospital
- Loss of any other class of commercial ship or a fishing ship
- Loss of a recreational ship
- Dangerous ship operations
- Significant damage to a ship or property

Significant damage to a ship or property is damage which is reasonably capable of adversely affecting the safety of the ship or its crew and includes structural damage such as dismasting, cracking which results in water ingress and other damage which creates a safety risk.

Non-significant damage includes superficial or moderate damage which is unlikely to adversely affect the ship's safety.

Category three

- Injury to a person requiring medical attention, but not requiring admission to hospital
- Loss of a recreational ship
- Unsafe ship operations
- Moderate damage to a ship or property.

Category four

- Category 4 incidents include events where there are no apparent injuries or only minor damage to a ship or property. Marine incidents that result in a safety rating of category 4 are generally minor in nature and may only require consideration of a marine incident report or telephone enquiries to finalise.

Details

Queensland Police Service
 Report no.: QP2001223232
 Occurrence Type: Marine incident - Injury [1467]
 Occurrence time: 12/06/2020 10:30 - 12/06/2020 11:00
 Reported time: 12/06/2020 11:10
 Place of offence: WATER - CORAL SEA, QLD Australia 4217 (Patrol group: GOLD COAST ENTERTAINMENT PRECINCT, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: SURFERS PARADISE, Stats area: 307103587)
 Clearance status: Open
 Summary: Marine incident occured offshore Nth of Seaway Wall after PWC with 2 x POB has crossed wave causing passenger to lose balance and fall backwards on PWC. VMR attended with QAS and transported 1 x passenger to GCUH for NIL damage to PWC, Nil other issues with driver. MSQ advised.
 Concluded summary:
 Printed: 12/06/2020 17:44 by 4010724

Activity log entries:

Associated tasks:

Associated occurrences:

1. Same event / QI2001221731 Street check / Street check Transport Marine related / 12/06/2020 14:23 / 20200612 14:23:56:000

Involved Offences:

Involved persons:

1. [Not Relevant] / Owner / [Not Relevant]
 QLD Australia 4211 (Patrol group: GOLD COAST ENTERTAINMENT PRECINCT, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: BROADBEACH, Stats area: 307153525) (Mobile telephone) [Not Relevant] Id #: 10374059
 DL:QLD [Not Relevant]
2. Injured; Passenger
 (Patrol group: GOLD COAST SOUTHERN, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: ROBINA, Stats area: 307153582) (Mobile telephone) Id #:
3. [Not Relevant] / Driver / [Not Relevant]
 QLD Australia 4211 (Patrol group: GOLD COAST ENTERTAINMENT PRECINCT, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: BROADBEACH, Stats area: 307153525) (Mobile telephone) [Not Relevant] Id #:
 DL:QLD [Not Relevant]

Involved addresses:

1. WATER - CORAL SEA , / Occurrence address / , QLD, Australia 4217 (Patrol group: GOLD COAST ENTERTAINMENT PRECINCT, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: SURFERS PARADISE, Stats area: 307103587)

Involved comm addresses:

Involved vehicles:

1. [Other] [Personal watercraft (Jetski) : Pers w/craft(jetski)] 2019 YAMAHA FXHO [] Reg (Created: 12/06/2020 14:23)

Involved officers:

1. Reporting station / 9 / GOLD COAST WATER POLICE / 0684 / QPS / Assignable / 12/06/2020 / 20200612 --:--:--
2. Assisting officer / 9 / #4025338 / QPS / Police officer / GOLD COAST WATER POLICE (40-44 SEAWORLD DR, MAIN BEACH, QLD Australia 4217 (Patrol group: GOLD COAST ENTERTAINMENT PRECINCT, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: SURFERS PARADISE, Stats area: 307103555)) / 12/06/2020 / 20200612 --:--:--
3. Reporting officer; Submitting officer / 9 / #4020144 / QPS / Police officer / GOLD COAST WATER POLICE (40-44 SEAWORLD DR, MAIN BEACH, QLD Australia 4217 (Patrol group: GOLD COAST ENTERTAINMENT PRECINCT, Court Dist./Div.: GOLD COAST, Region: SOUTH EASTERN, District: GOLD COAST, Division: SURFERS PARADISE, Stats area: 307103555)) / 12/06/2020 / 20200612 --:--:--

Involved property:

Modus operandi:

Reports:

General report

Occurrence: QP2001223232 Marine incident - Injury [1467]
@12/06/2020 11:10 (WATER - CORAL SEA, QLD Australia
4217 (Patrol group: GOLD COAST ENTERTAINMENT
PRECINCT, Court Dist./Div.: GOLD COAST, Region:
SOUTH EASTERN, District: GOLD COAST, Division:
SURFERS PARADISE,
Task:
Author: #4020144
Report time: 12/06/2020 11:10

In confidence

Entered by: #4020144
Entered time: 12/06/2020 17:29
Remarks:
Narrative:

Marine incident occurred offshore Nth of Seaway Wall after PWC with 2 x POB has crossed wave causing passenger to lose balance and fall backwards on PWC. VMR attended with QAS and transported 1 passenger to GCUH for NIL damage to PWC, Nil other issues with driver. MSQ advised.

Released under RTI-DTMR

In confidence

7

Greg L Turner

From: Greg L Turner
Sent: Wednesday, 17 June 2020 11:03 AM
To: Marita K Ferguson
Subject: Marine Incident MSQ24460 - investigation tasking

Morning Marita

I have tasked Marine Incident MSQ24460 to you for investigation. It is PWC incident whilst wave jumping on the north side of the seaway. Not much in it but would be interested in experience on riding PWCs in the ocean. The physical file is 230/01234.

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

Not Relevant

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

Released under RTI-DTMR

SCANNED TO DMS

Item ID: E63589

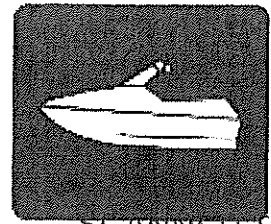
File ID: 230/01234

Date: 17/6/2020



YAMAHA

①



SCANNED TO DMS

Item ID: F64423

File ID: 230/01734

Date: 10/9/20

2019 WaveRunner FX HO FX Cruiser HO

OWNER'S/OPERATOR'S MANUAL

Released under RTI-DMS

U.S.A. Edition

YAMAHA MOTOR CORPORATION, U.S.A.

LIT-18626-12-10

**▲ Read this manual carefully
before operating this watercraft.**

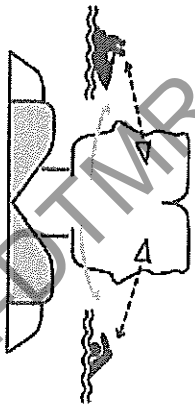
⚠ Safety information

testifies of the watercraft before trying any difficult maneuvers.

5.4.1.1.1

Cruising limitations

- Scan constantly for people, objects, and other watercraft. Be alert for conditions that limit your visibility or block your vision of others.



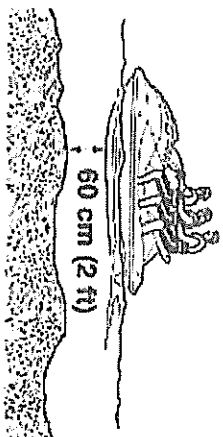
- Operate defensively at safe speeds and keep a safe distance away from people, objects, and other watercraft.
- Do not follow directly behind watercraft or other boats.
- Do not go near others to spray or splash them with water.
- Take early action to avoid collisions. Remember, watercraft and other boats do not have brakes. In addition, the Reverse with Intuitive Deceleration Electronics (RIDE) system is not a braking device for avoiding dangerous situations. The RIDE system is an electronic system for controlling the engine speed and reverse gate, which is located near the jet thrust nozzle. The RIDE lever located at the left handlebar grip can be used to change the direction of the jet thrust so that the watercraft moves in reverse or is in neutral. The RIDE system assists the operator when slowing down and during slow-speed maneuvering, such as launching, beaching, and docking.
- Avoid sharp turns, slowing down rapidly by squeezing the RIDE lever forcefully, and other maneuvers that make it hard for oth-

ers to avoid you or understand where you are going.

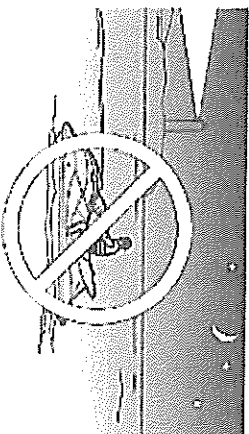
- Avoid areas with submerged objects or shallow water.
- Do not release the throttle lever when trying to steer away from objects—you need throttle to steer. Always check throttle and steering controls before starting the watercraft.
- Ride within your limits and avoid aggressive maneuvers to reduce the risk of loss of control, ejection, and collision.
- This is a high performance boat—not a toy. Sharp turns or jumping wakes or waves can increase the risk of backspinal injury (paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump wakes or waves.
- Do not operate the watercraft in rough water, bad weather, or when visibility is poor; this may lead to an accident causing injury or death. Be alert to the possibility of adverse weather. Take note of weather forecasts and the prevailing weather conditions before setting out on your watercraft.
- As with any water sport, you should not operate your watercraft without someone else nearby. If you operate further than swimming distance from shore, you should be accompanied by another boat or watercraft, but make sure you stay a safe distance away. It's good, common sense.
- Never operate in water that is less than 60 cm (2 ft) deep from the bottom of the watercraft, otherwise you increase your chan-

ce of hitting a submerged object, which could result in injury.

⚠ Safety information



- This watercraft is not equipped with lighting required for night operation. Do not operate the watercraft after sunset or before dawn, otherwise you increase the risk of colliding with another boat, which could result in severe injury or death.



- Follow navigation rules, and state/provincial and local laws that apply to watercraft.

#9

Not Relevant

MSQ Gold Coast Region
RECEIVED
 24 JUL 2020
 Email Fax
 Mail Ctr
 File: 230/1234
 DMS: P63925
 Action Officer/s:
SK

21 July 2020

Attention: Mr Stephen Knowles
Maritime Safety Queensland
PO Box 107
SOUTHPORT QLD 4215

Dear Mr Knowles,

Re: MSQ24460-2020 – [Not Relevant] – **Jetski Accident**

Please find enclosed, as requested, the following original documents:

1. Statement of [Not Relevant] signed 20 July 2020;
2. Statement of [Not Relevant] signed 20 July 2020.

Yours faithfully,

[Not Relevant]



Queensland Government

SCANNED TO DMS

Item ID: 64424
File ID: 230/01734
Date: 10/9/20

Maritime Safety Queensland Statement of Witness

Statement Number

1

Date

23 June 2020

Statement of

Name of witness _____ Date of birth _____ Age _____

Occupation _____

Shipping Inspector/Authorised Officer taking statement

Name of Inspector (full name) Stephen Knowles	Position (Insert position title, for example, marine officer) Marine Officer Grade 3
Region (for example, Cairns) Brisbane (South)	Base office (for example, Weipa) Gold Coast
	Registered Number T 212

states:

- I am _____ residing with _____ I am _____ at _____ and am employed as a _____
- My experience in recreational boating is limited to going out with friends and family in other people's boats. I do not hold any recreational or commercial marine qualification however I intend to obtain my Recreational Boat Driver's License (RMDL) through a program _____ in 2021.
- I am comfortable both in and on the water and have been involved with the surf lifesaving movement since I was 5 years of age did my SCR when I was 13yr then completed my bronze 2019 and recently obtained my Inflatable Rescue Boat (IRB) crew awards. I hold a current first aid certificate along with other surf lifesaving awards.
- I know _____ Not Relevant _____ and have known her since _____
- I recall Friday the 12th day of June 2020. On that day I had arranged to meet _____ Not Relevant _____ at her house in _____ Not Relevant _____ and go out onto the Broadwater on _____ jet ski, also known as a personal watercraft or PWC. I arrived at _____ Not Relevant _____ house at 8.30am and we started getting things ready for the trip. _____ Not Relevant _____ and her friend I now know as _____ Not Relevant _____ were also coming out with us on another jet ski. This was to be my first time out on a jet ski so _____ Not Relevant _____ fitted me out in a _____



lifejacket and explained where I would be sitting and how to hold on. She showed me the handles on the side of her life jacket and the fixed handles on the side of the jet ski. [Not Relevant] also told me that when crossing the wake of another boat, I should hold on to her. The jet ski we were using I recall as a three-seat grey Yamaha.

6. We departed her waterfront house at 9.30am and began to make our way to the Broadwater. Once out on the Broadwater I recall heading out through the Seaway and just to the north of the rock wall before entering the surf zone in front of the beach on South Stradbroke Island. The conditions offshore were good, it wasn't choppy but I saw that the surf was pretty big and once inside the break [Not Relevant] said to [Not Relevant] the waves are too big and we started to head out of the surf zone.
7. At 10.30am, [Not Relevant] went over one smaller sized wave and then we saw a bigger set wave coming towards us. [Not Relevant] quickly told me that she would have to power on to go over the wave and instructed me to hold on. She accelerated towards the wave and we launched off the crest becoming airborne. I cannot recall exactly what then happened, but I think both my feet and bum left the jet ski while we were in the air and as we landed, I came down heavily on the seat and deck. Both [Not Relevant] and I then fell immediately from the jet ski over the right-hand side and into the water.
8. I knew immediately that I had :
The jet ski had stopped because the kill switch cord had been attached to [Not Relevant] and detached when she fell off. The jet ski was a short distance away. [Not Relevant] friend changed onto our jet ski and helped [Not Relevant] aboard. [Not Relevant] came to me and I was able to partially climb onto the back deck of her jet ski and she then took me back through the Seaway and onto the beach at Wavebreak Island.
9. I scrambled onto the sand and stayed still knowing that I was seriously injured. I told [Not Relevant] to call an ambulance.
10. I recall going aboard a small boat to an awaiting ambulance and being transferred to the Gold Coast University Hospital. Once at the hospital, I was assessed :



11. I was at _____ and on the following day,

12. I was able to be discharged on Monday the 22nd of June 2020 into the care of _____ with strict instructions about bedrest and limited movement.

13. Since the incident, Not Relevant and her family have been nothing but supportive and have helped each step of the way.

14. At all times in the leadup to the accident, Not Relevant was being responsible and considerate of me on the back.

Justices Act 1886

I acknowledge by virtue of section 110A(6C)(c) of the *Justices Act 1886* that:

1. This written statement by me dated 23/06/2020 and contained in the pages numbered 1 to 3 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

Not Relevant

Signed at Robina this 23rd day of June 2020.

1.

CRN

DOB

P.O.B

Kurvana SLSC ✓ ~~1st~~ Bronze
- IRB Crew.

No boat license - yet but interested.

~~the~~ very little recreational experience

No commercial experience -

2. Relationship =

Not Relevant

3. 12 June. Friday

10:30 a incident

4. PWC - 1st time

8.30 - 9.30
arrive - departed.

+ Friend on 2nd PWC

Not Relevant

Saturday



Not Relevant

Released under RTI-DTMR



Statement Number

1

Date

25 June 2020

Statement of

Name of witness

Not Relevant

Date of birth

Not Relevant

Age

Not Relevant

Occupation

Shipping Inspector/Authorised Officer taking statement

Name of Inspector (full name)

Stephen Knowles

Position (Insert position title, for example, marine officer)

Marine Officer Grade 3

Region (for example, Cairns)

Brisbane (South)

Base office (for example, Weipa)

Gold Coast

Registered Number

T 212

Not Relevant

states:

1. I am a Not Relevant Not Relevant Not Relevant Not Relevant I am Not Relevant and am employed as Not Relevant
2. My experience in recreational boating has been gained over several years as a teenager with my family on boats owned and operated Not Relevant had owned a boat for most of my childhood and often when we were out together, he would be asking questions and explaining rules about boating. From time to time he would let me drive the boat while he supervised.
3. In about October of 2019, Not Relevant purchased two almost identical 2019 model Yamaha FXHO Personal Watercraft (PWC) also known as jet skis together with floating docks which were stored on our jetty on the river. Not Relevant and the speed limit in that section of the river is 40 knots. The river flows into the Broadwater and it is about a 45-minute journey from home to the Broadwater because of the 6 knot zones.
4. Between October 2019 and March 2020, I had about 7 to 8 supervised drives of the jet skis with either Not Relevant Relevant At the time I was still Not Relevant years old and could not get my licence. Most of the supervised rides were either on the river or on the Broadwater but I recall going out into the surf once or twice as a passenger with Not Relevant During these rides we jumped some waves together without incident.
5. In December 2019, I attended and completed an approved boat safe course with Not Relevant at Broadwater Boat and Jetski licensing. The course was conducted near Paradise Point and



consisted of an estimated 50 percent theory and 50 percent practical between 7am and 2pm. I recall spending at least 45 minutes on the jet ski during the practical session and was taught both skills at high and low speeds. During our practical session, [redacted] covered off on and practised how to negotiate a large boat wash but we did not discuss the risks associated with wave jumping.

6. I then did a refresher with [redacted] in March 2020, after I had turned [redacted] spending a further 20 minutes or so on the jet ski and another 20 minutes or so in his boat.
7. In the days after completing the refresher course I then went in to a Transport and Main Roads Customer Service Centre with the paperwork from [redacted] and obtained my recreational marine driver's license (RMDL) and personal watercraft license (PWCL).
8. Since obtaining my licence, I have operated [redacted] jet skis alone and with passengers several times and estimate I have been into the surf zone and jumping waves between 6 to 8 times, all without incident or mishap. The area I have most frequented was the surf zone just outside the Seaway and to the north along the beach at South Stradbroke Island.
9. I have knowr
10. I recall Friday the 12th day of June 2020. On that day I had arranged to meet [redacted] at my house in [redacted] to take her out on [redacted] jet ski which was the one with the registration number [redacted]
- 11 [redacted] arrived at my place at around 8.30am and we started getting things ready for the trip. My [redacted] had also decided to go out that day on the other jet ski, so we agreed to all go out together. [redacted] hadn't been on a jet ski before so after I got her fitted with a lifejacket, I explained where she would be sitting and how to hold on. I showed her two handles on either side of my life jacket and the fixed handles on the side of the jet ski. I told her that when crossing the wake of another boat, she should hold on tight, use her legs as shock absorbers and not stay too rigid. We then launched the jet ski and I did some runs up and down the river going over what I had just told
12. At 9.30am we were back in front of our house and [redacted] was ready to leave, having now launched her jet ski. We began to make our way down the river to the Broadwater. At about



10.20am we were on the Broadwater and, near the Spit, we slowed and talked about where we should go. [Not Relevant] suggested we head out to South Straddie to do some wave jumping, so we turned into the channel and headed across the Seaway before turning to the north beyond the rock wall to access the area where wave jumping was permitted.

13. I saw that the shore break was really dumping and sending up a spray of water when it crashed into the sand, so I decided not to go anywhere near the beach. I noticed that [Not Relevant] had stopped and was hovering out past the end of the rock wall but clear of the surf zone and breaking waves.

14. I navigated across to the area near where some of the waves were first breaking out the back. At that time, [Not Relevant] and I were about 200m off shore, in line with or even beyond the end of the rock wall. I saw a rolling wave come towards us, so I told [Not Relevant] to hold on and turned towards the wave so as to meet it head on. I accelerated up the face of the rolling wave and jumped off the crest. When we landed, [Not Relevant] slipped off the back of the jet ski into the water. I went back to her and saw that she was laughing and not injured.

15. As [Not Relevant] was climbing back on board the jet ski, I noticed that [Not Relevant] had come over to us and said to me that we should not wave jump today as she thought the waves were too big. I agreed with her and, once [Not Relevant] was set, we started to head back out to sea to get away from where the waves were breaking when I saw a much larger wave just ahead.

16. This wave was different. It wasn't like the rolling ones that I had seen earlier and was not only bigger but steeper and looked as though it was about to break on top of us. It was not one I would have ever chosen to jump but by the time I realised it was going to break on us it was too late and I felt I had no option. I quickly told [Not Relevant] to hold on tight, as I was going to have to accelerate to get over the wave in order to avoid it breaking on top of us. I accelerated up the face of the wave and we launched off the crest. I do not know exactly how high the bottom of ski was from the water surface on the other side of the wave but I had the impression that it would have been at least a couple of metres in the air.

17. As we came down the ski landed really flat on the water's surface and I remember being flung forward and then the next thing I recall was being in the water and in considerable pain. I don't remember how I fell in the water or if I was pulled in by [Not Relevant] when she fell.



18. I saw that the jet ski was nearby and still upright but not running. The kill switch lanyard was still on my arm. [Not Relevant] wasn't far away and was floating on her back not saying much. [Not Relevant] then came over and [Not Relevant] jumped into the water and came over to me before taking the kill switch lanyard off my arm and swimming to the disabled jet ski. Once aboard the jet ski he started it and motored slowly back to me enabling me to climb up and onto the seat. I

[Not Relevant] I saw [Not Relevant] climb on the back of [Not Relevant] jet ski and we then both went back in through the Seaway. I saw that [Not Relevant] was going really slowly with [Not Relevant] on the back. I was feeling really sore and faint and I knew [Not Relevant] was also hurt but I didn't know the extent of her injuries at that time.

19. We went straight to the beach at Wavebreak Island where [Not Relevant] managed to get off the ski and lie on the edge of the water. I hopped off the back of our ski and went to try and help further up the beach but wasn't able to move her much.

20. I then went to help [Not Relevant] secure the jet ski whilst [Not Relevant] assisted [Not Relevant] and when I returned [Not Relevant] was speaking with [Not Relevant] about calling for an ambulance, which she then did. I subsequently heard [Not Relevant] talking to someone, describing where Wavebreak Island was. Not long after that, maybe 20 minutes or so, the Volunteer Marine Rescue boat arrived with two paramedics aboard.

21. Once the paramedics arrived, [Not Relevant] said she was going to pick up [Not Relevant] and left on her jet ski and returned soon after with him on board. In the meantime, the paramedics were treating [Not Relevant] I could see that [Not Relevant] Once they had prepped [Not Relevant] she was stretchered aboard the rescue boat by the two paramedics, a volunteer marine rescue officer and [Not Relevant] before being taken away.

22. The Water Police then spoke with me about what happened and who was involved. [Not Relevant] and I then packed up our belongings and got back on our jet skis [Not Relevant] was given a lift back by the Water Police to the jetty near the boat ramp at Muriel Henschman Drive.

23. I then rode the jet ski I had been operating to the boat ramp at Muriel Henschman Drive to meet [Not Relevant] loaded my jet ski on to our trailer and I then got in the car with him. [Not Relevant] drove the jet ski she was using home, with [Not Relevant] on board, via the Nerang River.



24. I later learnt that [Not Relevant] had been taken to the Gold Coast University Hospital and had both

3

25. I have since visited [redacted] in hospital and numerous times at her home and we remain best of friends.

26. Prior to this incident occurring, I did not fully appreciate the risks associated with wave jumping, particularly when there is a passenger on board.

27. When I left home on the morning of the 12th of June 2020, the jet ski I was riding had no defects and was running perfectly. Following the incident, [redacted] told me that the main seat on the jet ski would no longer lock in place and had obviously been damaged in the incident. No other damage was evident.

28. On 25 June 2020, I met with Marine Officer Knowles at our house and provided him with the information contained in this statement. I provided the information in the company of [redacted] and of my own free will.

Justices Act 1886

I acknowledge by virtue of section 110A(6C)(c) of the *Justices Act 1886* that:

1. This written statement by me dated 20/07/2020 and contained in the pages numbered 1 to 5 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 [redacted]

Signed at Carrara this 20th day of July 2020.



Statement Number

1

Date

25 June 2020

Statement of

Name of witness

Not Relevant

Date of birth

Not Relevant

Age

Not Relevant

Occupation

Shipping Inspector/Authorised Officer taking statement

Name of Inspector (full name)

Stephen Knowles

Position (insert position title, for example, marine officer)

Marine Officer Grade 3

Region (for example, Cairns)

Brisbane (South)

Base office (for example, Weipa)

Gold Coast

Registered Number

T 212

Not Relevant

states:

1. I am a Not Relevant at Not Relevant Not Relevant
2. My experience in recreational boating has been gained over several years as a teenager with my family on boats owned and operated by Not Relevant. When I turned Not Relevant years old in March this year, I completed a boat safe course with Broadwater Boat & Jetski License and then obtained my RMDL & PWCL.
3. The boat safe course was undertaken at Paradise Point and included approximately 8 number of hours theory and 8 number of hour practical. The course component covering the PWC operation, did not touch on the operation in the surf or jumping waves. Did touch on Red water
4. I am comfortable both in and on the water and have been involved with the surf lifesaving movement since I was Not Relevant years of age and recently obtained both the Bronze Medallion and Inflatable Rescue Boat (IRB) crew awards. I hold a current first aid certificate along with other surf lifesaving awards.
5. I know
6. I recall Friday the 12th day of June 2020. On that day I had arranged to meet Not Relevant at my house



in [Not Relevant] and take her out on [Not Relevant] which is described as a 2019 model Yamaha FXHO personal watercraft or PWC. [Not Relevant] has two PWCs and they are on a pontoon adjacent to [Not Relevant] on the canal. The canal has access to the Nerang River which then flows into the Broadwater.

7. [Not Relevant] arrived at home at 8.30am and we started getting things ready for the trip.

[Not Relevant] had also arranged to come out for the day on the [Not Relevant] of skis. [Not Relevant] hadn't been on a jet ski before so after I got her fitted with a lifejacket, I explained where she would be sitting and how to hold on. I showed her two handles on either side of my life jacket and the fixed handles on the side of the jet ski. I told her that if and when crossing the wake of another boat, she should really hold on to her. [Not Relevant] *pleas as shockies, run up + down the river explain and*

8. We departed her waterfront house at 9.30am and began to make our way to the Broadwater. Once out on the Broadwater decision to go out through the Seaway and just to the north of the rock wall before entering the surf zone in front of the beach on South Stradbroke Island. The conditions offshore were good, it wasn't choppy but I saw that the surf was pretty big and once inside the break I decided that the waves were too big and I started to head out of the surf zone.

9. At 10.30am, I went over one smaller sized wave and I then saw a bigger set wave coming towards us. I quickly told me that she would have to power on to go over the wave and instructed me to hold on. I accelerated towards the wave and we launched off the crest becoming airborne. [Not Relevant] kept hold of me and pull me off the ski when she fell into the water.

10. ANY SCREAMING OR YELLING? The jet ski had stopped because the kill switch cord had been attached to [Not Relevant] and detached when she fell off. The jet ski was a short distance away. [Not Relevant] changed onto our jet ski and helped [Not Relevant] aboard. [Not Relevant] came to me and I was able to partially climb onto the back deck of her jet ski and she then took me back through the Seaway and onto the beach at Wavebreak Island.

11. [Not Relevant] called an ambulance.

✓ MR - Paramedics

12. I recall going aboard a small boat to an awaiting ambulance and being transferred to the Gold Coast University Hospital. Once at the hospital,



13. Not Relevant

Justices Act 1886

I acknowledge by virtue of section 110A(6C)(c) of the *Justices Act 1886* that:

1. This written statement by me dated 23/06/ 2020 and contained in the pages numbered 1 to 4 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

Signed at Carrara this day of June 2020.

Released under RTI/DTMR



Statement Number

1

Date

25 June 2020

Statement of

Name of witness

Not Relevant

Date of birth

Not Relevant

Age

Not Relevant

Occupation

Shipping Inspector/Authorised Officer taking statement

Name of Inspector (full name)

Stephen Knowles

Position (insert position title, for example, marine officer)

Marine Officer Grade 3

Region (for example, Cairns)

Brisbane (South)

Base office (for example, Weipa)

Gold Coast

Registered Number

T 212

Not Relevant

states:

1. I am an Not Relevant Not Relevant on the Gold Coast. I am employed on a Not Relevant
2. My experience in recreational boating has been gained over several years as a teenager with my family on boats owned and operated Not Relevant had owned a boat for most of my childhood and whenever we were out together, he would often ask questions and explain the rules about boating. From time to time he would let me drive the boat while he supervised.
3. In 2017 and not long after turning Not Relevant attended and completed an approved boat safe course with Not Relevant at Broadwater Boat and Jetski licensing. In the days after completing the course I went to a Transport and Main Roads Customer Service Centre with the paperwork from Shane and obtained my recreational marine driver's license (RMDL) and personal watercraft license (PWCL).
4. Since obtaining my license, and up until October 2019, I occasionally operated, or was a passenger on, a jet ski owned by a boyfriend.
5. In about October of 2019, Not Relevant purchased two almost identical 2019 model Yamaha FXHO Personal Watercraft (PWC) also known as jet skis together with floating docks which were stored on our jetty on the river.



6. Our house is on the [Not Relevant] and the speed limit in that section of the river is 40 knots. The river flows into the Broadwater and it is about a 45 minute journey from home to the Broadwater because of the 6 knot zones.
7. Since October 2019, I have used [Not Relevant] jet skis occasionally and before my [Not Relevant] I would take her out with me. I recall taking her into the surf and jumping waves on a couple of occasions without incident.
8. I recall Friday the 12th day of June 2020. On that day I had arranged to meet my friend [Not Relevant] at home to take him out on one of [Not Relevant] jet skis. [Not Relevant] had also arranged to meet [Not Relevant] and they were going out on the other ski. I have known [Not Relevant] since we were all little and her and [Not Relevant] are best friends.
9. After [Not Relevant] arrived we readied the ski we were taking and just after 9.00am [Not Relevant] and [Not Relevant] were on the river going up and down. At 9.30am they returned to the house so that we could all travel out to the Broadwater together.
10. At about 10.20am and once out on the Broadwater and near the Spit, we slowed, and [Not Relevant] and I discussed what to do next and I suggested we go out the front and maybe jump some waves at South Straddie. We then turned into the channel and headed across the Seaway before turning to the north past the rock wall to access the area where wave jumping was permitted. I slowed once outside. I noticed that the surf was bigger than we had previously encountered so I didn't venture in immediately.
11. I saw that the shore break was dumping and some waves were rolling in and not breaking, while other bigger waves were standing up and breaking heavily. It was very inconsistent.
12. I watched briefly as [Not Relevant] went over to where the waves were starting to break out the back and she then turned and jumped one rolling wave causing [Not Relevant] to slip off the back. They were both fine but the surf appeared too big so I thought it was a good time to call it quits. I motored in to where [Not Relevant] was and said that I thought it was too big and we should get out of there. [Not Relevant] agreed and I motored back out to where the waves were not breaking and then stopped and waited for [Not Relevant]
13. Once [Not Relevant] and [Not Relevant] got themselves sorted, they started to head back out to sea when I saw a large wave heading at them. I thought it was going to break on top of them and I remember



yelling at her to "go, go, go". I saw the jetski accelerate as it climbed the face of the wave before launching into the air off the crest. I estimated that there was around 2 metres of air under the back of the hull of the jet ski after launching and I then watched as the jet ski fell back down to the water and slapped very flat and loudly on the surface. Both girls fell off the right-hand side into the water but I did not realise at that time that there was anything wrong or that they were injured.

14. I was watching and waiting for them to get back on the ski when I heard Not Relevant yell "help!". I quickly motored over to them and, when I got close, Not Relevant jumped off and swam to and Not Relevant

15. I saw that both girls appeared to be in pain and Not Relevant was just floating on her back in the water. I moved over to Not Relevant and she grabbed the back of the jet ski and hung on to it for a few seconds. I asked her if she was able to get up on to the ski and she said she thought she could. She then climbed aboard and sat on the seat, leaning backwards with her arms holding on to the back handles, as this was most comfortable position for her. As we started to move, Not Relevant would moan every time we hit a bump so I went as slow as I could and made my way to the beach at Wavebreak Island where I helped Not Relevant off the jet ski and onto the beach. She lay face down on the sand. I called Not Relevant and, after a brief chat with Not Relevant I called triple zero and asked for an ambulance. I noticed, as we reached the beach, that Not Relevant was pale and also looked to be in pain or shock.

16. Around 20 minutes after I made the phone calls, a VMR boat arrived and Not Relevant was assessed on the beach before being prepped by two Paramedics for transport to hospital.

17. Whilst she was being assessed, I left the beach and went to the boat ramp at Muriel Henschman Drive near the Volunteer Marine Rescue (VMR) base to meet Not Relevant. He got aboard with me and we went to the beach at Wavebreak where Caitlyn was lying on the beach. The Water Police showed up shortly thereafter.

18. Not Relevant the two paramedics and a VMR volunteer loaded Not Relevant on to the VMR boat and she was taken to the VMR base to be collected by ambulance.

19. Whilst Not Relevant was in transit to the VMR base, Not Relevant and I drove the jet skis to the boat ramp at Muriel Henschman Drive where Not Relevant had been dropped off by the Water Police. Not Relevant loaded



Not Relevant et ski on to our trailer and Not Relevant then got in the car with him. Not Relevant and I drove the jet ski we were using home via the Nerang River.

20. I later learnt that had been taken to the Gold Coast University Hospital ;
ot Relevant was sore for a couple of days and had tests done at Robina Hospital.

21. Throughout this day and other days out with Not Relevant on the jet skis, I have only ever observed her being responsible and obeying the rules. At the time of the incident, Not Relevant appeared to have been caught out unexpectedly by the larger wave.

22. On 25 June 2020, I met with Marine Officer Knowles at our house and provided him with the information contained in this statement. I provided the information in the company of of the jet ski and of my own free will.

Justices Act 1886

I acknowledge by virtue of section 110A(6C)(c) of the *Justices Act 1886* that:

1. This written statement by me dated 20/07/ 2020 and contained in the pages numbered 1 to 4 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 Not Relevant

Signed at Carrara this 20th day of July 2020.

Gold Coast, Queensland

June 2020 Daily Weather Observations

Observations from the Gold Coast Seaway, at the northern end of Southport Spit.



Australian Government
Bureau of Meteorology

Date	Day	Temps		Rain mm	Evap mm	Sun hours	Max wind gust			9am						3pm						
		Min	Max				Dirn	Spd	Time	Temp	RH	Cld	Dirn	Spd	MSLP	Temp	RH	Cld	Dirn	Spd	MSLP	
		°C	°C					km/h	local	°C	%	eighths		km/h	hPa	°C	%	eighths		km/h	hPa	
1	Mo	13.8	23.8	0.2			NW	33	10:48	20.2	73		NW	13	1018.6	22.4	63		N	22	1013.9	
2	Tu	15.5	20.5	0.2			WNW	48	06:22	16.4	35		W	33	1017.4	19.9	21		W	28	1015.6	
3	We	9.9	20.4	0			SSE	41	17:46	14.8	46		NW	15	1021.4	19.3	36		ESE	13	1020.0	
4	Th	13.4	21.2	0			S	48	11:34	17.3	57		S	28	1028.2	20.3	51		S	31	1026.5	
5	Fr	14.5	22.8	0			SSE	43	11:13	18.4	58		S	17	1028.4	20.7	60		SE	30	1024.7	
6	Sa	12.8	22.1	0			ESE	28	15:18	18.7	62		SW	7	1024.4	20.8	63		SE	20	1021.0	
7	Su	15.0	21.7	0.6			ESE	31	20:28	17.4	76		SW	6	1022.1	19.9	68		ESE	24	1019.4	
8	Mo	13.6	21.7	0.2			SSE	54	14:28	18.5	67		S	15	1023.1	19.5	62		SSE	43	1022.8	
9	Tu	13.5	22.4	0			SSE	54	17:43	19.8	59		S	19	1027.3	20.0	66		SSE	33	1024.6	
10	We	17.1	21.1	4.0			E	48	04:43	20.7	78		ESE	26	1026.0	20.5	83		E	20	1022.3	
11	Th	15.6	22.9	24.4			SSE	37	17:32	18.8	83		WSW	7	1022.1	21.7	73		SE	24	1018.5	
12	Fr	15.1	23.4	0			SSE	39	13:28	19.3	72		SW	7	1022.0	22.5	64		SSE	24	1019.5	
13	Sa	14.3	22.7	0			SSE	26	00:07	19.6	75		SE	7	1023.1	21.7	72		ESE	9	1020.2	
14	Su	18.9	22.8	2.0			N	39	10:15	21.3	90		NNW	15	1019.2	21.7	88		WNW	7	1016.4	
15	Mo	15.9	24.0	7.8			SSE	37	15:44	19.2	78		SSW	9	1022.3	22.4	67		SSE	30	1019.9	
16	Tu	17.3	23.3	0			SSE	41	09:03	21.1	69		S	30	1023.5	21.3	68		SSE	31	1022.0	
17	We	14.5	22.8	0			SSE	48	15:45	18.9	69		S	15	1028.1	21.2	63		SSE	33	1026.9	
18	Th	17.3	22.0	0.2			SE	65	14:03	20.7	62		S	30	1031.2	19.0	83		ESE	41	1029.4	
19	Fr	14.1	19.1	9.4			SE	46	17:27	16.9	82		S	28	1030.3	18.5	79		SSE	24	1027.0	
20	Sa	14.5	20.9	1.2			SSE	33	11:46	16.0	87		S	17	1025.9	19.0	68		SSE	22	1022.2	
21	Su	13.7	22.7	0			N	31	15:40	18.4	74		NNE	13	1018.3	21.5	66		NNE	20	1013.6	
22	Mo	14.0	20.9	4.0			W	46	13:20	16.1	75		NNW	11	1014.6	20.6	27		W	20	1011.3	
23	Tu	9.6		0						13.9	54		WNW	31	1015.0							
24	We																					
25	Th															19.9	52		ESE	11	1017.2	
26	Fr	11.8	21.7				SSE	31	12:04	16.6	71		SSE	6	1021.4	20.2	59		SE	19	1019.9	
27	Sa	11.9	21.5	0			SSE	50	15:07	18.1	61		S	9	1024.1	18.6	63		SSE	30	1022.3	
28	Su	15.1	18.0	0.2			S	35	08:02	16.1	77		S	13	1025.0	16.4	76		S	19	1023.4	
29	Mo	12.2	20.8	0.8			SSE	43	17:42	17.4	65		SSW	15	1025.1	19.6	54		SE	30	1022.3	
30	Tu	12.3	21.9	0.2			SE	30	02:26	16.6	71		SSW	9	1025.0	20.2	57		SE	22	1022.2	
Statistics for June 2020																						
Mean		14.2	21.8							18.1	68			16	1023.3	20.3	62			24	1020.9	
Lowest		9.6	18.0							13.9	35		#	6	1014.6	16.4	21		WNW	7	1011.3	
Highest		18.9	24.0	24.4			SE	65		21.3	90		W	33	1031.2	22.5	88		SSE	43	1029.4	
Total				55.4																		

Observations were drawn from Gold Coast Seaway (station 040764)

The Gold Coast Seaway site is an Automatic Weather Station (AWS) at the northern end of Southport Spit. If you are interested in the southern end of the Gold Coast, see the observations from Coolangatta.

IDCJDW4050.202006 Prepared at 16:01 UTC on 16 Aug 2020
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Users of this product are deemed to have read the information and accepted the conditions described in the notes at <http://www.bom.gov.au/climate/dwo/IDCJDW0000.pdf>

BROADWATER BOAT & JET SKI LICENCING
BOATSAFE ENROLMENT FORM

SCANNED TO DMS

Item ID: KL4429

File ID: 230/01234

Date: 10/9/20



BoatSafe Training Provider Name :

BoatSafe Training Provider Number : 0660419

Participants Name : Not Relevant

Date of Birth : Not Relevant Gender : FEMALE

Address : Not Relevant

Postcode : Not Relevant

Contact number : Not Relevant

Photographic Driver's Licence Number : _____
_____ QLD or other _____
Or

Document Type : AUST PASSPORT

Document Number : Not Relevant

In signing this Enrolment form you are stating that all information is accurate and correct, as of this date and that you are willing and able to take part in the BoatSafe Training Course.

Participants Signature : Not Relevant Date : 14/12/19

If under 18 years of age.

Parent/Guardian Signature : Not Relevant Date : 14/12/19

This information remains secure and only provided to MSQ in auditing processes if required

Recreational Marine Driver Licence and Personal Watercraft Licence

Medical Fitness Disclosure Statement

Please only complete the statement that applies to you

Statement by Licence Candidate (of 18 years of age and over)

I, (insert name in block letters)being the licence candidate declare that I have no medical or other impairments that would prevent me from discharging my general safety obligation to operate a recreational vessel or personal watercraft safely under the *Transport Operations (Marine Safety) Act 1994*. I make this declaration knowing that it is an offence under the *Transport Operations (Marine Safety) Act 1994* for a person to give to the chief executive, the general manager or an officer of the department or of Maritime Safety Queensland a document containing information the person knows is false or misleading in a material particular. Maximum penalty \$15,000.

Signature of the licence candidate

.....Date

OR

Statement by Licence Candidate's Parent or Guardian – signing on behalf of a licence candidate of less than 18 years of age

I, (insert name in block letters) [Not Relevant]being the licence candidate's parent or guardian declare that the licence candidate (insert name in block letters) [Not Relevant] has no medical or other impairments that would prevent him or her from discharging their general safety obligation to operate a recreational vessel or personal watercraft safely under the *Transport Operations (Marine Safety) Act 1994*. I make this declaration knowing that it is an offence under the *Transport Operations (Marine Safety) Act 1994* for a person to give to the chief executive, the general manager or an officer of the department or of Maritime Safety Queensland a document containing information the person knows is false or misleading in a material particular. Maximum penalty \$15,000.

Signature of licence candidate's parent/guardian

.....Date... 14/12/19.....

Recreational Marine Driver Licence

Student Answer Sheet – Assessment Paper 1 – White



Student Details

Not Relevant

Surname

Not Relevant

Date of Birth

Not Relevant

Instructions – Shade in your selected answer. If you wish to change an answer, mark a 'X' through the incorrect selection and shade in the alternate choice. For Example:

1. A B C D

Unit 1: Trip Planning

1. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	4. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	7. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	10. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	13. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D
2. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	5. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	8. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	11. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	14. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D
3. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	6. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	9. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	12. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	15. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D

Unit 2: Navigation

16. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	21. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	26. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	31. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	36. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D
17. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	22. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	27. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	32. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	37. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D
18. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	23. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	28. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	33. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	38. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D
19. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	24. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	29. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	34. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	39. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D
20. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	25. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	30. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	35. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	40. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D

Unit 3: Weather and Tides

41. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	42. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	43. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	44. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	45. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D
--	--	--	--	--

Unit 4: Emergencies

46. <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	47. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	48. <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/> D	49. <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	50. <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D
--	--	--	--	--

Student Declaration: I state that this test is my own work. I acknowledge that on completion I have received feedback as to my results. I have had the incorrect answers noted and the correct answers explained to me. I now know and understand the correct answers.

Student signature: _____

Not Relevant

Date:

Not Relevant

4/12/19

Assessor Use Only

Practical skills completed Yes No
Theory mark 50 /50

Competent
Not Competent

Assessor's signature _____
Date 14-12-19

Not Relevant

Re-assessment result

Practical skills completed Yes No
Theory mark _____ /50

Competent
Not Competent

Assessor's signature _____
Date _____

Comments

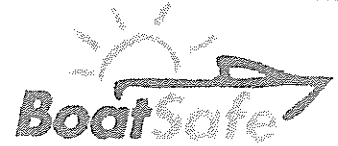
Good knowledge
good operator

Paper 1 - White



Recreational Marine Driver Licence

Practical Assessment Statement



The Department of Transport and Main Roads wants to ensure that our waterways are made as safe as possible. To assist this, can the candidate please carefully read the below before signing. If you don't feel comfortable that each of the criteria has been provided; please provide your feedback by emailing boatsafe@tmr.qld.gov.au

I certify that during my BoatSafe course, I had the following items demonstrated to me. I was then given sufficient opportunity to practice these tasks and to demonstrate basic proficiency.

Stability and trim (demonstration and explanation)

- Passenger brief. Stress importance of safety and where safety equipment is and what equipment is present.
- Movement of passengers to demonstrate list and positive and negative trim.
- Effect on performance with different states of passenger loading.

Slow manoeuvres (demonstration and individual practice)

- In and out of gear both forward and backward, avoiding gearbox trauma.
- Turns to port and starboard at low speed, observing steering characteristics.
- Approach buoy to the bow, and let go of buoy for accuracy of boat placement with respect to wind, tides and steering accuracy.
- Approach buoy to the side as in person overboard drill. This is another slow and accurate approach, with motor off when buoy is level with the bow.

Berthing and unberthing (demonstration and individual practice)

- Taking the boat into a berth. Use of steering and power.
- Leaving a berth. Use of steering and power.
- Tying to boat up: use of bowline.

Anchoring (demonstration with explanation)

- Anchor with adequate scope for correct fixing.
- Retrieve anchor by slowly moving boat up under direction of anchor person.
- Anchor with inadequate scope so anchor drags and boat continues to move.

Manoeuvres at speed (demonstration and individual practice)

- Engine and boat performance between displacement and planning modes.
- Getting on to the plane smoothly.
- Accuracy of engine control and its importance.
- Effect of motor trim on planning angle.
- Maintaining speed and course on the plane.
- Turns at speed: figure 8.
- Stopping from speed.
- Person Overboard drill.
- Course and speed corrections for crossing vessels situations.

Launching and retrieving (demonstration with explanation if and where possible)

- Highlight problems and best way of launching and retrieving to avoid damage and person injury.

Date of Assessment: 14/12/19

Candidate Details

Name: Not Relevant

Signature: Not Relevant

BTP Details

Name: Not Relevant

BTP Number: 0660419

Signature: Not Relevant

By signing this document, the BTP verifies that the candidate has undertaken all the tasks as described above and has demonstrated basic proficiency in them.

March 2016



Personal Watercraft

Student Answer Sheet – Assessment Paper 1 – White



Student Details

First Name Surname Date of Birth

Not Relevant Not Relevant Not Relevant

Instructions – Shade in your selected answer. If you wish to change an answer, mark a 'X' through the incorrect selection and shade in the alternate choice. For Example:

1. A B C D

Part A

1. A B C D

2. A B C D

3. A B C D

4. A B C D

5. A B C D

6. A B C D

7. A B C D

8. A B C D

9. A B C D

10. A B C D

11. A B C D

12. A B C D

13. A B C D

14. A B C D

15. A B C D

16. A B C D

17. A B C D

18. A B C D

19. A B C D

20. A B C D

Part B

1. A B C D

2. A B C D

3. A B C D

4. A B C D

5. A B C D

6. A B C D

7. A B C D

8. A B C D

9. A B C D

10. A B C D

11. A B C D

12. A B C D

13. A B C D

14. A B C D

15. A B C D

16. A B C D

17. A B C D

18. A B C D

19. A B C D

20. A B C D

Student Declaration: I state that this test is my own work. I acknowledge that on completion I have received feedback as to my results. I have had the incorrect answers noted and the correct answers explained to me. I now know and understand the correct answers.

Student signature: Date: 14/12/14

Assessor Use Only

Practical skills completed Yes No Competent Assessor's signature Not Relevant

Theory mark Part A 19 / 20 Not Competent Date 14-12-14

Theory mark Part B N/A / 20

Re-assessment results

Practical skills completed Yes No Competent Assessor's signature

Theory mark Part A / 20 Not Competent Date

Theory mark Part B / 20

Comments

Good knowledge
overstated sk. level.

Paper 1 - White



Personal Water Craft

Practical Assessment Statement



The Department of Transport and Main Roads wants to ensure our waterways are made as safe as possible. To assist this, can the candidate please carefully read the below before signing. If you don't feel comfortable that each of the criteria has been provided; let us have your feedback by emailing boatsafe@tmr.qld.gov.au

PWC pre-start/maintenance checks (demonstration with explanation)

- Inspect hull and bungs.
- Registration numbers and label.
- Check operation of controls, steering and reverse bucket.
- Engine check explanation: fuel and fuel system, oil, coolant hoses and battery.
- Identify and/or list mandatory safety equipment.
- Check safety equipment condition and fit lifejacket.
- Start engine and check: throttle, kill switch and safety lanyard operation.

Candidate to practice:

- Correct starting procedure.
- Throttle control.
- Estimating distance on the water.
- To estimate 60metres from a fixed point.
- Travel at 6 knots and observe wash.

Candidate to manoeuvre PWC (demonstration and individual practice)

- Execute turns to port and starboard.
- Complete figure of 8.
- Cross wash.
- Manoeuvre in displacement mode.
- Manoeuvre at planning speed.
- Bring PWC alongside floating object.
- Manoeuvre alongside jetty or pontoon (if practicable or simulated).
- Approach departure point such as a beach or boat ramp at 6 knots or less.

PWC controls and operation (demonstration with explanation, with candidate to demonstrate)

- Starting procedure.
- Steering.
- Reverse.
- Throttle control.
- Safety lanyard operation.
- Instrument information.
- Body position of operator.
- Swap seats procedure (optional).
- Keeping jet pump intake clear of obstructions.

Candidate to demonstrate:

- Monitoring and assessment of water depth during operation.
- Monitoring and assessing of sea and weather conditions.
- Situational awareness at all times.
- Look astern before turn.
- Knowledge of IALA Buoyage system.
- Knowledge of Collision Regulations.
- Knowledge of local and Qld regulations.

Candidate to participate in an emergency drill (demonstration and individual practice)

- Collision avoidance (mandatory).
- Man overboard (mandatory).
- Capsize (optional).
- Re-mounting PWC from the water (optional).

I certify that during my BoatSafe PWC course, I had the above items demonstrated to me. I was then given sufficient opportunity to practice these tasks and to demonstrate basic proficiency.

Date of Assessment: 14/12/14

Candidate Details

Name: Not Relevant Signature: Not Relevant

BTP Details

Name: _____ BTP #: 0660419

BTP Signature: _____ Not Relevant

By signing this document, the BTP verifies that the candidate has undertaken all the tasks as described above and has demonstrated basic proficiency in them.

September 2016



BoatSafe Assessment FEEDBACK FORM

Course Title: RMDL PNCL Trainer: _____
 Course Venue: HOLLYWELL Course Date: 14/12/19

We would appreciate your time to help us evaluate our courses. Where we can improve them as a result of your comments, we will. Where you say we are doing well, we will pass that onto the right people. Your opinions are valuable for the continual growth and development for future needs.

Please tick the appropriate boxes.

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. Trainer and topics					
The trainer's knowledge, experience and content met the level required for the topics.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Presentations were of a high standard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The course met my learning needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Overall value					
The program represented good value for my investment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Satisfaction Rating					
Will you be able to apply what you have learnt?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	
Would you recommend the course to other people?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	
Are you interested in receiving more information on Yachting Queensland courses?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	
Were the Yachting Queensland staffs helpful?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	

Please continue over page.

DATE: 14/12/19

SHIP'S LOG

VESSEL NAME SEADOOGTI - registration 40104QE ✓

CAMPION CHASE - registration 28048QE

AREA OF OPERATION

Broadwater North 4216 ✓
 Coomera River North branch
 Coomera River South branch

Voyage Details

PRE DEPARTURE CHECKS

Bungs ✓ Engine ✓ Steering ✓ Fuel ✓ Oil level ✓ Safety equipment ✓
 Ropes & Fenders ✓ Battery Charge ✓ Provisions ✓ Stability ✓ Anchor Equipment ✓ Certificate ✓
 Maintenance ✓ Initial Not Relevant

Passenger number	Voyage Number	Vessel operator	Passenger Name	Voyage Start & Finish time	Time on helm minutes	Safety Briefing	Wind & tide		
							Wind	Tide	
1	1		Not Relevant	7.40 - 8.10	15 30 45	Yes No	North		Light
2	1 2			8.15 - 8.45	15 30 45	Yes No	West	East	Moderate
3	2 3			8.50 - 9.20	15 30 45	Yes No			Fresh
4	2 3 4				15 30 45	Yes No		South	
5	3 4 5				15 30 45	Yes No			
6	3 4 5 6				15 30 45	Yes No			
7	4 5 6 7				15 30 45	Yes No			
8	4 5 6 7 8				15 30 45	Yes No		Incoming	Outgoing
9	5 6 7 8 9				15 30 45	Yes No			
10	6 7 8 9 10				15 30 45	Yes No			
11	8 9 10 11				15 30 45	Yes No			
12	9 10 11 12				15 30 45	Yes No			

Comment all ok.

Maintenance NA

Master sign off Not Relevant

DATE: 17/12/19

SHIP'S LOG

VESSEL NAME

AREA OF OPERATION
 Broadwater North 4216 ✓
 Coomera River North branch ✓
 Coomera River South branch

Voyage Details

PRE DEPARTURE CHECKS

Bungs ✓ Engine ✓ Steering ✓ Fuel ✓ Oil level ✓ Safety equipment ✓
 Ropes & Fenders ✓ Battery Charge ✓ Provisions ✓ Stability ✓ Anchor Equipment ✓ Certificate ✓
 Maintenance ✓

Initial Not Relevant

Passenger number	Voyage Number	Vessel operator	Passenger Name	Voyage Start & Finish time	Time on helm minutes			Safety Briefing		Wind & tide		
					15	30	45	Yes	No	Wind	Tide	
1	1											
2	1 2		Not Relevant	10.30 -- 10.45	15	30	45	Yes	No	North	Incoming	Light
3	2 3		Not Relevant	10.45 -- 11.15	15	30	45	Yes	No	West	Incoming	Moderate
4	2 3 4		Not Relevant	11.15 -- 12.00	15	30	45	Yes	No	East	Incoming	Fresh
5	3 4 5			--	15	30	45	Yes	No	South	Outgoing	
6	3 4 5 6			--	15	30	45	Yes	No			
7	4 5 6 7			--	15	30	45	Yes	No			
8	4 5 6 7 8			--	15	30	45	Yes	No			
9	5 6 7 8 9			--	15	30	45	Yes	No			
10	6 7 8 9 10			--	15	30	45	Yes	No			
11	8 9 10 11			--	15	30	45	Yes	No			
12	9 10 11 12			--	15	30	45	Yes	No			

Comment *All OK.*

Maintenance *M/12*

Master sign off Not Relevant

DATE: 14/03/20

SHIP'S LOG

VESSEL NAME

AREA OF OPERATION

Broadwater North 4216
 Coomera River North branch
 Coomera River South branch

Voyage Details

PRE DEPARTURE CHECKS

Bungs ✓ Engine ✓ Steering ✓ Fuel ✓ Oil level ✓ Safety equipment ✓
 Ropes & Fenders ✓ Battery Charge ✓ Provisions ✓ Stability ✓ Anchor Equipment ✓ Certificate ✓
 Maintenance

Initial Not Relevant

Passenger number	Voyage Number	Vessel operator	Passenger Name	Voyage Start & Finish time	Time on helm minutes	Safety Briefing	Wind & tide		
							Wind	Tide	
1	1		Not Relevant	8:00 - 5:15	15 30 45	Yes ✓ No	North	Light	
2	1 2			--	15 30 45	Yes No	West	Moderate	
3	2 3			--	15 30 45	Yes No	East	Fresh	
4	2 3 4			--	15 30 45	Yes No	South		
5	3 4 5			--	15 30 45	Yes No			
6	3 4 5 6			--	15 30 45	Yes No			
7	4 5 6 7			--	15 30 45	Yes No			
8	4 5 6 7 8			--	15 30 45	Yes No			
9	5 6 7 8 9			--	15 30 45	Yes No			
10	6 7 8 9 10			--	15 30 45	Yes No			
11	8 9 10 11			--	15 30 45	Yes No			
12	9 10 11 12			--	15 30 45	Yes No			

Wind: North, West, East, South
 Tide: Incoming (circled), Outgoing
 11.45 am high

Comment *good with tide wind for 10/1*
 Maintenance *N/A*
 Master sign off Not Relevant

DATE: 14/03/20

SHIP'S LOG

VESSEL NAME

AREA OF OPERATION

Broadwater North 4216 ✓
 Coomera River North branch
 Coomera River South branch

Voyage Details

PRE DEPARTURE CHECKS

Bungs ✓ Engine ✓ Steering ✓ Fuel ✓ Oil level ✓ Safety equipment ✓
 Ropes & Fenders ✓ Battery Charge ✓ Provisions ✓ Stability ✓ Anchor Equipment ✓ Certificate ✓
 Maintenance ✓

Passenger number	Voyage Number	Vessel operator	Passenger Name	Voyage Start & Finish time	Time on helm minutes	Safety Briefing	Initial
1	1		Not Relevant	7.35 - 7.45	15 30 45	Yes No	Not Relevant
2	1 2			--	15 30 45	Yes No	Wind & tide Wind North Light West East Moderate Fresh South Tide Incoming Outgoing 1.45 am hrs
3	2 3			--	15 30 45	Yes No	
4	2 3 4			--	15 30 45	Yes No	
5	3 4 5			--	15 30 45	Yes No	
6	3 4 5 6			--	15 30 45	Yes No	
7	4 5 6 7			--	15 30 45	Yes No	
8	4 5 6 7 8			--	15 30 45	Yes No	
9	5 6 7 8 9			--	15 30 45	Yes No	
10	6 7 8 9 10			--	15 30 45	Yes No	
11	8 9 10 11			--	15 30 45	Yes No	
12	9 10 11 12			--	15 30 45	Yes No	

Comment *All ok windy tide wind back ✓*

Maintenance *n/a*

Master sign off

SCANNED TO DMS
Item ID:.....*FL4431*
File ID: ...*230/01234*
Date: ...*11.09.20*...



Marine & Pollution Incident Investigation Report

Title:

Serious injury PWC wave jumping incident - South
Stradbroke Island - Juvenile master & passenger

Incident date: 12/06/2020

Category: Category 2

CaseMan no: MSQ24460-2020
(N/A for TOMPA incidents)

Investigator	Stephen Knowles
Position	Shipping Inspector
Division	Maritime Safety Queensland
Regional office	Gold Coast
Address	40 - 44 Seaworld Drive, Main Beach 4217
Contact number	(07) 5585-1810
Email	stephen.g.knowles@msq.qld.gov.au
Report date	28 July 2020

Summary

Regional office: DMS File No:

Incident date: Time of incident: Date reported:

Category: Incident type:

MSQ attended: Officers attending: Contact No:

QPS attended: Officers attending: Contact No:

QAS attended: Officers attending: Contact No:

QBFP attended: Officers attending: Contact No:

Aquatic event: (copy of permit attached)

Evidence

Evidence seized: Not Relevant"/>

Evidence seized:

Restitution

Example: costs of oil response, damage to beacons, total cost of repairs and so on (attach quotes / invoices to report)

Location

Body of water / landmark:

Latitude: Longitude:

Latitude & longitude must be recorded in decimal format for entry into the CaseMan system. All coordinates in deg/min or deg/min/sec format must be converted to decimal degree format for entry. For example 16°30'S would become -16.5000 degrees.

Waters:

Conditions

Weather: Visibility:

Water: Wind:

Tide:

Pollution

Source

Ship: Land: Unknown:

Pollutant

Sheen: Diesel: Bilge: HFO: Other:

Extent

or

Size of slick (length and width in metres)

Litres

Released under RTI-DTMR

Ships involved

Add ship

Remove last ship

Ship 1.

Ship name:

Owners name:

Not Relevant

Owners address:

Not Relevant

Ship type:

Recreational

Ship class:

Recreational

Ship description:

2019 Yamaha FXHO 3 seat Personal Watercraft

Reg no:

Boat mark:

RUF:

Registering authority:

QUEENSLAND

Port of registry:

Registration expiry:

14/10/2020

Length (in metres):

3.51

Beam (in metres):

1.2

Construction:

Fibreglass

Engine type:

Inboard (petrol)

No. of engines:

1

Total power (kW):

180

Last monitoring date:

Written direction:

Previous incidents:

Master of ship 1.

Masters name:

Not Relevant

Place of birth:

Not Relevant

Masters address:

Not Relevant

Date of birth:

Not Relevant

Home phone:

Mobile phone:

Not Relevant

Work phone:

Email address:

Not Relevant

Statement/ROI:

Coercive powers used:

Marine licences:

RMDL & PWCL

Add deceased or injured persons on ship 1.

Add inj. person

Remove inj. person

Name:

Phone:

Address:

Email address:

Statement:

Coercive powers used:

Fatality:

Admitted to hospital:

Hospital: Gold Coast University Hospital

Doctor:

Not Relevant

Nature of injuries:

Role: Passenger

Deceased or injured person related to ship 1.

. Id crew on ship 1.

Add crew

Remove crew

Add offence details for person on ship 1.

Add offence

Remove offence

Add witness

Add witness

Remove witness

Name:

Not Relevant

Address:

Not Relevant

Home phone:

Mobile phone:

Work phone:

Email address:

Coercive powers used:

Statement provided:

Evidence adopted:

Released under RTI-DTMR

Summary of facts—explain incident & investigations conducted

The Incident

Include full particulars of vessels, voyage and location of incident.

At 10.30am on Friday 12/6/20, the Queensland Regulated Ship (QRS) registration number [redacted] was involved in a marine incident in the surf zone adjacent to South Stradbroke Island at the location referred to as The Other Side or TOS.

The QRS, a 3.51 metre Yamaha FXHO PWC powered by a 180kW petrol main engine was being operated by 1 [redacted] (passenger) and is owned by [redacted].

The PWC had undertaken a voyage with the 2 persons aboard from the Nerang River in [redacted] on the Gold Coast, wholly within smooth water limits, before exiting the Broadwater via the Gold Coast Seaway into designated open waters to engage in wave jumping activities north of the Seaway.

At 10.30am, [redacted] navigated the PWC into the surf zone and jumped a mid size wave as she headed away from the shoreline [redacted] fell from the PWC during this maneuver and was not injured. She laughed as [redacted] turned and came back to her location. As [redacted] was climbing back aboard, [redacted] of [redacted] had been watching from another PWC and approached her now stationary [redacted] advising her that conditions were too big and she should stop the wave jumping and they would all go back into the Broadwater. [redacted] agreed and continued to recover [redacted] and once back aboard the PWC, [redacted] began to make her way away from the beach towards deeper water.

At that moment, [redacted] was confronted by a much larger set wave that was cresting and appeared as though it was about to break. She quickly advised [redacted] to hold on and accelerated up the face of the wave. The PWC launched off the top of the wave causing [redacted] to lift off the seat and deck. The report indicates that the PWC landed square to the water's surface stopping immediately resulting in [redacted] slamming with force back onto the seat and deck. Both operator and passenger then fell into the water.

[redacted] witnessed the incident and was able to render immediate assistance to [redacted] and [redacted] who was transported (semi towed in the water, half on rear deck) back to Wavebreak Island where a medical evacuation took place. [redacted] was not injured.

[redacted] was admitted to GCUH where she has since had [redacted]

The Investigation

On Friday 12 June 2020, Shipping Inspectors from the Gold Coast Water Police responded to a report of the above mentioned marine incident and met with the involved parties and QAS at the VMR base on Muriel Henschman Drive, Main Beach.

A notebook version of events was obtained at this time and the incident was referred to Maritime Safety Queensland.

On Monday 15 June 2020, Maritime Safety Queensland received the incident report from the master involved and the referral from the Water Police. The incident was inputted into MSID as a Category 2 Marine Incident based on the reported serious injury. An investigating officer (I/O) was tasked with the investigation.

MARINE INCIDENT: Upon assessment, the I/O determined that the incident involved a single Queensland Regulated Ship (QRS) identified as a Personal Watercraft (PWC) and two juvenile female persons. It was concluded that the incident was consistent with the definition of a Marine Incident in that it was an event involving grievous bodily harm caused by the operation

of a ship.

TIME & DATE: The incident reportedly occurred during daylight hours at 10.30am on Friday 12 June 2020. This aligns with responses from Water Police, QAS and VMR.

LOCATION: Whilst the voyage undertaken on the day of the incident consisted of operations almost wholly within the smooth water limits of the Nerang River and the Broadwater, the incident occurred within open water limits immediately north of the Gold Coast Seaway adjacent to the southern end of South Stradbroke Island within the surf zone. The area is locally known as "the other side or TOS" and is frequented by large numbers of surfers almost daily who either travel by small craft or paddle to the area.

Surf/wave conditions that occur in the southern most section of South Stradbroke island are quite unique, differing from most other beach breaks. The area catches the biggest of the swell that travels through deep water before forming into large and powerful waves that break very close to the shore.

WEATHER & TIDE: The weather at the time of the incident was reported as clear skies, good visibility, calm water and light winds with a 2 metre swell height. Data obtained from the Bureau of Meteorology records show that at 9.00am that day, the temperature was 19.3 degrees Celsius, the relative humidity was 72% and the wind was from the south west at 7 km/hr. The swell was known to be mid size.

The tide at the time of the incident was incoming with a forecast high of 1.03 metres at 1.37pm that afternoon.

INVOLVED SHIP: The QRS involved in this incident is a 2019 model Yamaha FXHO PWC powered by a 180kW main engine. At the time of the incident, the PWC was appropriately registered bearing registration number [redacted] with an expiry of 14 October 2020. Prior to the incident, the PWC was reportedly in "as new" condition however post incident, the owner reports that the seat latch was damaged preventing it from closing as per design. No other damage was identified or reported.

INVOLVED OWNER: The owner of the PWC, [redacted] is identified as [redacted] of the master, [redacted]. He had purchased the involved ship and another identical PWC new in 2019 and they had been stored on a floating dock fronting his residential property on the Nerang River at Carrara.

The owner has known the injured passenger,

The owner was present with [redacted] and [redacted] provided versions for statements.

INVOLVED MASTER: The master of the involved ship at the time of the incident was [redacted], DOB [redacted] is a Grade [redacted] student at [redacted] and is employed as a casual at [redacted].

On 16/03/2020, [redacted] was issued with both a Recreational Marine Driver's Licence and a Personal Watercraft Licence. On 14 December 2019, [redacted] still [redacted] years of age, had undertaken and successfully completed a Boatsafe training course with [redacted] of Broadwater Boat and Jetski licencing. After turning [redacted] years of age and before obtaining her licences, [redacted] undertook a short refresher course with [redacted] spending a further 20+ minutes under guidance at the helm of both a PWC and powerboat.

Prior to obtaining her licenses, [Not Relevant] had undertaken 7 or 8 trips on the newly acquired PWC supervised at all times by her licensed [Not Relevant] she had been exposed to and had undertaken wave jumping at South Stradbroke without injury or incident.

[Not Relevant] suffered minor non-life threatening injuries during the incident consisting of [Not Relevant] and [Not Relevant] [Not Relevant] was not admitted to hospital however on the following day she was taken to the [Not Relevant] where she was medically assessed as having no major injuries.

INVOLVED PASSENGER: The passenger at the time of the incident is identified as

[Not Relevant] does not hold any formal marine qualifications however in the lead up to the incident, [Not Relevant] was actively involved in the surf life saving movement and had recently obtained both her bronze medallion and Inflatable Rescue Boat crew certificate.

[Not Relevant] suffered severe injuries when she impacted both the seat and deck of the PWC as it landed on the waters surface. These injuries were in the opinion of the Investigating Officer, consistent with the definition of Grievous Bodily Harm and consisted of a serious spinal injury and shattered ankle. Reference is made to the patient discharge summary. (attachment #1)

INVESTIGATOR SUMMARY:

During the course of the investigation, the I/O contacted [Not Relevant] of Broadwater boat and Jetski licencing to verify details provided by [Not Relevant] [Not Relevant] advised that he knew the [Not Relevant] family personally and had trained other family members including [Not Relevant] and [Not Relevant]. He told the I/O that [Not Relevant] possessed knowledge and a skill set that was often seen in children of parents who lived in waterfront properties and who had been exposed to the marine environment.

On request, [Not Relevant] provided a copy of all her course related material including the refresher course. On examination, the I/O saw that in the theory assessment, [Not Relevant] scored 50/50 for the powerboat component and 19/20 for the PWC component. (attachment #2)

A review of the Yamaha 2019 WaveRunner FX HO & FX Cruiser HO Owner's/Operator Manual USA Edition available online and consistent with the document provided with the PWC when purchased, found that on page 12 under Safety Information and Cruising Limitations, the following paragraph was included:

"This is a high performance boat - not a toy. Sharp turns or jumping wakes or waves can increase the risk of back/spinal injury (paralysis), facial injuries, and broken legs, ankles, and other bones. Do not jump wakes or waves."

When questioned, both owner and master admitted not having read that paragraph in the handbook. The I/O believes that the clause is included in the operating manual/handbook for legal reasons and Yamaha knows that the craft are used worldwide for sharp turns and wave jumping. The extract from that manual is attached. (attachment #3)

In determining a cause of the incident, the I/O has concluded that the master lacked relevant experience to readily identify sea conditions that were beyond her capability as a master and accelerated into the oncoming wave launching from the crest before slamming back down onto the surface of the water. A cool headed and experienced person would turn quickly and run from the cresting wave before turning again seaward and tackling the now broken wave at a lesser speed.

Evidence suggests that the master was about to leave the surf zone discontinuing the activity following guidance from her () however was confronted by the set waves as she attempted to comply with

The I/O further concluded that the swell size contributed significantly to the incident.

Evidence further suggests that the back injury sustained by () resulted when the PWC slammed back down onto the surface. This is further supported by damage sustained to the PWC seat latch. The ankle injury may have been sustained as the result of the impact or it occurred immediately after when she was flung from the PWC twisting her ankle at right angles in the foot-well and over the solid raised gunwale/side.

The masters injuries, although minor, were sustained upon landing and being flung chest and head first into the handlebars before being thrown into the water.

There is no evidence to suggest that any other vessels contributed to this incident and likewise there is no evidence to suggest that alcohol, drugs or fatigue were factors.

Released under RTI-DTMR

Contributing factors

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

Human contributing factors

- | | |
|--|--|
| <input type="checkbox"/> Alcohol or drugs | <input type="checkbox"/> Insecure mooring |
| <input type="checkbox"/> Commercial pressure | <input type="checkbox"/> Insufficient crew numbers |
| <input type="checkbox"/> Excessive speed | <input type="checkbox"/> Insufficient fuel |
| <input type="checkbox"/> Failure to wear engine kill switch lanyard | <input type="checkbox"/> Insufficient maintenance |
| <input type="checkbox"/> Failure to wear PFD | <input type="checkbox"/> Insufficient planning |
| <input type="checkbox"/> Fatigue | <input type="checkbox"/> Navigation error—failure to keep proper lookout |
| <input type="checkbox"/> Inadequate training of crew | <input type="checkbox"/> Navigation error—other |
| <input type="checkbox"/> Inappropriate advice to ship—Harbour Control/Port Authority | <input type="checkbox"/> Navigation error—violation of Colregs |
| <input type="checkbox"/> Inappropriate advice to ship—Pilot | <input type="checkbox"/> Operational error—other |
| <input type="checkbox"/> Inappropriate advice to ship—Vessel Traffic System | <input type="checkbox"/> Overloading |
| <input type="checkbox"/> Inappropriate instructions to crew—other | <input type="checkbox"/> Poor communications |
| <input type="checkbox"/> Inappropriate instructions to crew—poor communications | <input type="checkbox"/> Poor ship to shore communications |
| <input type="checkbox"/> Inattention | <input type="checkbox"/> Violation of standard procedures |
| <input checked="" type="checkbox"/> Inexperience or lack of knowledge | <input type="checkbox"/> Violation of statutory rules or standards |

Other (human):

Material contributing factors

- | | |
|---|---|
| <input type="checkbox"/> Bridge or navigation failure | <input type="checkbox"/> Inadequate stability—shifting cargo |
| <input type="checkbox"/> Electrical failure | <input type="checkbox"/> Inappropriate hull or equipment—construction fault |
| <input type="checkbox"/> Equipment failure - other | <input type="checkbox"/> Inappropriate hull or equipment—design fault |
| <input type="checkbox"/> Fuel or gas leak | <input type="checkbox"/> Inappropriate hull or equipment—insufficient maintenance |
| <input type="checkbox"/> Hull failure | <input type="checkbox"/> Insufficient safety equipment |
| <input type="checkbox"/> Inadequate stability—other | <input type="checkbox"/> Machinery failure |
| <input type="checkbox"/> Inadequate stability—overloading | <input type="checkbox"/> Shore structure badly designed built or maintained |

Other (material):

Environmental contributing factors

- | | |
|--|---|
| <input type="checkbox"/> Abnormal tidal conditions | <input type="checkbox"/> Hazardous waters—uncharted hazards |
| <input type="checkbox"/> Bar conditions | <input type="checkbox"/> Heavy traffic area |
| <input type="checkbox"/> Floating or submerged object | <input type="checkbox"/> Poor visibility |
| <input type="checkbox"/> Hazardous season (cyclones etc) | <input checked="" type="checkbox"/> Sea state |
| <input type="checkbox"/> Hazardous waters—coral reefs | <input type="checkbox"/> Wash of passing vessel |
| <input type="checkbox"/> Hazardous waters—lack navigation aids | <input type="checkbox"/> Wind |
| <input type="checkbox"/> Hazardous waters—shifting channel | |

Other (environmental):

Findings

Add findings

Remove last finding

1. Marine Incident occurred as reported - 12/06/2020 - 1030hrs - Open waters adjacent to South Stradbroke Island
2. PWC appropriately registered and maintained.
3. Master appropriately licensed
4. Master and passenger both wearing appropriate life jackets
5. Serious injuries sustained by passenger following PWC becoming airborne and slamming back into water

Conclusions

This incident involved a late model PWC whose master and passenger were both 70 year old females. The injuries sustained by the passenger amounted to GBH and as a consequence, the incident was investigated as a Category 2 Marine Incident.

QPS attended are determined that no offence was committed by the master and have not undertaken any investigation themselves.

The MSQ Investigating Officer has determined that insufficient evidence exists to suggest that any offence was committed by either the master or the owner and recommends that the matter be closed and no further action be taken.

Released under RTI-DTMR

Completed actions

Acknowledgement letter sent <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
CaseMan file closed or reassigned <i>(Not applicable to TOMPA incidents)</i>	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
Marine incident categorised	<input checked="" type="checkbox"/>	Attached	<input type="checkbox"/>
Ship inspection report (monitoring inspection completed)	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Written direction issued	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Photographic evidence taken	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Exhibits seized	<input type="checkbox"/>	Attached	<input type="checkbox"/>
Witness statements	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
MIN issued	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>
Evidence	<input checked="" type="checkbox"/>	Attached	<input checked="" type="checkbox"/>
GCUH Discharge report. Boatsafe training records.			
Other	<input type="checkbox"/>	Attached	<input type="checkbox"/>
POLREP form sent	<input type="checkbox"/>	Copy attached	<input type="checkbox"/>
CaseMan incident, ship and person records updated and validated	<input checked="" type="checkbox"/>	S KNOWLES	
		By whom (enter name)	

Released under RTI-DTMR

For consideration by Compliance Section

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

Report completed by

Not Relevant

Name: Stephen Knowles

Position: Marine Officer

Report endorsed by

Not Relevant

Name: Greg Turner

Position: Area Manager

CaseMan updated by

Not Relevant

Name: Stephen Knowles

Position: Marine Officer



Queensland
Government

Our ref MSC1824-2020
Your ref
Enquiries Stephen Knowles

Department of
Transport and Main Roads
Maritime Safety Queensland

9 December 2020

Ms [Redacted] Not Relevant

c/ [Redacted] Not Relevant

[Redacted] Not Relevant

Ms [Redacted] Not Relevant

Re Marine Incident 12 June 2020 – South Stradbroke Island, Gold Coast

I refer to a marine incident that occurred on South Stradbroke Island, Gold Coast on 12 June 2020, involving a fall from a Personal Water Craft (PWC) whilst wave jumping, in which you were involved.

Maritime Safety Queensland (MSQ) is the regulator responsible for administering the *Transport Operations (Marine Safety) Act 1994* and investigating marine incidents in Queensland Waters. The above matter has been investigated by MSQ (Gold Coast) and the findings of the investigation have been reported to the Compliance Unit who have carefully reviewed all the information, interviews and statements obtained by investigators relating to this incident.

The investigation determined the incident involved a single Queensland Regulated Ship (QRS) identified as a Personal Watercraft (PWC) and two juvenile female persons. It was concluded that the incident was consistent with the definition of a Marine Incident in that it was an event involving grievous bodily harm caused by the operation of a ship. The incident occurred on 12 June 2020 near and to the west of South Stradbroke Island. The investigation determined that you were the master of the PWC, that you were appropriately licensed and the PWC was appropriately registered at the time of the incident. It was determined that you are [Redacted] of age and you were carrying a [Redacted] on the PWC at the time of the marine incident. It was determined that the marine incident occurred when you were confronted by a large set wave that appeared as though it was about to break, and which caused you to react by accelerating towards the wave and causing your PWC to launch into the air and landing on the surface of the water. It was determined that on landing, [Redacted] fell from the PWC and sustained serious injury.

Whilst this marine incident appears to have occurred as a result of inexperience and poor judgement by yourself, MSQ is of the opinion that no breaches of legislation have occurred in this instance and no further action will be taken. While I advise that MSQ does not propose to take any further action in relation to this matter, it is recommended that you exercise *situational awareness* and undertake proper planning prior to engaging in any similar marine activities in the future, to minimise the risk of injury to any person.

Telephone +61 7 3066 4083
Facsimile +61 7
Website www.tmr.qld.gov.au
Email
ABN 39 407 690 291

I have asked the Compliance, Education & Engagement team to contact you to discuss this matter and provide further information. In the interim, for more information on safety and PWC's, please access the Maritime Safety Queensland website (www.msq.qld.gov.au) which contains necessary information on safe operation of PWCs.

For any questions in relation to this matter, please do not hesitate to contact myself on Telephone 07 3066 4083 or by email on Alain.G.DeVilliers@msq.qld.gov.au or Marine Officer Stephen KNOWLES on Telephone 07 5585 1816 or by email on Stephen.G.Knowles@msq.qld.gov.au.

I wish you safe boating in the future.

Regards

Not Relevant

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

Released under RTI-DTMR

15

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MSQ24460 - FINALISED (REFERRED TO COMPLIANCE)

Recent items

- Case - MSC1824 - Complete
- MSQ24460 - Marine Incident

Details of MSQ24460 - Marine Incident - 12/06/2020

Form: Marine Incident

Marine Incident

Case - Investigation (1)

Organisation (0)

Ship (1)

Person (3)

Informant (0)

Document (1)

Object (0)

1 of 1

Link status: Confirmed

Summary	Case Details	Attending Officers	Finding / Conclusion	Review / Close	Case Measures	Link Details	Case Investigation Notes
<p>Review Action Required: <input type="checkbox"/> No</p> <p>Review Action Completed: <input type="checkbox"/> No</p> <p>Case Checked (AM): 11/09/2020</p> <p>Refer for CU Action: <input checked="" type="checkbox"/> Yes</p> <p>Case Closed (CU): <input type="checkbox"/></p> <p>Case Closed - Prosecution: <input type="checkbox"/></p> <p>Case Closed - Admin Action: <input type="checkbox"/></p> <p>Case Closed - ANSA: <input type="checkbox"/></p> <p>Case Closed - Coroner: <input type="checkbox"/></p> <p>Case Closed - Finalised (AM): <input type="checkbox"/></p> <p>Case Closed - Finalised (CU): <input type="checkbox"/></p>							

11/9/2020 - AWAIT ADVICE FROM C/U RE CLOSURE.

Not Relevant

E6H | Save | Cancel

Clear selected

Find items