



Marine Incident Investigation Report

Case Ref: MSC2483-2021

Date: 12/11/2021

To: Area Manager Gladstone (South)
Copy to:
Prepared by: LOVERIDGE, Anthony E
Subject: Collision with a floating object

Category: 3

1. PURPOSE OF INVESTIGATION

To investigate a marine incident and possible breaches of TOMSA, and provide advice and recommendations on safety and/or policy issues.

2. SUMMARY OF MARINE / POLLUTION INCIDENT

10/04/2021, 07:30 PM. Collision with floating object. UC2 Buoy - Hervey Bay. Collision with a floating object

3. SHIPS INVOLVED

Ship Name/Rego: [personal information]
Ship Type: Sail Boat
Ship Engine Type: Inboard Diesel
Ship Owner: [personal information]

4. MASTER OF SHIP (if applicable)

Ship Master: [personal information]
Licence details: [personal information]

5. SUMMARY OF INVESTIGATION

That on Saturday 10 April 2021 at approx. 19:30 a Marine Incident occurred in Hervey Bay in the vicinity of Hervey Bay Fairway Beacon and UC2, involving collision with a floating object. (UC2) The Marine Incident resulted in no injuries and the ship sustaining damage. This matter was reported to Maritime Safety Qld VTS on 10-4-2021 at 19:40 via radio, and the Buoy UC2 reported as being unlit. On 13-4-2021 the Investigation was assigned to Marine Officer Anthony Loveridge for investigation. As a result, Loveridge contacted [personal information] master and owner of ship [personal information] re incident. [personal information] said that he was on board with [personal information] [personal information] were on deck. They were inbound to Hervey Bay and passed the Fairway Beacon, they were looking for the lateral marks but could not see them, could see the cardinal marks further up the channel. The ship was under motor at approx. 8 knots. There was no moon and they were looking for the UC2 buoy. The crew were unable to see the light from the buoy. The ship hit buoy and the buoy travelled down the tunnel. [personal information] states that the buoy was unlit. [personal information] plotted the point on his plotter. [personal information] said he did not record the track; he only records the track near reefs. [personal information] said that the buoy bounced around under the tunnel and then popped up after the transom. The ship was still at sea and will return to Urangan on Saturday 17 April 2021. As a result, Marine Officers undertook an examination of the ship involved in the Marine Incident during which some observations were made. Marine Officers observed and photographed damage to the ship on the inner starboard hull and on the underside of the bridge deck and beams. The ship has a GPS plotter. The owner Master said that he didn't save the track on the GPS unless he was in the reefs. The ship is fitted with a radar, and the master said that it was switched on and operating. The position of the incident was saved on the plotter a record of this was taken. Position provided 25°8.934'S, 152°50.331'E Approximately 207m from the charted position of UC2, 25°8.9642'S, 152°50.4498'E. MO Loveridge confirmed that MSQ had not received any reports of the UC2 buoy being unlit or out of position. Loveridge confirmed with QBFP of any trawlers providing reports of unlit, Trawler Second Wind reported that he had been through on 9 April, and had heard Watermark reporting it unlit on the radio. UC2 ANAMS # 4302, is a Sealite SLB1500 Poly Buoy, it is fitted with a Sealite SL75 LED Lantern. The ground tackle consists of 30m of 20mm chain, 1 Swivel, 3 x 6.5 Tonne tested 25mm shackles, 1 x 32mm 6 Tonne Tested Shackle and 1 x 300kg concrete dump. there are 12 reflectors on the dayshape section of the Buoy. The Buoy is fitted with an internal radar reflector. It is in the service group Cruise Ship Buoys. Service records of the Aid to Navigation showed last service was November 2020, with no faults and battery replacement due 10 April 2024. Ground Tackle is due to be replaced in April 2022.

6. FINDINGS

As a result of investigations into this matter it was determined that the Buoy UC2 was approximately 200 Meters out of position in the opposite direction to direction of travel of the ship Watermark. There had been no previous reports of the buoy out of position or unlit. It is not known as to why Watermark radar unit was unable to pick up the radar signature of the buoy, which was fitted with radar reflectors. It is likely that the radar was not tuned correctly to pick up the buoy. As a result of investigations into this matter it was determined that there is insufficient evidence to prove beyond a reasonable doubt that an offense was committed.

7. CONCLUSION / RECOMMENDATION

As a result of the findings of this investigation it recommended that no further action be taken against anyone in relation to this matter and that a closure letter be sent to the master providing education on the use of radar. MSQ has removed the Cruise Ship Buoys as there is no longer a navigational requirement for them due to lack of cruise ships.

8. CASE REVIEWED

Reviewed by Area Manager: 15/11/2021

Reviewed by Compliance Unit: N/A

Case Finalised: 15/11/2021

Released under RTI - DTMP