

# Marine incidents in Queensland

2013

## Foreword

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

Comparing this information with previous marine incident reports gives us our best means of assessing the safety performance of our recreational and commercial boating sectors.

The information we have compiled suggests that maritime safety outcomes are continuing to improve and are keeping pace with the increasing number of vessels using our waterways.

While this is certainly a good result, it is not our ultimate objective which is to engender a safety culture committed to constantly improving standards, values and outcomes.

Critical to this goal is the need for individuals to take greater responsibility for their own safety.

Analysis of the fatal incidents importantly concluded that only 1 of the 13 fatalities in 2013 could reasonably be considered a sheer mishap.

With respect to the other 12 incidents, there was much that was foreseeable and avoidable.

As in the past, the circumstances surrounding many of the fatal incidents suggest that it is likely that many of these incidents would have ended differently if those involved had been wearing a life jacket.

It is clear that continued improvement in maritime safety will depend upon an increased appreciation among boaties that planning and preparation are as important as the skills and experience needed to respond to and avoid immediate dangers.

Maritime Safety Queensland will continue to work with its compliance partners, the community, the boating industry and boaties to foster and encourage a safety-centred attitude to boating among all those who use and enjoy our waterways.

Neil Scales

Director General

Department of Transport and Main Roads

## Key Points

- In 2013 there were 724 marine incidents reported in Queensland which was down 6% on the previous year.
- Neither the number of incidents, fatalities or hospital admissions were significantly different from their long term averages.
- Seventy-one per cent of incidents involved a single vessel.
- There were 945 vessels involved in the 724 marine incidents – 404 commercial vessels, 41 hire and drive vessels and 500 recreational vessels.
- The 724 incidents represent 295 marine incidents per 100,000 registered vessels.
- There were 13 fatalities in 13 marine incidents of which 8 involved recreational vessels and 5 involved commercial vessels.
- The most common incidents were collisions (37%), capsizing, flooding and swamping incidents (15%) and groundings (20%).
- One in every 15 incidents resulted in a fatality, a hospital admission or both.
- One hundred and thirty-five people were injured in marine incidents, including 38 who were admitted to hospital.
- Sixty-five per cent of those killed or injured (89 of 135) were not in charge of the vessel at the time of the incident.
- None of the 10 people who drowned or are presumed to have drowned were known to have been wearing a life jacket.

## Introduction

This report presents an analysis of the marine incidents in Queensland waters during 2013. It has been prepared by Maritime Safety Queensland in accordance with section 127 of the *Transport Operations (Marine Safety) Act 1994*.

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

For continuity and comparison with previous reports, this year's report has been compiled upon the same basis as previous years.

In future, this report will only include incidents involving at least one recreational vessel or a commercial vessel that is not a *domestic commercial vessel*.

To enable comparison with future reports, the number and general particulars of those incidents that occurred after 30 June 2013 and involved only *domestic commercial vessels* regulated under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (Cwlth) have been provided in the final section of this report and accompanying summary data tables.

These changes in the regulatory arrangements do not affect the requirement that the master and/or owner of any vessels involved in marine incidents must promptly report that incident to Maritime Safety Queensland, or the Queensland Water Police.

Maritime Safety Queensland's research and advice from Marine Rescue Queensland, suggests that some marine incidents continue to go unreported, in particular those that do not result in significant material damage or serious personal injury and those occurring in more remote locations.

Nevertheless, this report provides a valuable summary of the more serious marine incidents and a baseline against which safety programs associated with maritime activities can be evaluated.

## Trends in Reported Incidents

Table 1

Indicator	Indicator 2013	Average 2003-2012	Statistical relationship	Statistical range
Total incidents	724	731	Not significantly different	
Total fatal incidents	13	11.1	Not significantly different	
Total fatalities	13	13.1	Not significantly different	
Total hospitalisation incidents	36	33.6	Not significantly different	
Total hospitalisations	38	37.5	Not significantly different	
Incident rate per 100k vessels	295	343.7	Significantly lower	
Fatality rate per 100k vessels	5.3	6.2	Not significantly different	
Hospitalisation rate per 100k vessels	15.5	17.7	Not significantly different	

Source: CASEMAN, marine incident case management database, as at 12/03/2014

Key: ▲ 2014 value | 10yr average ▲ 95% confidence interval

Note: Information on how these rates are calculated can be found in the Marine Information Bulletin "Calculations of the Marine Incident Mortality Rate".

The number of reported marine incidents decreased from 771 in 2012 to 724 in 2013 (table 1). This fall was not significantly lower than the long-term (2003–2012) average number of incidents reported.

Neither the number of fatal incidents (13) nor the number of people fatally injured (13) were significantly different from their long term averages.

Similarly neither the number of incidents resulting in hospital admissions (36) nor the number of people admitted to hospital (38) were significantly different from their long term averages.

The incident rate, the fatality rate and the hospitalisation rate per 100,000 registered recreational vessels were all below their long term averages. Only the incident rate was significantly lower than the long term average.

Figure 1

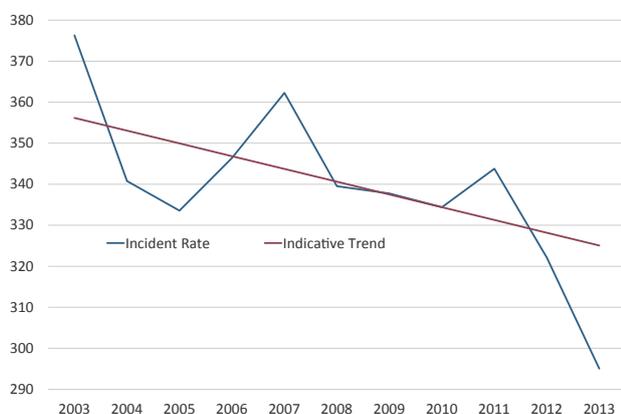
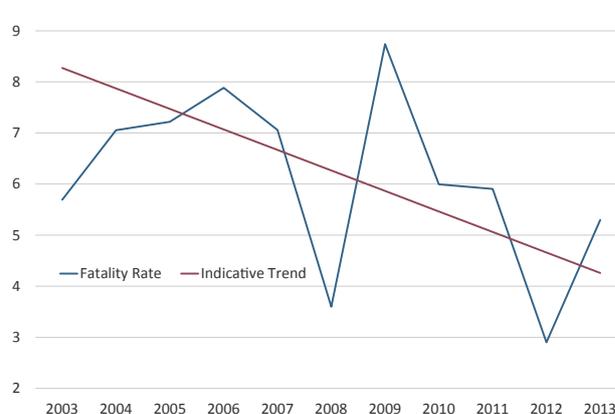


Figure 2



Source: CASEMAN, marine incident case management database, as at 12/03/2014

Note: The indicative trend is a linear regression estimated using the centred moving average of the rates over the previous four quarters calculated at each quarter. The graphs present the annual rate calculated in the final quarter of each year.

Nevertheless, the estimated trend in both the Incident Rate (figure 1) and the Fatality Rate (figure 2) suggest that improvements in maritime safety continue to keep pace with the increasing number of vessel on the waterways.

### Focus on Reported Incidents

In 2013, Maritime Safety Queensland investigated 724 marine incidents involving the operation of commercial, hire and drive, and recreational vessels.

Table 2 shows 27% (202) of these incidents resulted in neither personal injury nor material damage. Sixty-seven per cent (76) of the 113 incidents that did result in personal injury did not result in material damage while 91% (409) of the 446 incidents that did result in material damage did not result in personal injury.

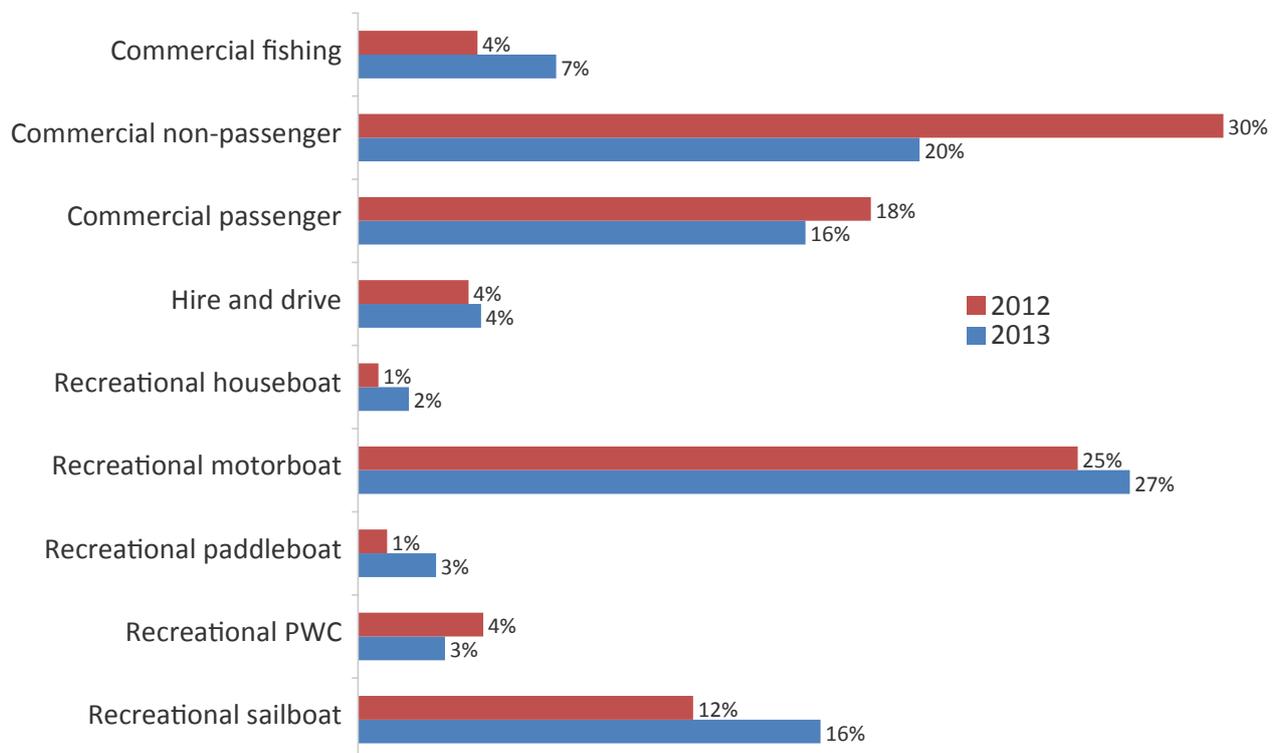
Table 2

Injuries	Ship lost	Major damage	Moderate damage	Minor damage	No reported damage	Total
Fatal	3			1	9	13
Hospital admission		1	4	2	28	35
Other injury	4	5	12	5	39	65
No reported injury	75	57	154	123	202	611
<b>Total</b>	<b>82</b>	<b>63</b>	<b>170</b>	<b>131</b>	<b>278</b>	<b>724</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

This contrast is further emphasised by the observations that 9 out of the 13 incidents resulting in a fatality did not result in material damage while 75 of the 82 incidents resulting in the loss of a vessel did not result in any personal injuries.

Figure 3



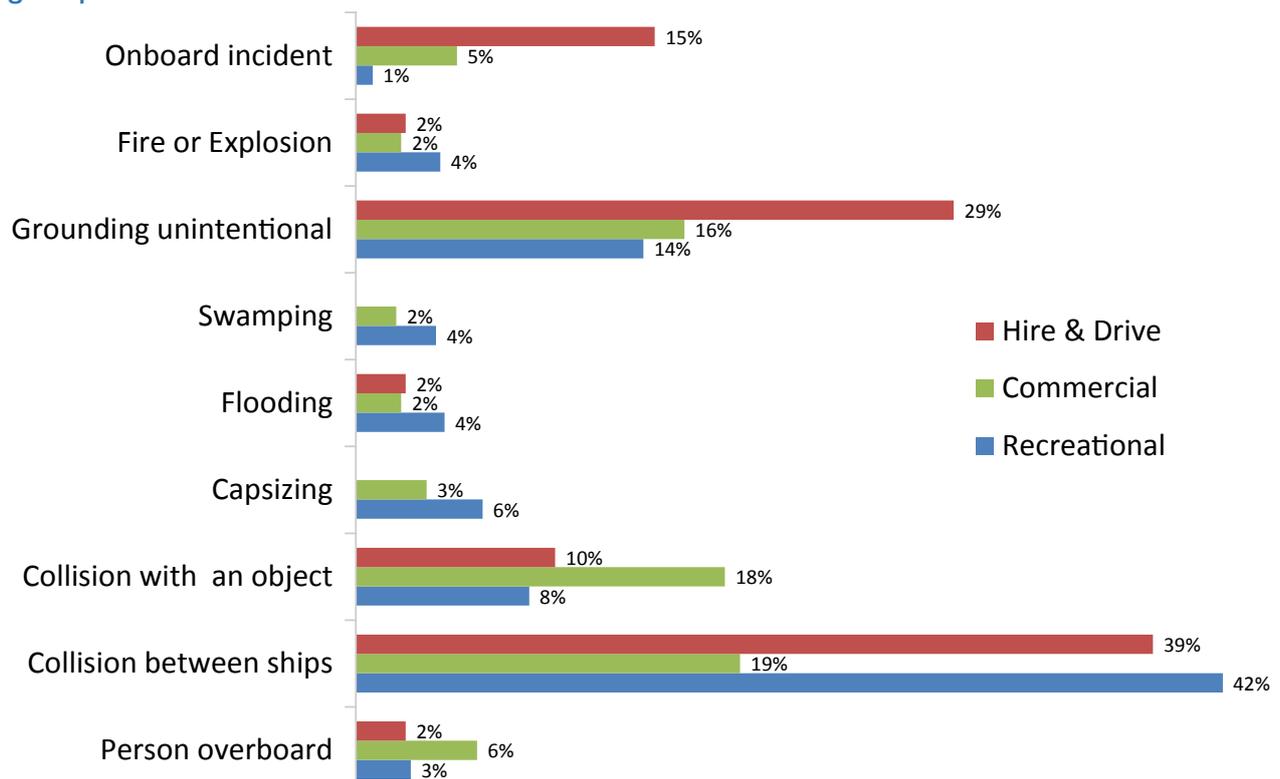
Source: CASEMAN, marine incident case management database, as at 12/03/2014

The number of vessels involved in these 724 incidents fell from 974 in 2012 to 945 in 2013. Four hundred and four commercial vessels were involved in 351 incidents, 41 hire and drive vessels were involved in 37 incidents and 483 recreational vessel were involved in 397 incidents.

The largest significant changes in the proportion of vessels of various types involved in incidents (figure 3) were the 4.5% increase in the proportion of recreational sailboats and the 10.7% decrease in the proportion of non-passenger commercial vessels.

The most commonly reported incidents were collisions between vessels (152 incidents involving 297 vessels), groundings incidents (142 incidents involving 145 vessels) and collisions with objects (111 incidents involving 118 vessels). These three incident types account for 56% of reported incidents and 59% of vessels involved in incidents.

Figure 4



Source: CASEMAN, marine incident case management database, as at 12/03/2014

Hire and drive vessels were predominantly involved in collisions between ships, groundings and on-board incidents. Commercial vessels were predominantly involved in collisions between ships or objects and groundings, while recreational vessels were predominantly involved in collisions with vessels or groundings (figure 4).

The majority of incidents (446) resulted in at least one vessel being damaged. Moderate damage was most common (170), followed by minor damage (131) and major damage (63), while 82 incidents resulted in the loss of a vessel.

Most incidents occurred during daylight hours (508), in smooth waters (448), in clear weather (428), when visibility was good (478) and the prevailing winds were less than 16 knots (479).

These five favourable boating conditions were present when 169 incidents occurred, including 3 incidents resulting in a fatality, 18 incidents resulting in hospital admissions and 16 incidents resulting in other injuries.

In total, 135 people were injured in 113 incidents including 13 fatalities and 38 hospital admissions.

## Commercial Vessels

Commercial vessels include passenger vessels, non-passenger vessels and fishing vessels. Non-passenger vessels are certified to carry up to 12 passengers in addition to the crew.

Last year, 404 commercial vessels were involved in 351 marine incidents. Seventy per cent of these incidents (248) involved a single commercial vessel, 13% (47) involved more than one commercial vessel while the remaining 15% involved at least one hire and drive or recreational vessel.

These incidents resulted in 49 people being injured including 5 deaths (two masters, a crew member and two passengers) and 12 hospital admissions (one master, three crewmembers, five passengers and three people travelling on recreational vessels).

### Passenger vessels

Passenger vessels were involved in 142 incidents, most commonly in collisions with ships (20), collisions with objects (25), groundings (24), person overboard incidents (16) and structure or equipment failure (12).

Of the 149 commercial passenger vessels involved in these incidents, 56 were damaged, including 2 vessels lost, 3 with major damage and 25 with moderate damage.

Sixteen people were injured including two passengers who were fatally injured and a further five who were admitted to hospital.

### Non-passenger vessels

Non-passenger vessels were involved in 165 incidents, most commonly collisions with ships (24), collisions with objects (42), groundings (24) and structural or equipment failure (16).

Of the 189 non-passenger vessels involved in these incidents, 56 were damaged, including 2 vessels lost, 4 with major damage and 22 with moderate damage.

Twenty-six people were injured, including three crew members admitted to hospital. There were no fatalities on non-passenger commercial vessels.

### Commercial fishing vessels

Last year, 66 commercial fishing vessels were involved in 56 incidents. Thirty-nine of these involved only commercial fishing vessels, 3 incidents also involved another class of commercial vessel, while 14 incidents also involved a recreational vessel.

The most commonly reported incidents were collisions between vessels (14) and groundings (14). These account for half of all the incidents involving commercial fishing vessels.

These incidents resulted in damage to 34 of the 66 fishing vessels involved, including 9 vessels lost, 4 with major damage and 10 with moderate damage.

There were three fatalities and four hospital admissions. The fatalities included two masters and a crew member from a third vessel. Hospital admissions included the master of a commercial fishing vessel and three people on recreational motorboats involved in incidents with commercial fishing vessels.

## Hire and Drive Vessels

Hire and drive vessels include motorboats, sailboats, paddle-boats, houseboats and personal watercraft.

Last year, 41 hire and drive vessels were involved in 37 incidents. Sixty-two per cent of these incidents involved a single hire and drive vessel, 11% involved 2 hire and drive vessels while the remaining 27% also involved a recreational or commercial vessel.

One vessel was lost, 2 received major damage, 9 received moderate damage and 16 received minor damage. Of the 28 vessels damaged, 17 were sailboats operating in the Mackay maritime region.

Twenty-two sailboats were involved in 18 incidents, 7 PWC in 7 incidents, 7 motorboats in 7 incidents and 5 houseboats in 5 incidents. Hire and drive vessels were most commonly involved in collisions between ships (13) and groundings (12).

Incidents involving hire and drive vessels resulted in seven injuries, including one passenger who was admitted to a hospital.

There were no fatalities involving hire and drive vessels.

## Recreational Vessels

Recreational vessels include motorboats, sailboats, paddle-boats, houseboats and personal watercraft.

Last year, 483 recreational vessels were involved in 397 incidents. Sixty-one per cent of these incidents (244) involved a single recreational vessel, 23% (91) involved more than one recreational vessels while the remaining 16% (62) also involved at least one commercial or hire and drive vessel.

These incidents involved motorboats (230 incidents), sailboats (138 incidents), personal watercraft (22 incidents), paddle-boats (23 incidents) and houseboats (16 incidents).

Seventy-one vessels were lost, 51 had major damage, 129 had moderate damage and 83 minor damage.

These incidents resulted in 82 people injured. The fatalities included the masters of six vessels, a crewmember and a tradesman repairing a recreational vessel. The masters of nine vessels, eight passengers, three crewmembers, two swimmers and five water skiers had injuries requiring hospital admission.

### Motorboats

Motorboats were involved in 230 incidents, most commonly collisions with other ships or objects (92), flooding and swamping (28), groundings (23) and capsizing (22).

One hundred and seventy-two of the 257 vessels involved in these incidents were damaged, including 40 that were lost, 29 with major damage and 69 with moderate damage.

Sixty people were injured in incidents involving recreational motorboats, including 18 people who were admitted to hospital and 7, including the master of a PWC, who suffered fatal injuries.

### Sailboats

Sailboats were involved in 138 marine incidents, mostly collisions between vessels (55) and groundings (42).

One hundred and eighteen of the 154 sailing vessels involved in these incidents were damaged, including 26 that were lost, 15 with major damage and 46 with moderate damage.

Seven people were injured including a crew member who was fatally injured and two masters who were hospitalised.

### Personal watercraft

Personal watercraft were involved in 22 incidents. Five incidents involved collisions with other PWC while another six involved a collision between a PWC and another type of recreational or commercial vessel.

Sixteen of the 29 PWC involved in incidents were damaged, including 1 PWC with major damage, 9 with moderate damage and 6 with minor damage.

These incidents resulted in 13 people being injured, including 6 people who were hospitalised and 1, the master of a PWC, who was fatally injured.

## Fatalities in Focus

In 2013 there were 13 fatal marine incidents resulting in 13 deaths. They resulted from falls overboard (7), vessels capsizing (3), a collision (1), an explosion (1) and the structural failure of a hull (1).

All those who died were males and aged between 22 and 74. In every case the masters and vessels involved in fatal incidents were appropriately licensed and registered.

Because some of these incidents are still under investigation or yet to be considered by the coroner the particulars of some of the deaths are not yet available.

Three fatal incidents involved three separate commercial fishing operations. In one incident a trawler capsized with the loss of a crew member presumed drowned. Two other incidents involved the operation of commercial fishing dories. In both cases the operators of these dories appear to have fallen overboard and drowned with only one body being recovered. None of the three were wearing lifejackets.

In another incident a recreational fisherman fell from a fishing charter boat and died attempting to climb back onto the vessel. In this case a pre-existing medical condition is believed to have been a contributing factor.

Two fatalities were also investigated as workplace health and safety incidents. In one case a passenger on a vehicular ferry drowned after his car went into the river. In another incident a tradesman was killed by an explosion during maintenance on a recreational motorboat.

Five incidents involving recreational motorboats resulted in the deaths of the five masters who inadvertently entered the water.

In one incident a cabin cruiser suffered a structural failure and sank leaving the master and his passenger in the water. The passenger was rescued; the master has not been found and is presumed to have drowned.

The other four fatal recreational motorboat incidents all involved dinghies. In each case the master was boating alone and appears to have fallen overboard and drowned.

In another incident, the operator of a PWC died when he collided with a moving recreational motorboat.

Finally, while taking part in a regatta a crewmember of a sailing vessel drowned when the vessel capsized and he became entangled in his harness. The investigation suggested this was due to misfortune rather than misjudgement.

## Summary

While the number and type of marine incidents varies from year to year the marine incidents reported in 2013 were, in respect of their nature and circumstance, similar to those reported in recent years.

The investigation of fatal incidents suggested that inattention, inexperience, a failure to comply with regulations and, in some cases alcohol and drugs use, were common contributing factors.

Nevertheless the trends in the incident rates and number of incidents reported are consistent with an expectation that Queensland's maritime safety performance will continue to improve.

## In the Regions

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

Information on the demographics, geography and the principle maritime installations within each of these regions can be found in the report “Queensland’s Maritime Regions”.

Across the state there were 30 marine incidents reported for every 10,000 recreational vessels registered in Queensland. The Brisbane and Townsville regions recorded incident rates below the state average while the Gladstone, Mackay and Cairns regions recorded incident rates above the state average (see table 3).

**Table 3**

Maritime region	Marine incidents	Registered vessels	Incident rate	Hospitalisation incidents	Fatal incidents	Fatalities
Brisbane	299	134,524	22	21	6	6
Gladstone	208	46,284	45	7	4	4
Mackay	96	19,316	50	5	1	1
Townsville	21	23,473	9		1	1
Cairns	100	21,046	48	3	1	1
Total	724	245,390	30	36	13	13

Source: CASEMAN, marine incident case management database, as at 12/03/2014

In comparison with the previous year the incident rate across the state fell by 8%, by 9% in Brisbane, 19% in Gladstone and 47% in Townsville while increasing by 27% and 17% in Mackay and Cairns respectively.

### Brisbane

In December 2013 there were 137,502 recreational vessels registered in the Brisbane maritime region; 1 vessel for every 25 people or 1 vessel for every 4 recreational vessel licensees.

The administration of the Brisbane maritime region is organised around three management areas Pinkenba, Sunshine Coast and Gold Coast.

The Pinkenba management area received 156 marine incidents reports involving 213 vessels – 74 commercial vessels, 3 hire and drive vessels and 136 recreational vessels.

The most commonly reported incidents were collisions between ships (40), collisions with objects (34), groundings (18) and swamping (10).

There were 28 people injured in these 156 incidents including 2 fatalities and 4 hospital admissions.

The Gold Coast management area received 91 marine incidents reports involving 131 vessels – 37 commercial vessels, 4 hire and drive vessels and 90 recreational vessels.

The most commonly reported incidents were collisions between ships (31) and capsizing (9).

There were 37 people injured in these 91 incidents including 3 fatalities and 13 hospital admissions.

The Sunshine Coast management area received 52 marine incidents reports involving 71 vessels – 36 commercial vessels, 6 hire and drive vessels and 39 recreational vessels.

The most commonly reported incidents were collisions between ships (13) and collisions with objects (11).

There were 19 people injured in these 52 incidents including 1 person who was fatality injured and 6 people who were admitted to hospital.

In total, in 2013, the Brisbane maritime region received reports of 299 marine incidents involving 415 vessels – 137 commercial vessels, 265 recreational vessels and 13 hire and drive vessels.

Two hundred vessels were reported damaged, including 15 vessels that were lost, 27 that sustained major damage and 97 vessels that sustained moderate damage.

In total, 84 people were injured, including 6 fatalities and 23 hospital admissions.

### **Gladstone**

In December 2013 there were 47,008 recreational vessels registered in this region; 1 vessel for every 11 people or 1 vessel for every 3 recreational vessel licensees.

During 2013, 208 marine incidents were reported in this region; 16% less than in the previous year.

These 208 incidents involved 259 vessels – 133 commercial vessels, 121 recreational vessels and 5 hire and drive vessels.

The most commonly reported incidents were collisions between ships (30), collisions with objects (39) and groundings (50).

One hundred and thirty-four vessels were reported damaged, including 32 that were lost, 25 that sustained major damage and 54 vessels that sustained moderate damage.

In this region 19 people were injured, including 4 people who were fatally injured and 7 people who were admitted to hospital

### **Mackay**

In December 2013 there were 19,562 recreational vessels registered in this region; 1 vessel for every 9 people or 1 vessel for every 3 recreational vessel licensees.

During 2013, 96 marine incidents were reported in this region; 30% more than in the previous year.

These 96 incidents involved 120 vessels – 41 commercial vessels, 57 recreational vessels and 22 hire and drive vessels.

The most commonly reported incidents were collisions between ships (18), collisions with objects (10) and unintentional groundings (37).

Seventy-nine vessels were reported damaged including 18 that were lost, 7 that sustained major damage and 22 vessels sustained moderate damage.

In this region 15 people were injured, including 1 fatality and 5 hospital admissions.

### **Townsville**

In December 2013 there were 23,657 recreational vessels registered in this region; 1 vessel for every 11 people or 1 vessel for every 2 recreational vessel licensees.

During 2013, 21 marine incidents were reported in this region; 46% less than in the previous year.

These 21 incidents involved 29 vessels – 16 commercial vessels and 13 recreational vessels.

The most commonly reported incidents were groundings (6).

Sixteen vessels were reported damaged; eight vessels were lost and eight sustained minor damage.

In this region four people were injured, including one fatality.

## **Cairns**

In December 2013 there were 21,366 recreational vessels registered in this region; 1 vessel for every 13 people or 1 vessel for every 3 recreational vessel licensees.

During 2013, 100 marine incidents were reported in this region; 19% more than in the previous year.

These 100 incidents involved 122 vessels – 77 commercial vessels, 44 recreational vessels and 1 hire and drive vessel.

The most commonly reported incidents were collisions between ships (19), collisions with objects (11) and groundings (23).

Eighty-one vessels reported damage, including 12 that were lost, 5 with major damage and 22 with moderate damage.

In this region 13 people were injured, including 1 fatality and 3 hospital admissions.

## **Summary**

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

## Australian Maritime Safety Authority

On 1 July 2013 the Australian Maritime Safety Authority (AMSA) began administering a new national maritime law that has resulted in most registered and unregistered commercial vessels operating within the Commonwealth of Australia being regulated under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cwlth)*.

Maritime Safety Queensland (MSQ) is the delegate of AMSA in Queensland and now enforces and administers the national law and its subordinate regulations, including those concerning the reporting of marine incidents.

Consequently marine incidents that involve *domestic commercial vessels* (DCV) are now reported to MSQ as the delegate of AMSA under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cwlth)*.

For purposes of continuity and comparison this report, which is a legislative requirement of the *Transport Operations (Marine Safety) Act 1994*, has included those marine incidents involving domestic commercial vessels that, having occurred after 30 June 2013 were reported to MSQ in compliance with the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cwlth)* rather than the *Transport Operations (Marine Safety) Act 1994*.

In particular there were 135 reported marine incidents that involved 158 domestic commercial vessels of which 15 were hire and drive vessels. Sixty-six of these DCV were damaged including 9 vessels that were lost, 4 that sustained major damage and 27 that sustained moderate damage. These incidents also resulted in 23 people being injured, including 2 deaths and 5 hospital admissions. Further particulars of these incidents which only involved DCV and occurred after 30 July 2013 can be found in the accompanying summary data tables (tables S16 to S18).

## Summary data tables

Table S01: Number of incidents by incident type

Incident type	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Collision between ships	84	19	30	18	1	152
Collision with an object	50	11	39	10	1	111
Grounding	26	23	50	37	6	142
Capsizing	23	6	10	1	2	42
Onboard incident	16	4	5	4		29
Swamping	17	5	1	1	1	25
Person overboard	15	3	11	5	1	35
Fire or explosion	14	4	7	3	2	30
Flooding	6	9	10	4	2	31
Water ski incident	6	1	1	1	1	10
Collision with a person	2					2
Loss of ship			3	2	1	6
Other incident	40	15	41	10	3	109
<b>Total</b>	<b>299</b>	<b>100</b>	<b>208</b>	<b>96</b>	<b>21</b>	<b>724</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

Table S02: Number of incidents by sector of vessels involved

Sector	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Commercial	91	65	100	29	10	295
Commercial / Recreational	31	5	10	7	2	55
Commercial / Hire and drive				1		1
Hire and drive	7	1	4	15		27
Hire and drive / Recreational	6		1	2		9
Recreational	164	29	93	42	9	337
<b>Total</b>	<b>299</b>	<b>100</b>	<b>208</b>	<b>96</b>	<b>21</b>	<b>724</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

Table S03: Number of incidents by severity of injury reported

Severity	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Fatal	6	1	4	1	1	13
Hospital admission	20	3	7	5		35
Other injury	40	8	8	7	2	65
No reported injury	233	88	189	83	18	611
<b>Total</b>	<b>299</b>	<b>100</b>	<b>208</b>	<b>96</b>	<b>21</b>	<b>724</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table So4: Number of vessels involved by vessel type – commercial vessels**

Vessel type	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
PWC	1					1
Fishing	23	15	15	6	7	66
Non passenger	65	28	82	9	3	187
Paddle / Row	1					1
Passenger	47	34	36	26	6	149
Total	137	77	133	41	16	404

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table So5: Number of vessels involved by vessel type – hire and drive vessels**

Vessel type	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
PWC	6		1			7
Houseboat	3		2			5
Motorboat	3	1	1	2		7
Sailboat	1		1	20		22
Total	13	1	5	22		41

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table So6: Number of vessels involved by vessel type – recreational vessels**

Vessel type	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
PWC	24			2	3	29
Houseboat	10	1	4	2		17
Motorboat	154	21	69	25	5	274
Paddle / Row	24			2		26
Sailboat	53	22	48	26	5	154
Total	265	44	121	57	13	500

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table So7: Number of vessels involved by severity of material damage**

Reported damage	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Ship lost	15	12	32	18	8	85
Major	27	5	25	7		64
Moderate	97	22	54	22		195
Minor	61	42	23	32	8	166
None	215	41	125	41	13	435
Total	415	122	259	120	29	945

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table So8: Number of persons involved by vessel sector — fatalities**

Sector	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Recreational	5		3			8
Commercial	1	1	1	1	1	5
Total	6	1	4	1	1	13

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table So9: Number of persons involved by vessel sector — hospital admissions**

Sector	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Commercial	4	2	2	4		12
Hire and drive	1		1			2
Recreational	18	1	4	1		24
Total	23	3	7	5		38

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S10: Number of persons involved by vessel sector — other injury**

Sector	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Commercial	19	7	5	1		32
Hire and drive	3	1		2		6
Recreational	33	1	3	6	3	46
Total	55	9	8	9	3	84

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S11: Number of persons involved by role — fatalities**

Role at incident	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Master	3		3	1	1	8
Passenger		1	1			2
Crew	2					2
Other	1					1
Total	6	1	4	1	1	13

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S12: Number of persons involved by role — hospital admissions**

Role at incident	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Master	5	1	4			10
Crew	4	1	1			6
Passenger	8		2	4		14
Swimmer	2					2
Water skier	3	1		1		5
Other	1					1
Total	23	3	7	5		38

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S13: Number of persons involved by role – other injuries**

Role at incident	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Pilot		1				1
Helm					1	1
Master	20		4	4		28
Crew	12	3	3	1		19
Passenger	18	4		4	1	27
Water skier	3		1		1	5
Swimmer	1	1				2
Other	1					1
<b>Total</b>	<b>55</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>84</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S14: Number of recreational vessels registered in Queensland by type**

Recreational	Brisbane	Gladstone	Townsville	Mackay	Cairns	Total
Motorboat	117,871	43,925	22,313	18,231	19,878	222,832
Sailboat	4,229	1,121	444	507	649	7,040
PWC	15,402	1,962	900	824	839	19,997
<b>Total</b>	<b>137,502</b>	<b>47,008</b>	<b>23,657</b>	<b>19,562</b>	<b>21,366</b>	<b>249,869</b>

Source: TRAILS, recreational registration and licensing database, as at 31/12/2013

**Table S15: Fatal incidents and fatalities per 100,000 recreational vessels 2003-2013**

Year	Vessels	Incidents	Reported		per 100,000 Vessels		
			Fatal incidents	Fatalities	Incidents	Fatal incidents	Fatalities
2003	175,659	661	10	10	376	6	6
2004	184,279	628	11	13	341	6	7
2005	193,964	647	12	14	334	6	7
2006	202,958	703	13	16	346	6	8
2007	212,545	770	10	15	362	5	7
2008	222,381	755	8	8	340	4	4
2009	228,869	773	14	20	338	6	9
2010	233,554	781	14	14	334	6	6
2011	237,066	815	12	14	344	5	6
2012	241,216	777	7	7	322	3	3
2013	245,390	724	13	13	295	5	5

Source: CASEMAN, marine incident case management database as at 12/03/2014 and TRAILS, recreational registration and licensing database as at 30 June 2003 - 2013

**Table S16: Number of incidents involving only DCV (1 Jul - 31 Dec 2013)**

Incident type	Brisbane	Gladstone	Townsville	Mackay	Cairns	Total
Capsizing	1			1	1	3
Collision between ships	3	2	3			8
Collision with an object	10	11	1	1	4	27
Fire or explosion		1		1	4	6
Flooding	2	2			3	7
Grounding	2	6	10	1	8	27
Loss of ship				1		1
Onboard incident	2	1	3		3	9
Other incident	5	6	2		5	18
Other water sport					1	1
Person overboard	4	3	2			9
Structural / Equipment failure	5	8		1	3	17
Swamping					1	1
Water ski incident		1				1
<b>Total</b>	<b>34</b>	<b>41</b>	<b>21</b>	<b>6</b>	<b>33</b>	<b>135</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S17: Number of vessels involved in incidents involving only DCV (1 Jul - 31 Dec 2013)**

Vessel type	Brisbane	Gladstone	Townsville	Mackay	Cairns	Total
Fishing	8	4	2	7	6	27
Houseboat		1				1
Motorboat		1				1
Non passenger	10	26	1	1	14	52
Passenger	19	15	13	2	14	63
PWC	4					4
Sailboat			10			10
<b>Total</b>	<b>41</b>	<b>47</b>	<b>26</b>	<b>10</b>	<b>34</b>	<b>158</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

**Table S18: Number of persons injured in incidents involving only DCV (1 Jul - 31 Dec 2013)**

Injury type	Brisbane	Gladstone	Townsville	Mackay	Cairns	Total
Fatality		1		1		2
Hospital admission	2	1	2			5
Other injury	7	1	2		6	16
<b>Total</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>23</b>

Source: CASEMAN, marine incident case management database, as at 12/03/2014

## 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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