

Marine incidents in Queensland

2012

Foreword

The information in this report is our best means of understanding the factors which contribute to marine incidents.

Comparison with other annual reports also helps us to forecast emerging marine safety challenges and trends.

It is tremendously encouraging to note that during 2012, for the first time in over 20 years, Queensland did not record a single fatal marine incident involving a commercial vessel.

Furthermore the seven boating fatalities that did occur in 2012 was the lowest figure since 1998.

While seven people died in seven separate marine incidents in 2012, a further 188 people were injured in other incidents.

Of those people, 39 were hospitalised while another 149 suffered injuries which required attention ranging from first aid to extensive outpatient surgery and rehabilitation.

The number of incidents involving collisions and groundings suggests that the importance of maintaining situational awareness at all times continues to be under-appreciated.

Further analysis tells us that, as in previous years, fatalities could have been prevented by wearing a lifejacket.

Other incidents highlighted the importance of using a safety switch lanyard whenever a vessel is underway.

Importantly, the analysis concluded that only one fatality in 2012 was the result of mischance while the remainder involved incidents that were foreseeable and avoidable.

The message from the 2012 report is clear. It is every skipper's responsibility to ensure that their vessel is in good order, suitably equipped, and that the required safety equipment is used by all those on board.

Maritime Safety Queensland will continue its work with the community and the maritime industry to encourage and foster safety as a core value. I am sure that by working together we can continue to meet the safety challenges of maritime transport, commerce, tourism and recreational boating in Queensland.

Neil Scales

Director General

Department of Transport and Main Roads

Key Points

- In 2012, 771 marine incidents were reported in Queensland.
- These 771 incidents represent 308 marine incidents per 100,000 registered vessels.
- Seven fatal marine incidents occurred in 2012 resulting in 7 deaths; the lowest number since 1998.
- There were no fatal incidents involving commercial vessels.
- There were no incidents resulting in multiple fatalities.
- There were 975 vessels involved in the 771 incidents –514 commercial, 38 hire and drive, and 423 recreational vessels.
- The most common incidents were collisions (37%), capsizing, flooding and swamping incidents (15%) and groundings (15%).
- One in every 18 incidents resulted in a fatality or a hospital admission.
- In total, 188 people were injured in marine incidents and 39 of them were admitted to a hospital.
- Sixty-four per cent of those killed or injured (125 of 195) were not in charge of the vessel at the time of the incident.
- Neither of the two people killed by runaway vessels was using a safety switch lanyard.
- None of the four people who drowned or are presumed to have drowned were known to be wearing a PFD (life jacket).

Introduction

This report presents an analysis of marine incidents which occurred in Queensland waters during 2012. It has been prepared by Maritime Safety Queensland in accordance with Section 127 of the *Transport Operations (Marine Safety) Act 1994*.

Masters and/or owners of vessels involved in a marine incident must report those incidents to Maritime Safety Queensland, Queensland Water Police or Queensland Boating and Fisheries within 48 hours.

Research suggests that many incidents continue to go unreported, particularly those which do not result in either material damage or personal injury and those that occur in more remote locations.

Nevertheless, this report provides a valuable summary of the more serious marine incidents that occurred and a factual basis for understanding the safety risks associated with boating activities and how they might be further mitigated.

Trends in Reported Incidents

The number of reported marine incidents decreased from 819 in 2011 to 771 in 2012 (down 5.9%).

However, the 2011 total included reports of vessels damaged by tropical cyclone activity.

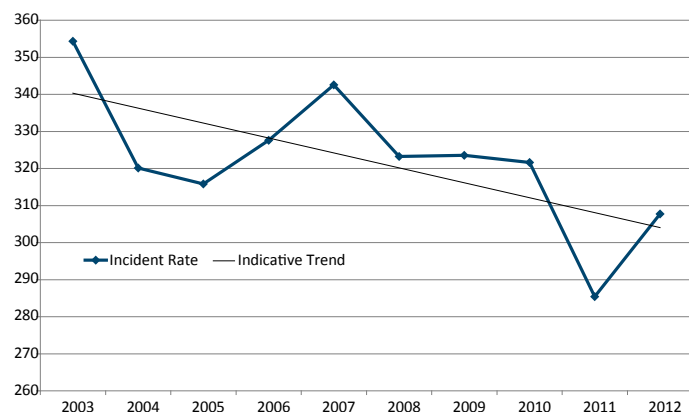
If cyclone-related incidents are not included comparison of the two years shows an increase in reported incidents from 702 to 771 (up 9.8%).

This increase can largely be attributed to port expansion work in the Gladstone harbour region where there was a 137% increase in vessel movements and a 62% increase in the number of reported marine incidents.

In terms of personal injuries during 2012, 149 people suffered injuries which did not result in admission to hospital. Thirty-nine people suffered injuries which did result in admission to hospital while 7 people died as a result of their injuries.

This was the lowest number of fatalities recorded in a year since 1998.

Figure 1. Incident rate



Source: CASEMAN, marine incident case management database, TRAILS, recreational registration and licensing database, CIRMS, commercial vessel registration database, as at 01/03/2013

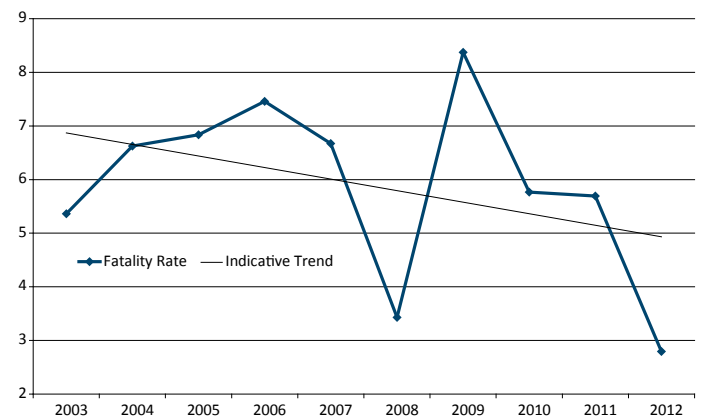
The number of reported incidents per 100,000 vessels (incident rate) increased from 285 in 2011 to 308 (up 7.8% - see figure 1).

Over the past decade the incident rate has been falling at an average rate of 1.5% per annum.

Fatalities per 100,000 registered vessels (fatality rate) fell dramatically from 5.7 in 2011 to 2.8 fatalities per 100,000 vessels (down 50.9% - see figure 2).

Over the past decade the fatality rate has been falling at an average rate of 7% per annum.

Figure 2. Fatality rate



Source: CASEMAN, marine incident case management database, TRAILS, recreational registration and licensing database, CIRMS, commercial vessel registration database, as at 01/03/2013

Summary

This analysis and the accompanying graphs suggest that changes in the number of marine incidents and the incident rates reported in 2012 are consistent with the measured improvement in maritime safety seen over the past decade.

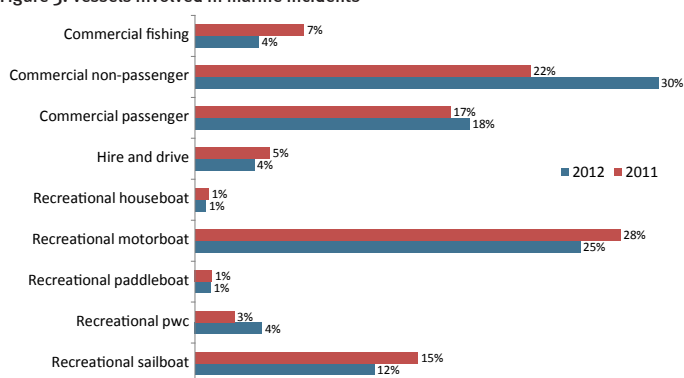
Focus on Reported Incidents

In 2012 Maritime Safety Queensland investigated 771 marine incidents involving the operation of commercial, hire and drive, and recreational vessels.

At the end of 2012 there were 250,542 vessels registered in Queensland; 1.9% more than 2011. Recreational vessels account for 97.8% of all the vessels registered in Queensland. The remaining 2.2% were registered as commercial vessels, including 0.3% registered exclusively for use as hire and drive vessels.

The majority of incidents occurred during daylight hours (546), in smooth waters (459), in clear weather (546), when visibility was good (553) and when wind speeds were less than 16 knots (576).

Figure 3. Vessels involved in marine incidents

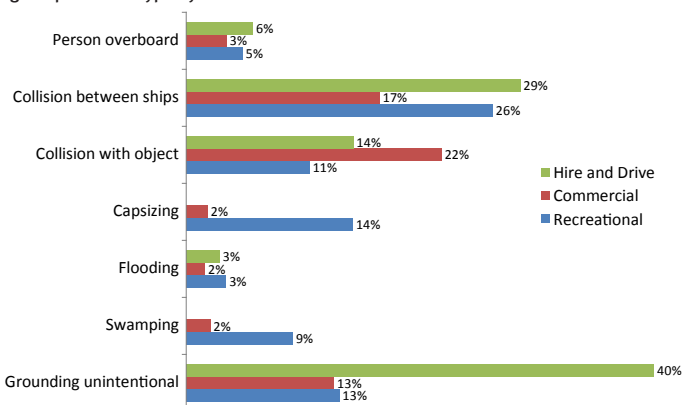


Source: CASEMAN, marine incident case management database, as at 01/03/2013

Commercial vessels were involved in 435 incidents, hire and drive vessels were involved in 35 incidents and recreational vessels were involved in 351 incidents (see figure 3).

Collisions with other vessels (141), collisions with objects (137) and unintentional groundings (115) accounted for more than 50% of all reported incidents (see figure 4).

Figure 4. Incident type by vessels involved



Source: CASEMAN, marine incident case management database, as at 01/03/2013

The majority (423) of incidents resulted in at least one vessel sustaining some degree of material damage. Moderate damage was most commonly reported (227), followed by minor damage (90), then major damage (62), while 44 incidents resulted in the complete loss of the vessel.

Personal injuries were reported in 163 incidents. In 120 incidents the most seriously injured person was not admitted to a hospital, in 36 incidents the most seriously injured person was admitted to hospital and in 7 other incidents a person died.

In total 195 people were injured, 7 fatally and 39 to an extent requiring their admission to hospital. It is worth noting that 64% of those injured were not in charge of the vessel at the time of the incident.

Commercial vessels

Commercial vessels include fishing vessels, passenger vessels, non-passenger vessels and personal water craft (PWC). Non-passenger vessels are vessels that are licensed to carry up to 12 passengers.

At the end of 2012 there were 4841 commercial vessels registered in Queensland, 0.6% more than 2011. Seventy-six per cent of these were non-passenger vessels, 13% were passenger vessels and 11% were commercial fishing vessels.

During 2012, 514 commercial vessels were involved in 435 marine incidents. Seventy-four per cent of these incidents involved a single commercial vessel, 16% involved more than one commercial vessel, while 10% also involved recreational or hire and drive vessels.

Incidents involving commercial vessels resulted in 83 people being injured. Thirteen of these people (6 passengers and 7 crew members) suffered injuries which required their admission to hospital.

There were no fatalities involving the operation of commercial vessels in 2012.

The 435 incidents involving commercial vessels predominantly involved motorised non-passenger vessels (236 incidents), passenger vessels (168 incidents), and commercial fishing vessels (38 incidents).

Non-passenger vessels were most commonly involved in collisions with objects (53 incidents), collisions between vessels (39 incidents), onboard incidents (26 incidents) and unintentional groundings (23 incidents). There were 34 uncategorised incidents related to the operation of the vessel.

In terms of material damage, these incidents resulted in a single non-passenger vessel being lost, 6 sustaining major damage, 57 sustaining moderate damage and 26 vessels with minor damage.

In respect of personal injury, the incidents involving non-passenger vessels resulted in 6 people (4 crew members and 2 passengers) sustaining injuries which required their admission to hospital.

Passenger vessels were most commonly involved in collisions with objects (43 incidents), collisions with other vessels (27 incidents) and unintentional groundings (25 incidents) which together account for 56% of all incidents in which passenger vessels were involved.

In terms of material damage, these incidents resulted in 2 passenger vessels being lost, 6 sustaining major damage, 33 sustaining moderate damage and 23 vessels with minor damage.

In terms of personal injury, these incidents resulted in 6 people suffering injuries which resulted in their admission to hospital—2 crew members and 3 passengers on commercial passenger vessels and a crewman on a paddled recreational vessel.

Commercial fishing vessels were most commonly involved in collisions with other vessels (10 incidents) and unintentional groundings (7 incidents). Collisions and groundings account for 50% of the incidents in which commercial fishing vessels were involved.

These incidents resulted in 4 commercial fishing vessels being lost, 4 vessels sustaining major damage, 9 vessels sustaining moderate damage and 6 vessels with minor damage.

In terms of personal injury these incidents resulted in 3 people suffering injuries which required their admission to hospital—2 crew members on commercial fishing vessels and the master of a recreational motorboat.

Hire and drive vessels

Hire and drive vessels include motorboats, sailboats, paddle-boats, houseboats and personal watercraft. At the end of 2012 there were 662 vessels registered exclusively for use as hire and drive vessels; 8.8% less than in 2011.

During 2012, 38 hire and drive vessels were involved in 35 marine incidents. Sixty-nine per cent of these incidents involved a single hire and drive vessel, 9% involved more than one hire and drive vessel, while the remaining 22% of incidents also involved a commercial or a recreational vessel.

In terms of material damage, there were no hire and drive vessels lost in marine incidents. One vessel did sustain major damage, while 10 vessels sustained moderate damage and 10 vessels sustained minor damage.

The 35 incidents predominantly involved sailboats (15), which were involved in 15 incidents and 12 PWC which were involved in 9 incidents. Most of the incidents involving sailboats were unintentional groundings (11 incidents), while those incidents involving PWC were predominantly collisions with other vessels (4 incidents).

In terms of personal injuries, incidents involving hire and drive vessels resulted in 10 people being injured. Three people—a ship's master and 2 passengers—suffered injuries which required their admission to hospital. These figures indicate that 60.0% of those injured were not in charge of the vessel.

There were no fatalities resulting from the operation of hire and drive vessels.

Recreational vessels

Recreational vessels include motorboats, sailboats, paddle-boats, houseboats and personal watercraft. At the end of 2012 there were 245,039 recreational vessels registered in Queensland; 1.9% more than in 2011. Ninety per cent of these vessels were motorboats, 3% were sailboats and 7% were PWC.

During 2012, 423 recreational vessels were involved in 351 marine incidents. Sixty-eight per cent of these incidents involved a single recreational vessel, 19% involved more than one recreational vessel, while the remaining 13% also involved a commercial or hire and drive vessel.

These 351 incidents resulted in 102 people being injured. Twenty-three of these people—14 ship's masters, 6 passengers, 2 crew members and a surf ski rider—suffered injuries which required their admission to hospital. Another 7 people—6 masters and a passenger—died as a result of their injuries. These figures indicate that 49% of those injured were not in charge of the vessel at the time of the incident.

Incidents involving recreational vessels predominantly involved motorboats (229 incidents), sailboats (102 incidents) and PWC (33 incidents).

Motorboats were most commonly involved in collisions between vessels (50 incidents), capsizing incidents (39), swamping and flooding incidents (35), collisions with objects (25 incidents), unintentional groundings (21 incidents) and person overboard incidents (16).

In terms of material damage, these incidents resulted in 22 motorboats being lost, 27 vessels sustaining major damage, 87 vessels with moderate damage and 18 vessels with minor damage.

Fourteen of these incidents resulted in 14 people being admitted to a hospital for treatment, while 5 people died in 5 separate recreational motorboat incidents.

Sailboats were most commonly involved in collisions between vessels (44 incidents), followed by unintentional grounding incidents (23).

In terms of material damage these incidents resulted in 9 sailboats being lost, 8 vessels sustaining major damage, 42 vessels with moderate damage and 17 vessels with minor damage.

In terms of personal injuries, 3 incidents resulted in 3 people being admitted to hospital. There were no fatal incidents involving sailboats.

Personal water craft were most commonly involved in collisions between vessels (14 incidents) and capsizing incidents (5).

These incidents resulted in 3 vessels being lost, 11 vessels sustaining major damage, 11 sustained moderate damage and 3 with minor damage.

In terms of personal injuries, 5 incidents resulted in 5 people being hospitalised, while another incident resulted in a fatality.

The remaining fatal incident involved a paddled recreational vessel which capsized.

Fatalities in Focus

In 2012 there were 7 fatal boating incidents resulting in 7 deaths. All of these incidents involved recreational vessels—five motorboats, a kayak and a PWC.

The activities in which these people were engaged at the time of the incidents included fishing, tubing, kayaking, PWC racing and motor boating.

Inexperience, intoxication, an inappropriate or unseaworthy vessel, a failure to take basic safety precautions and poor judgement were among the factors identified by investigators as contributing to these incidents.

Four of the 7 fatal incidents occurred during fishing trips. Three of these incidents involved motorboats and the fourth a kayak. Two of these incidents were the result of a person falling overboard while attending to a faulty outboard engine. Another incident occurred when a vessel which did not have positive flotation was swamped and sank. The fourth incident occurred when a kayak capsized near the wall of a weir. In every case the deceased were not wearing lifejackets.

In 2 further incidents the masters of 2 motorboats were killed after falling overboard and being struck by their vessels.

These incidents highlight the importance of using a safety switch lanyard whenever a vessel is underway.

In another incident a man was killed while competing in an organised PWC race at the Gold Coast. This incident was the only one that could be described as the consequence of a calculated risk; the others were largely the consequence of poor planning and poor judgement.

Summary

The incidents reported in 2012 were not substantially different to those reported in recent years.

The most significant finding to emerge from this analysis was that 64% of those killed or injured during 2012 were not in charge of the vessel at the time the incident occurred.

It is likely that 6 of the 7 fatal incidents would not have resulted in a fatality if those concerned had been wearing lifejackets and/or using a safety switch lanyard.

If the masters of these vessels had maintained an appropriate level of situational awareness and were mindful of their own limitations and those of their vessels, these incidents might have been avoided.

The message is clear: having an appropriate and suitably equipped vessel, being in a fit and proper state to operate the vessel and making use of simple safety equipment will reduce the possibility of an incident occurring and increase the possibility of survival should an incident occur.

In the Regions

Maritime Safety Queensland comprises six maritime regions: Brisbane, Cairns, Gladstone, Gold Coast, Mackay and Townsville.

Across the state there were 31 marine incidents reported for every 10,000 vessels registered in Queensland. The Brisbane, Gold Coast and Townsville maritime regions recorded incident rates below the state average while Cairns, Mackay and Gladstone regions recorded incident rates above the state average (see table 1).

Table 1. Marine incidents by region

Maritime Region	Marine Incidents	Registered Vessels	Incident Rate	Serious Injury Incidents	Fatal Incidents	Fatalities
Brisbane	225	94,986	24	17	2	2
Cairns	84	21,974	38			
Gladstone	249	46,981	53	5	2	2
Gold Coast	100	42,099	24	12	2	2
Mackay	74	19,911	37	4		
Townsville	39	23,806	16		1	1
Total	771	250,542	31	38	7	7

Source: CASEMAN, marine incident case management database, TRAILS, recreational registration and licensing database, CIRMS, commercial vessel registration database, as at 01/03/2013

Across the state the incident rate increased by 6% over that of the previous year. The Townsville, Mackay and Cairns incident rates fell by 28, 22 and 15% respectively, while the incident rate in Gladstone increased by 55%.

Brisbane

In December 2012, there were 93,461 recreational vessels, 1340 commercial vessel and 185 hire and drive vessels registered in this region.

During 2012, 225 marine incidents were reported in this region; 6.5% more than in the previous year.

These 225 incidents involved 274 vessels—101 commercial vessels, 167 recreational vessels and 6 hire and drive vessels.

The most commonly reported incidents were capsizing (37), collisions between vessels (38), and collisions with objects (33), followed by unintended groundings (27).

Ten recreational motorboats were lost, 22 vessels sustained major damage, 75 vessels sustained moderate damage, and 24 vessels sustained minor damage.

In this region 70 people were injured, including 2 deaths and 18 hospital admissions.

Cairns

In December 2012, there were 20,904 recreational vessels, 987 commercial vessels and 83 hire and drive vessels registered in this region.

During 2012 there were 84 marine incidents reported in this region; 13.4% less than in the previous year.

These 84 incidents involved 88 vessels—59 commercial vessels, 28 recreational vessels and a single hire and drive vessel.

The most commonly reported incidents were unintended groundings (20), collisions between ships (17) and collisions with objects (13).

In terms of material damage, these incidents resulted in the loss of 10 vessels, 7 vessels sustained major damage, 19 vessels sustained moderate damage and 20 vessels sustained minor damage.

In this region 9 people were injured. There were no deaths or hospital admissions reported in this region.

Gladstone

In December 2012, there were 46,016 recreational vessels, 908 commercial vessels and 57 hire and drive vessels registered in this region.

During 2012 there were 249 marine incidents reported in this region; 62.7% more than in the previous year.

The 249 marine incidents reported involved 335 vessels—239 commercial vessels, 93 recreational vessels and 3 hire and drive vessels.

The most commonly reported incidents were collisions with objects (61), collisions between ships (41) and unintended groundings (31).

In terms of material damage, 11 vessels were lost, 10 vessels sustained major damage, 93 vessels sustained moderate damage and 22 vessels sustained minor damage.

In this region 37 people were injured, including 2 deaths and 5 hospital admissions.

Gold Coast

In December 2012, there were 41,281 recreational vessels, 691 commercial vessels and 127 hire and drive vessels registered in this region.

During 2012 there were 100 marine incidents reported within this region; 5.3% more than in the previous year.

These 100 incidents involved 138 vessels—83 recreational vessels, 50 commercial vessels and 5 hire and drive vessels.

The most commonly reported incidents were collisions between vessels (28) or with objects (11), followed by onboard incidents (19) and swamping (12) incidents.

In terms of material damage, 4 vessels were lost, 12 vessels sustained major damage, 37 vessels sustained moderate damage and 13 vessels sustained minor damage.

In this region 50 people were injured, including 2 deaths and 12 hospital admissions.

Mackay

In December 2012, there were 19,238 recreational vessels, 488 commercial vessels and 185 hire and drive vessels registered within this region.

During 2012 there were 74 marine incidents reported within this region; 19% less than the previous year.

These 74 incidents involved 94 vessels—44 commercial vessels, 22 hire and drive vessels and 28 recreational vessels.

The most commonly reported incidents were unintentional groundings (23) followed by collisions with objects (13) and collisions with other vessels (10).

In terms of material damage, 5 vessels were lost, 9 vessels sustained major damage, 26 vessels sustained moderate damage and 17 vessels sustained minor damage.

In this region 19 people were injured, including 4 hospital admissions.

Townsville

In December 2012, there were 23,354 recreational vessels, 427 commercial vessels and 25 hire and drive vessels registered within this region.

During 2012, there were 39 marine incidents reported in the Townsville region; 27% less than the previous year.

These 39 incidents involved 46 vessels—24 recreational vessels, 21 commercial vessels and a single hire and drive vessel.

The most frequently reported incidents were collisions with other vessel (7) or objects (6), and unintentional groundings (7).

In terms of material damage, 4 vessels were lost, 6 vessels sustained major damage, 6 vessels sustained moderate damage and 11 vessels sustained minor damage.

In this region 10 people were injured, including one death.

Summary

Each of Queensland's maritime regions vary considerably in terms of the size and composition of the vessel fleets, the size of resident populations and the nature and extent of the waterways being overseen. As a result, any comparison of the safety performance of one region with another requires careful analysis if misleading conclusions are to be avoided.

Summary data tables

Table 1: Number of Incidents by incident type

Incident Type	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Collision between ships	38	17	41	28	10	7	141
Collision with a an object	33	13	61	11	13	6	137
Grounding unintentional	27	20	31	7	23	7	115
Capsizing	37	1	7	3	5	4	57
Onboard incident	17	5	11	19	3	1	56
Swamping	10	3	7	12	5	1	38
Person overboard	10	3	9	4	1	5	32
Fire or Explosion	8	4	12	1	1	0	26
Flooding	5	5	4	1	2	3	20
Water ski incident	6		2	1		1	10
Collision with a person	2			3	1		6
Loss of ship		1	3				4
Other Incident	32	12	61	10	10	4	129
Total	225	84	249	100	74	39	771

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 2: Number of Incidents by sector of vessels involved

Vessel Sector	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Commercial	80	56	173	34	31	16	390
Commercial/Recreational	15	2	10	9	3	3	42
Commercial/ Hire & Drive	1			1		1	3
Hire & Drive	3	1	2	2	19		27
Hire & Drive / Recreational	1		1	2	1		5
Recreational	125	25	63	52	20	19	304
Total	225	84	249	100	74	39	771

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 3: Number of Incidents by severity of injury reported

Severity	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Fatal	2		2	2		1	7
Hospital Admission	16		5	11	4		36
Other Injury	45	9	23	30	7	6	120
No injury	162	75	219	57	63	32	608
Total	225	84	249	100	74	39	771

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 4: Number of vessels involved by vessel type--commercial vessels

Vessel Type	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
PWC	2		1			1	4
Fishing	17	8	7	1	3	5	41
Non passenger	50	25	154	29	17	12	287
Other			1		1		2
Paddle/row	1			1			2
Passenger	31	26	76	19	21	3	176
Sailboat					2		2
Total	101	59	239	50	44	21	514

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 5: Number of vessels involved by vessel type--hire & drive vessels

Vessel Type	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
PWC	4	1	1	1	5		12
Houseboat			1	3			4
Motorboat	1		1	1	2	1	6
Other	1						1
Sailboat					15		15
Total	6	1	3	5	22	1	38

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 6: Number of vessels involved by vessel type--recreational vessels

Vessel Type	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
PWC	15	1	4	18	4	1	43
Houseboat	1		3	3			7
Motorboat	98	15	60	46	17	11	247
Other				1			1
Paddle/row	6		2	2			10
Sailboat	47	12	24	13	7	12	115
Total	167	28	93	83	28	24	423

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 7: Number of vessels involved by severity of material damage

Reported Damage	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Ship Lost	10	10	11	4	5	4	44
Major	22	7	10	12	9	6	66
Moderate	75	19	93	37	26	6	256
Minor	24	20	22	13	17	11	107
None	143	32	199	72	37	19	502
Total	274	88	335	138	94	46	975

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 8: Number of persons by vessel sector--fatalities

Vessel Sector	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Recreational	2		2	2		1	7
Total	2		2	2		1	7

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 9: Number of persons by vessel sector--hospital admissions

Vessel Sector	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Commercial	7		2	2	2		13
Hire & Drive	1		1	1			3
Recreational	10		2	9	2		23
Total	18		5	12	4		39

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 10: Number of persons by vessel sector--other injury

Vessel Sector	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Commercial	24	7	16	19	2	2	70
Hire & Drive		1		1	4	1	7
Recreational	26	1	14	16	9	6	72
Total	50	9	30	36	15	9	149

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 11: Number of persons by role--fatalities

Role at incident	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Master	1		2	2		1	6
Passenger	1						1
Total	2		2	2		1	7

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 12: Number of persons by role--hospital admissions

Role at incident	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Master	6		2	7			15
Crew member	5		1	1	2		9
Passenger	7		2	3	2		14
Surf ski/surfboard rider				1			1
Total	18		5	12	4		39

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 13: Number of persons by role--other injuries

Role at incident	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Helm	1	1		1			3
Master	15	3	12	9	6	1	46
Crew	14	3	10	10	1	1	39
Passenger	15	2	6	15	8	5	51
Water skier	3		1	1		2	7
Surf ski/board rider	1						1
Swimmer	1		1				2
Total	50	9	30	36	15	9	149

Source: CASEMAN, marine incident case management database, as at 01/03/2013

Table 14: Number of vessels registered in Queensland by sector and type on 31st Dec 2012

Recreational	Brisbane	Cairns	Gladstone	Gold Coast	Mackay	Townsville	Total
Motorboat	82,123	19,482	43,062	34,305	17,919	22,010	219,527
Sailboat	3,271	658	1,155	951	532	454	7,112
PWC	8,067	764	1,799	6,025	787	890	18,400
Total	93,461	20,904	46,016	41,281	19,238	23,354	245,039
Hire & Drive	185	83	57	127	185	25	662
Commercial							
Fishing	117	168	121	35	24	59	524
Passenger	121	192	106	78	109	22	628
Non-Passenger	1,102	627	681	578	355	346	3,689
Total	1,340	987	908	691	488	427	4,841
Total Vessels	94,986	21,974	46,981	42,099	19,911	23,806	250,542

Source: TRAILS, recreational registration and licensing database, CIRMS, commercial vessel registration database, as at 01/03/2013

Table 15: Fatal incidents and fatalities per 100,000 vessels 2003-2012

Year	Vessels	Reported			Per 100,000 Vessels		
		Incidents	Fatal Incidents	Fatalities	Incidents	Fatal Incidents	Fatalities
2003	186,545	661	10	10	354	5	5
2004	196,162	628	11	13	320	6	7
2005	204,872	647	12	14	316	6	7
2006	214,587	703	13	16	328	6	8
2007	224,764	770	10	15	343	4	7
2008	233,280	754	8	8	323	3	3
2009	238,892	773	14	20	324	6	8
2010	242,828	781	14	14	322	6	6
2011	245,938	702*	12	14	285	5	6
2012	250,542	771	7	7	308	3	3

Source: CASEMAN, marine incident case management database, as at 01/03/2013

* This figure excludes 117 incidents resulting from cyclones Anthony and Yasi

Disclaimer

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

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