

James A Ulyate

From: [Not Relevant]@police.qld.gov.au>
Sent: Thursday, 13 July 2023 9:44 AM
To: James A Ulyate
Cc: [Not Relevant]@police.qld.gov.au [Not Relevant]
Subject: Marine Incident Noosa River 20.04.23
Attachments: Marine Incident house boat AUD25Q.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

OFFICIAL

Hi James,

I have attached a MIR that [personal i] was originally involved with. It appears the owner of the houseboat that sunk is trying to attribute blame on to the occupants of another houseboat that is apparently used as an AirBnB? As far as police are concerned there doesn't appear to be any 'intent' caused by any person which resulted in the anchor penetrating the hull of the stricken vessel. The owner has now started to harass Noosa Police as to why nothing is being done in regards to their vessel sinking. The owner of the vessel according to QT is listed as [PI] [PI] of a [PI] address which is different to the owner listed on the MIR? Are you able to have a look at the MIR and the associated photos/messages to see if there is any further investigation from MSQ to be conducted? I don't see this as a police matter as there is no criminality involved. There is the possibility of a breach under AMSA for the commercial operation of the other house boat being used as an AirBnB which could be discussed with them? I am happy to have a chat to discuss further if need be.

Kind regards

[personal information]



Senior Constable
Water Police Sunshine Coast
Specialist Services Group
Operations Support Command
Ph: 07 54752599 Mb: [Not Relevant]
1 Parkyn Pde, Mooloolaba

[Not Relevant]@police.qld.gov.au



Our values are at the core of who we are and what we do each day

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This footnote also confirms that this email message has been checked for the presence of computer viruses.

Released under RTI - DTMR

James A Ulyate

From: [personal information]@gmail.com>
Sent: Monday, 1 May 2023 9:20 PM
To: [personal info]
Subject: House Boat incident

Hi again [person]

we hope you had a good long weekend.

An up-date on our house boat is that the recovery carried out by Claytons was not successful.

The boat has been damaged beyond repair. This was quite a shock to us. We purchased the boat only 3 months ago from inheritance money we received last year. Our plan was to bring the boat to our property and use it as an accommodation for guests, which was also part of our retirement plan. We are wondering if you have spoken to the owner(s) of the boat that caused the damage. We hope they are insured as we lost \$46,000 (or more as we are not exactly sure what Clayton's fees for the recovery will be). We hope to hear from you when you have spoken to

[PI] the other witness he met on Friday and the owner(s) of the other boat.

Thank you for your help.

Regards,

[personal information]

Released under RTI - 3797

James A Ulyate

From: James A Ulyate
Sent: Tuesday, 15 August 2023 12:13 PM
To: Gary D Crozier
Subject: RTI Request - [personal inform] - Damaged vessel - Woods Bay

Hi [pers]

Please see the email below. I had a phone call from [personal inf] from Loudon Legal. He is acting on behalf of the [personal] in relation to the damaged vessel in Woods Bay from earlier this year. This case was the one whereby the [personal] vessel was damaged and partially submerged apparently by another vessels anchor. The investigation was undertaken by [perso]. I had previously advised the [personal] that there was no offence under our legislation and that the issue was a civil matter. They have then obviously engaged the services of Loudon Law.

[personal in] asked for copies of witness statements and so on from [perso] investigation into the matter. I advised [personal] that he would have to undertake an RTI for that information. Is the correct process to just to send [persona] the link below in my response?

[Right to Information \(Department of Transport and Main Roads\) \(msq.qld.gov.au\)](https://msq.qld.gov.au)

Regards,

James Ulyate

Noosa River Marine Officer
Maritime Safety Queensland | Department of Transport and Main Roads

Shop 4/2 Parkyn Court | Tewantin Qld 4565

M: [Not Relevant]

T: 07 3066 3920

E: james.a.ulyate@msq.qld.gov.au

W: www.msq.qld.gov.au

From: [personal information]@loudonlegal.com.au>
Sent: Tuesday, 15 August 2023 11:57 AM
To: James A Ulyate <James.A.Ulyate@msq.qld.gov.au>
Subject: Our clients [personal informat]

Good morning James,

We act for the above clients.

Thank you for your time just now on the telephone.

As discussed, please provide us with details of the Right To Information procedure in relation to witness statements obtained in relation to our client's vessel.

Thank you.

Yours faithfully,

personal informatio

Director and Court-Appointed Costs Assessor



Website: www.Loudonlegal.com.au

138 Juliette Street, Greenslopes QLD 4120.

TEL: 0429 777 055

E-MAIL personal@LOUDONLEGAL.COM.AU

FIND US ON LINKEDIN: <https://www.linkedin.com/company/loudon-legal/?viewAsMember=true>

LIKE US ON FACEBOOK: <https://www.facebook.com/legalloudon>

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Please therefore:

1. Contact us by telephone to confirm all bank account details before making any transfer of funds.
2. Look for emails with bank account details that appear altered.

Released under RTI - DTMR

James A Ulyate

From: James A Ulyate
Sent: Tuesday, 15 August 2023 2:08 PM
To: [personal info]
Subject: RTI Request - [personal] Damaged vessel - Woods Bay

Hi [person]

Thanks for your time earlier. In relation to your request, please find below a link to the RTI information page for Transport and Main Roads:

[Right to Information \(Department of Transport and Main Roads\) \(msq.qld.gov.au\)](https://msq.qld.gov.au)

Regards,

James Ulyate

Noosa River Marine Officer
Maritime Safety Queensland | Department of Transport and Main Roads

Shop 4/2 Parkyn Court | Tewantin Qld 4565

M: [Not Relevant]

T: 07 3066 3920

E: james.a.ulyate@msq.qld.gov.au

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Subject: Our clients [personal informat

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Thank you.

Yours faithfully,

[personal information]

Director and Court-Appointed Costs Assessor



Website: www.Loudonlegal.com.au
138 Juliette Street, Greenslopes QLD 4120.

TEL: 0429 777 055

E-MAIL: persona@LOUDONLEGAL.COM.AU

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Released under RTI - DTMR

James A Ulyate

From: Gary M Patten
Sent: Thursday, 27 April 2023 8:34 AM
To: MSQ SunshineCoast
Subject: Fwd: MARINE INCIDENT REPORT
Attachments: boat [perso].pdf; INCIDENT REPORT.pdf

Categories: Gary Patten

Hi Karla,

This is the MIR I was talking about this morning.

Cheers
Gary

Gary Patten
Noosa River Marine Officer
Maritime Safety Queensland

Not Relevant

Get [Outlook for iOS](#)

From: [personal information]@gmail.com
Sent: Wednesday, April 26, 2023 9:37 pm
To: Gary M Patten <Gary.M.Patten@msq.qld.gov.au>
Subject: MARINE INCIDENT REPORT

Hi again Gary,

I met with [perso] today and received more information in a message from [PI] and a photo of the boat which according to [PI] caused the incident.

We completed the incident report. Please find all the information, photos and the incident report attached to this email.

Regards,
[personal infor]

Noosa River Estuary


Sunshine Coast,
Australia 4567


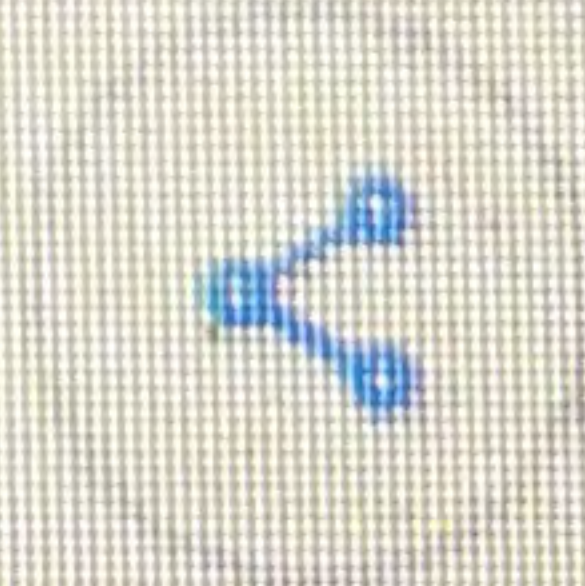

Botanic
dena

Noosa Woods



Noosa

-26.386584, 153.083339



Queensland Government [Home](#) [Help](#)
 Transport and Main Roads
 Transport integrated customer access

Display Recreational Ship Marine Engine Links About

Recreational Ship Hub

HIN AUABG000013QT0 Plate personal

Make and Model 2007 6M PRIVATE 6.0M FULL CABIN LITTLE MISS WOOD ACTIVE Display

ONLY 27/04/2023 KABEGGS P1

Clear Exit

Name personal info

Primary Colour WHITE

Secondary Colour

Compliance Type COMPL PLATE EXISTS

Compliance Year 2007

Previous Plate personal

Previous State QLD

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

Dimensions

| | |
|-------------|------|
| Length (m) | 6.00 |
| Beam (m) | 2.60 |
| Draught (m) | .60 |
| Height (m) | 2.40 |

[Vehicle registration hub](#)
[Driver licence hub](#)
[Payment](#)

Marine Engines

| | Engine Number | Make | Model | Engine Type |
|---------|---------------|--------|-------------|-----------------|
| Primary | 310396 | YAMAHA | 50HP/37.2KW | MARINE OUTBOARD |
| | | | | |

[Edit existing recreational ship](#)

Queensland Government
 Transport and Main Roads
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Home Help

Display Recreational Ship Marine Engine Links About

Recreational Ship Hub

TCA000111I: DISPLAY SUCCESS

HIN AUABJ000030QT8 Plate personal

Make and Model 1998 9.8M SAM YACHTS 9.8M FULL CABIN CRUSOE DAZE ALUMINIUM ACTIVE Display

ONLY
 27/04/2023
 KABEGGS P1

Clear
 Exit

Name personal info

Primary Colour WHITE

Secondary Colour RED

Compliance Type COMPL PLATE EXEMPT

Compliance Year

Previous Plate

Previous State

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

Dimensions

Length (m) 9.80
 Beam (m) 3.50
 Draught (m) .40
 Height (m) 4.10

[Vehicle registration hub](#)
[Driver licence hub](#)
[Payment](#)

Marine Engines

| | Engine Number | Make | Model | Engine Type |
|---------|---------------|--------|-------------|-----------------|
| Primary | 06003F810020 | SUZUKI | 60HP/44.7KW | MARINE OUTBOARD |
| | | | | |

[Edit existing recreational ship](#)

Queensland Government [Home](#) [Help](#)

Transport and Main Roads

Transport integrated customer access

Display Individual ▼ Smartcard ▼ Products ▼ Additional Requirements ▼ Online Account Management ▼ Links ▼ About

TCA0001111: DISPLAY SUCCESS

Individual Customer Hub

Customer personal information

Address personal information

Postal

Ind Birth Date personal info

Org ACTIVE

ONLY
27/04/2023
KABEGGS P1

Y Di

[Vehicle registration hub](#)
[Driver licence hub](#)
[Payment](#)

Customer Details

Height (Cm) personal info

Gender

Eye Colour

Hair Colour

Complexion

Birth Town/City

Birth State

Birth Country personal info

Deceased Date

Notified Date

Contact Details

Phone personal info

Qualifications

| Type | Reference | Effective |
|------|-----------|-----------|
| | | |
| | | |
| | | |
| | | |

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

Released under RTI - DTMR

Person PER47334 | Person

Summary

Personal Details

Contact Details

Notes

Customer Reference No.

Family Name

personal info

First Name

Middle Names

Gender

Date of Birth

Person PER47334 | Person

Summary

Personal Details

Contact Details

Notes

Place of Birth

Nationality

Australia

ATSI

Also Known As

Photograph

ABN

Person PER47334 | Person

Summary

Personal Details

Contact Details

Notes

Email

Business Phone

Mobile Phone

personal information

Other Phone

Home Phone

Person PER47334 | Person

Summary

Personal Details

Contact Details

Notes

Source Reliability F - Cannot be Judged

Information Truth 2 - Probably True

Notes No record in Tica

Security Access General Access

< Back



Under RTI - DTMR

is the culprit. It was the big houseboat beside you, the one with [personal inf] that night.

Every night over Easter there were other guests, and their anchor started to drag and move.

PI [personal informa]

yacht) tied it to a tree stump on the riverbank.

The next day they moved, after Gary had phoned and spoken to the woman owner of the complaints.

The boat you're after is rego; [persona]

PI [personal informa] saw them preparing to leave that morning, and the woman had trouble with 2 anchors which he thinks one was yours.

They certainly caused your topple!

It is now anchor in the next bay opposite [personal informa]'s.

Hope this helps.



Chat (YES O...



Released under RTI - DTMR

31 5 23

VOE

Sch.4 Part 4 s.6 PI

Sch.4 Part 4 s.6 PI

Thurs 20th April 23 MSE
had left a message on
my phone regarding my
boat. I tried to
call back but there
was no answer so I
went down to check
my vessel. I arrived
about 7pm and when
I arrived I found
it beached on the sand
& tied up to a timber
pole on the shore. The
vessel was in the same
position but had been
moved over towards the
shore.

When I hopped onto the
vessel the table I normally
had over the winch had
been moved. It was like
it was tipped over. I
couldn't see that the

wind was any different but, assumed someone had let chain out.

I looked over and noticed that the lumber vessel was within 2 in off my port bow. I pulled the davit out to prevent it damaging fire timber vessel as it was falling around it the wind.

At the time it was quite windy.

As my vessel was stuck in the sand I left it for the night.

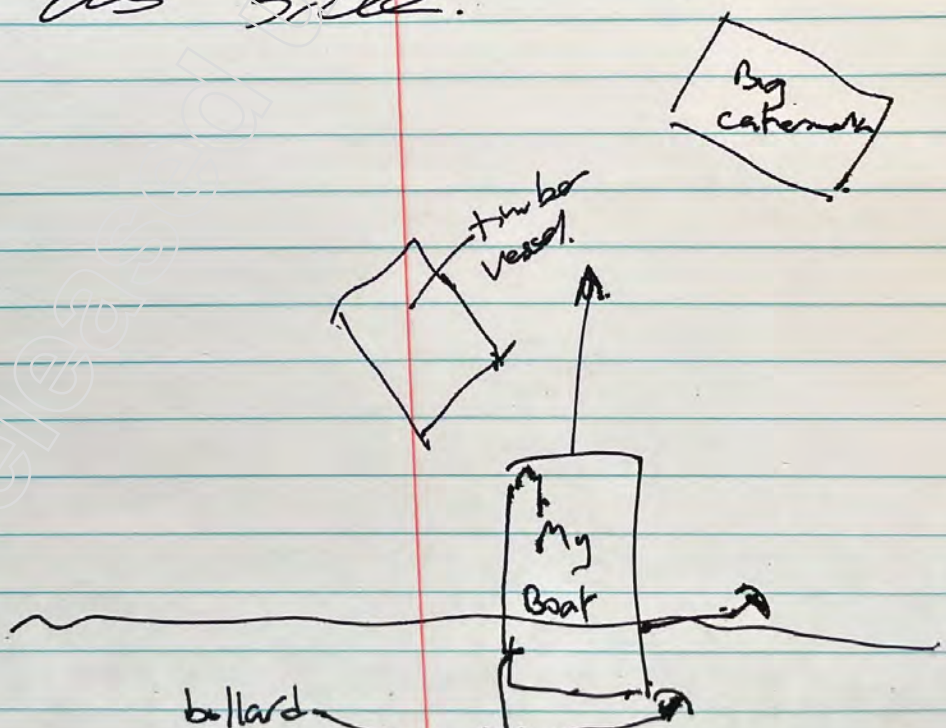
The next day, Friday 21 April, I waited until High tide around mid morning I went down and used my winch to pull my vessel off the sand and into deeper water. There was a Capamoran nearby along with the lumber boat so I did the right thing and moved location over to little woods bay.

Before I moved I had

lifted and secured both stern anchors when I moved away from the shore, I only had the front anchor in the water.

The timber vessel was close, but I don't remember anything unusual in how it was sitting in the water.

On Saturday I walked back along the shore line to see if I could fit my vessel back in the location and I noticed the timber vessel was on its side.



Maritime Safety Queensland

Investigation Running Log

| | |
|-------------------------------|-----------------|
| Marine Incident Number | MSQ25636-2023 |
| Lead Investigator | PATTEN / ULYATE |

| Date | Time | Officer | Details | Actions |
|----------|---------|---------|--|---|
| 26/4/23 | | | MIR emailed to MO Patten by owner | fwd on 27/4/23 to admin in MBA for process and allocation |
| 1/5/23 | | | Another email from Owner regarding action taken. | Responded and saved to file. |
| 04/05/23 | 2.32pm | GP | Phone VOE obtained from ^{PI} [redacted] Witness however did not see incident occur. | Scanned to file |
| 31/05/23 | 10am | GP | Obtain VOE from ^{PI} [redacted] at the Noosa MSQ Office. Scanned to file. | Scanned to file |
| 02/06/23 | | | Another email from owner regarding action taken. MO Patten responded and advised owner of other boat has been spoken to. | saved to file |
| 05/06/23 | 11:28am | GP | Attempted to contact Witness ^{PI} [redacted] on Not Relevant [redacted] in relation to ^{pers} [redacted] Nil answer and voicemail left for her to return call. | |
| 05/06/23 | 12:00pm | GP | Missed call from witness ^{PI} [redacted] Attempted to call back and went to voicemail. Message left again for her to call back. | |
| 14/07/23 | 15:53 | JU | Contact ^{personal inform} [redacted] on mobile ^{perso} [redacted] ^{personal i} [redacted] Advised that no further action will be taken on this matter by MSQ and that she should pursue civil action if required. She advised that her lawyer may call to discuss. I indicated that was fine but that her lawyer was capable of gathering evidence of the damage from her witnesses. I advised I would talk to AMSA about the operation of the nearby vessel as an Air BnB. | |

MSID RTI Case Report



Case - MSC3805 - Open Case (Overdue) - Collector ID 105634

| | |
|---------------------------|---|
| Case Reference | MSC3805-2023 |
| DMS Container | |
| Subject of Case | Collector ID 105634 |
| Operation Name | |
| TOMSA | Yes |
| TOMPA | No |
| National | No |
| Category | 3 |
| Status | Open Case (Overdue) |
| Region (Lead) | Brisbane (Sunshine Coast) |
| Investigator (Lead) | ULYATE, James A |
| Summary of Facts | <p>About 6pm on 21 April 2023, a houseboat with recreational registration person was anchored in Woods Bay Noosa Heads when it started to list to the port side in high winds. A person onboard a neighbouring vessel contact the owner of the houseboat and advised of the state of the vessel.</p> <p>The owner had another call around 8pm and as a result he attended the scene. He observed the vessel listing to the port side and a decision was made to move the vessel closer to shore and into shallow waters to prevent it from capsizing. As the anchor lines were cut the vessel listed even further over to the port side with the owner estimating about 45 degree angle.</p> <p>As the vessel was now in shallow water, the owner made the decision to return the following day in daylight hours to attempt righting the vessel. On his return on Saturday 22 April 2023 the owner noticed that the vessel was now resting on its port side on the bottom of the seabed.</p> <p>Nil motor or fuel was kept onboard and there was only a portaloos onboard which did not result in a pollution incident.</p> <p>The owner attempted to contact the Noosa slipway to have the vessel removed however they were unable to. About 9:30am on 24 April 2023 the owner sent an email to Claytons Towing to request assistance in removing the vessel from the waterway.</p> <p>Marine Officers attended the scene about 08:30am on 24 April 2023 and entered the vessel into Collector ID 105634. Marine Officers contacted the owner to obtain details and advised the owner to ensure an all-round white light was displayed at night.</p> <p>The owner will advise when he has organised removal with Claytons Towing.</p> |
| MSQ Attended | Yes |
| MSQ Officer/s | PATTEN |
| MSQ Contact No. | |
| QPS Attended | No |
| QPS Officer/s | |
| QPS Contact No. | |
| QAS Attended | No |
| QAS Officer/s | |
| QAS Contact No. | |
| QBFP Attended | No |
| QBFP Officer/s | |
| QBFP Contact No. | |
| Other Agencies | No |
| Other Agency Officers | |
| Other Agency Contact/s | |
| Case Assigned | 24/04/2023 |
| Case Accepted | 24/04/2023 |
| Expected Days to Complete | 182 |
| Completion Due Date | 23/10/2023 |

| | |
|------------------------------|----|
| Case Complete | |
| Case Checked (AM) | |
| Case Closed - Prosecution | |
| Case Closed - Admin Action | |
| Case Closed - AMSA | |
| Case Closed - Coroner | |
| Case Closed (CU) | |
| Case Closed - Finalised (AM) | |
| Case Closed - Finalised (CU) | |
| Review Action Required | No |
| Review Action Completed | No |
| Conclusion | |
| Finalised - NFA | No |
| Finalised - Education | No |
| Finalised - Formal Warning | No |
| Finalised - Infringement | No |
| Finalised - Prosecution | No |
| Finalised - Administrative | No |
| Total Hour of Effort | 5 |
| Notes | |
| Refer for CU Action | No |
| Findings | |

| Role | Involved Ship |
|---------------------------------|-------------------------|
| Ship Unit | 01 |
| Ship Damage/Loss | |
| Ship Registration Type | Recreational |
| Details | |
| Notes | |
| Ship Type | House Boat |
| Ship Name | personal |
| Ship Registration | |
| Former Names | |
| Previous Registration | |
| Make/Model | PRIVATE 6.0M FULL CABIN |
| Length (m) | 6 |
| Beam (m) | 2.6 |
| Year Built | 2007 |
| Hull Material | Other - WOOD |
| Primary Colour | Grey |
| Power Description | YAMAHA |
| Number of Engines | 1 |
| Engine Type | Outboard |
| Total Kilowatt Power | 37.2 |
| Total Horse Power | 50 |
| Identification Number (HIN/SIN) | AUABG000013QT0 |

| | |
|-------|--|
| Notes | TICA KB klclayt:MERGE (3/05/2023 3:13:37 PM): tica |
|-------|--|

| | |
|---------------------------------|----------------------------|
| Role | Involved Ship |
| Ship Unit | 02 |
| Ship Damage/Loss | |
| Ship Registration Type | |
| Details | |
| Notes | |
| Ship Type | Yacht |
| Ship Name | personal info |
| Ship Registration | |
| Former Names | |
| Previous Registration | |
| Make/Model | SAM YACHTS 9.8M FULL CABIN |
| Length (m) | 9.8 |
| Beam (m) | 3.5 |
| Year Built | 1998 |
| Hull Material | Marine alloy |
| Primary Colour | White |
| Power Description | Suzuki |
| Number of Engines | 1 |
| Engine Type | Outboard |
| Total Kilowatt Power | 44.7 |
| Total Horse Power | 60 |
| Identification Number (HIN/SIN) | AUABJ000030QT8 |
| Notes | TICA KB |



| | |
|------------------------|--------------------|
| Role | Owner |
| Ship Unit | 01 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | personal info |
| Family Name | |
| First Name | |
| Middle Names | |
| Gender | |
| Date of Birth | |
| Place of Birth | |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | |
| Email | personal informati |
| Business Phone | |
| Mobile Phone | |
| Other Phone | |
| Home Phone | |
| Notes | |



| | |
|------------------------|-------|
| Role | Owner |
| Ship Unit | 02 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | PI |
| Family Name | |

| | |
|----------------|--------------|
| First Name | PI |
| Middle Names | |
| Gender | |
| Date of Birth | |
| Place of Birth | |
| Nationality | |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | |
| Email | |
| Business Phone | |
| Mobile Phone | Not Relevant |
| Other Phone | |
| Home Phone | |
| Notes | |



| | |
|------------------------|-------------------|
| Role | Owner |
| Ship Unit | 01 |
| Injury Status | |
| Details | |
| Notes | |
| Customer Reference No. | |
| Family Name | personal |
| First Name | |
| Middle Names | |
| Gender | |
| Date of Birth | |
| Place of Birth | |
| Nationality | Australia |
| ATSI | |
| Also Known As | |
| ABN | |
| Photograph | |
| Full Name | personal inf |
| Email | |
| Business Phone | |
| Mobile Phone | |
| Other Phone | |
| Home Phone | |
| Notes | No record in Tica |

| | |
|----------------------------------|---------------------------|
| Notes | |
| Type | Data Entry |
| Task Title | |
| Status | Task Complete |
| Task / Entry Date | 19/10/2023 |
| Task / Entry Time | 09:21 |
| Assigned / Recorder | BEGGS, Karla A |
| Region | Brisbane (Sunshine Coast) |
| Hours of Effort | 1 |
| Due Date | 19/10/2023 |
| Days to Due Date | 8 |
| Status Indices | 1 |
| Task Description (Running Sheet) | |
| Completed Date | 28/04/2023 |
| Notes | |

| Notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|--|---------|---|---|---------|---------|---------|--|--|-----------------------------------|---|--------|--|--|--|------------------------------|----------|--------|----|------------------------------|---|----------|------|----|--|-----------------|----------|--|--|--|---------------|----------|---------|----|-----------------------------------|----|--|--|--|--|--|----------|---------|----|-------------------------------|--|----------|-------|----|--------------------------------|--|--|--|--|---|--|------------|-------|----|---------------------------------|---|
| Type | Running Sheet Entry | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task Title | Running Sheet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Status | Task Complete | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task / Entry Date | 19/10/2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task / Entry Time | 09:24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Assigned / Recorder | ULYATE, James A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Region | Brisbane (Sunshine Coast) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hours of Effort | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Due Date | 19/10/2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Days to Due Date | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Status Indices | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Task Description (Running Sheet) | <p>Marine Incident Number MSQ25636-2023</p> <p>Lead Investigator PATTEN / ULYATE</p> <table border="1"> <thead> <tr> <th>Date</th> <th>Time</th> <th>Officer</th> <th>Details</th> <th>Actions</th> </tr> </thead> <tbody> <tr> <td>26/4/23</td> <td></td> <td></td> <td>MIR emailed to MO Patten by owner</td> <td>fwd on 27/4/23 to admin in MBA for process and allocation</td> </tr> <tr> <td>1/5/23</td> <td></td> <td></td> <td>Another email from Owner regarding action taken.</td> <td>Responded and saved to file.</td> </tr> <tr> <td>04/05/23</td> <td>2.32pm</td> <td>GP</td> <td>Phone VOE obtained from [PI]</td> <td>Witness however did not see incident occur. Scanned to file</td> </tr> <tr> <td>31/05/23</td> <td>10am</td> <td>GP</td> <td>Obtain VOE from [PI] at the Noosa MSQ Office. Scanned to file.</td> <td>Scanned to file</td> </tr> <tr> <td>02/06/23</td> <td></td> <td></td> <td>Another email from owner regarding action taken. MO Patten responded and advised owner of other boat has been spoken to.</td> <td>saved to file</td> </tr> <tr> <td>05/06/23</td> <td>11:28am</td> <td>GP</td> <td>Attempted to contact Witness [PI]</td> <td>on</td> </tr> <tr> <td></td> <td></td> <td></td> <td>[Not Relevant] in relation to VOE. Nil answer and voicemail left for her to return call.</td> <td></td> </tr> <tr> <td>05/06/23</td> <td>12:00pm</td> <td>GP</td> <td>Missed call from witness [PI]</td> <td>Attempted to call back and went to voicemail. Message left again for her to call back.</td> </tr> <tr> <td>14/07/23</td> <td>15:53</td> <td>JU</td> <td>Contact [personal information]</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Advised that no further action will be taken on this matter by MSQ and that she should pursue civil action if required. She advised that her lawyer may call to discuss. I indicated that was fine but that her lawyer was capable of gathering evidence of the damage from her witnesses. I advised I would talk to AMSA about the operation of the nearby vessel as an Air BnB.</td> <td></td> </tr> <tr> <td>15/08/2023</td> <td>11:49</td> <td>JU</td> <td>Received call from [personal i]</td> <td>from Loudon Law. [person] requested statements and so on. Advised of the RTI process. Received email from [person] requesting advice on the procedure for this.</td> </tr> </tbody> </table> | Date | Time | Officer | Details | Actions | 26/4/23 | | | MIR emailed to MO Patten by owner | fwd on 27/4/23 to admin in MBA for process and allocation | 1/5/23 | | | Another email from Owner regarding action taken. | Responded and saved to file. | 04/05/23 | 2.32pm | GP | Phone VOE obtained from [PI] | Witness however did not see incident occur. Scanned to file | 31/05/23 | 10am | GP | Obtain VOE from [PI] at the Noosa MSQ Office. Scanned to file. | Scanned to file | 02/06/23 | | | Another email from owner regarding action taken. MO Patten responded and advised owner of other boat has been spoken to. | saved to file | 05/06/23 | 11:28am | GP | Attempted to contact Witness [PI] | on | | | | [Not Relevant] in relation to VOE. Nil answer and voicemail left for her to return call. | | 05/06/23 | 12:00pm | GP | Missed call from witness [PI] | Attempted to call back and went to voicemail. Message left again for her to call back. | 14/07/23 | 15:53 | JU | Contact [personal information] | | | | | Advised that no further action will be taken on this matter by MSQ and that she should pursue civil action if required. She advised that her lawyer may call to discuss. I indicated that was fine but that her lawyer was capable of gathering evidence of the damage from her witnesses. I advised I would talk to AMSA about the operation of the nearby vessel as an Air BnB. | | 15/08/2023 | 11:49 | JU | Received call from [personal i] | from Loudon Law. [person] requested statements and so on. Advised of the RTI process. Received email from [person] requesting advice on the procedure for this. |
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| 05/06/23 | 12:00pm | GP | Missed call from witness [PI] | Attempted to call back and went to voicemail. Message left again for her to call back. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Completed Date | 15/08/2023 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Type | Case Trigger |
| Details | |
| Notes | |
| Marine Incident No. | MSQ25636-2023 |
| Incident Type | Marine Incident |
| Date | 22/04/2023 |
| Time | |
| Caseman ID | |
| Incident Report Details | Ship allegedly damaged by anchor from adjacent vessel causing ship to sink. |
| Water Type | Smooth |
| Coordinates | |
| Latitude | -26.397732 |

| | |
|---|--|
| Longitude | 153.060828 |
| Location Name | Noosa River |
| Region | Brisbane (Sunshine Coast) |
| Weather Conditions | Cloudy |
| Visibility Conditions | |
| Water Conditions | Choppy |
| Swell Height (m) | |
| Wind Speed | Moderate (7 - 15 kts) |
| Wind Direction | |
| Type of Marine Incident | Other incident caused by operation of ship |
| Incident Consequence | Moderate damage to ship |
| Public Interest | Public interest unlikely |
| Highest Ship Class | Recreational |
| Compliance Weighting | 0 |
| Weighting Reason | |
| Original Rating Score | 8 |
| Final Rating Score | 8 |
| Category | 3 |
| Fatalities (No.) | 0 |
| Injuries - Serious (No.) | 0 |
| Injuries - Minor (No.) | 0 |
| Minor Damage (Ships) | 0 |
| Moderate Damage (Ships) | 0 |
| Major Damage (Ships) | 0 |
| Lost Ships | 0 |
| Pollution Category | |
| Pollution Source | |
| Pollutant | |
| Pollution - Extent (Length) | |
| Pollution - Extent (Width) | |
| Pollution - Extent (Area) | |
| Pollution - Extent (Volume) | |
| Pollution - Discharge Been Stopped? | No |
| Pollution - Photos Taken | No |
| Pollution - Video Taken | No |
| Pollution - Samples Taken | No |
| Pollutions - Samples Taken By | |
| Pollution - Statutory Authority | |
| Pollution - Combat Authority | |
| Pollution - Response Brief | |
| Notes | |
| (H-N1) Failure to comply with ColRegs | No |
| (H-N2) Insufficient voyage planning | No |
| (H-N3) Excessive Speed | No |
| (H-N4) Navigation Error - Other | No |
| (H-P5) Inadequate training | No |
| (H-P6) Inappropriate instructions to crew | No |
| (H-P7) Communications Failure | No |
| (H-P8) SMS Failure | No |
| (H-O9) Inattention | No |
| (H-O10) Inexperience/lack of knowledge | No |
| (H-C11) Bridge Watch keeping failure | No |
| (H-O12) Insufficient crew numbers | No |
| (H-O13) Mooring Failure | Yes |
| (H-O14) Insufficient maintenance | No |
| (H-O15) Overloading | No |
| (H-O16) Operational error - other | No |
| (M-V1) Bridge or Navigation Failure | No |
| (M-V2) Electrical system failure | No |
| (M-V4) Propulsion system failure | No |
| (M-V5) Hull Breach | No |
| (M-V6) Equipment failure - other | No |
| (M-V7) Fuel or gas leak | No |
| (M-DC8) Inadequate stability - shifting cargo | No |

| | |
|--|-------|
| (M-D9) Inappropriate hull/equipment - Construction | No |
| (M-DC10) Inappropriate hull/equipment - design | No |
| (M-DC11) Vessel construction failure - other | No |
| (M-SS12) Shore structure design | No |
| (M-SS13) Shore structure maintenance | No |
| (M-SS14) Gangway/Boarding Ladders | No |
| (E-H15) Floating or Submerged object | Yes |
| (E-H17) Hazardous waters - uncharted hazards | No |
| (E-H16) Wash of passing vessel | No |
| (E-H18) Hazard - other | No |
| (CF1) Insufficient safety equipment | No |
| (CF2) Tidal conditions | No |
| (CF3) Bar conditions | No |
| (CF4) Hazardous season (cyclones etc) | No |
| (CF5) Hazardous waters - obstructions | No |
| (CF6) Poor Visibility | No |
| (CF7) Sea state | No |
| (CF8) Wind | No |
| (CF9) Heavy traffic area | No |
| (CF10) Medical condition | No |
| (CF-11) Alcohol / Drugs | No |
| (CF12) Fatigue | No |
| (CF13) Failure to wear lifejackets | No |
| (CF14) Failure to wear engine kill lanyard | No |
| MR-T Value | 2 |
| MR-C Value | 6 |
| MR-PI Value | 0 |
| Days Since (Incident) | 187.6 |

| Type | Case Trigger |
|-------------------------|--|
| Details | |
| Notes | |
| Event Type | Derelict |
| Name / Title | Collector Id 105634 |
| Date | 22/04/2023 |
| Time | |
| Event Reference | |
| Description | On 22 April 2023, a houseboat named persona capsized in Woods Bay Noosa Heads. Nil persons onboard. Nil Pollution event. |
| Location | Woods Bay Noosa Heads |
| Coordinates | |
| Latitude | -26.386529 |
| Longitude | 153.083235 |
| Notes | |
| Days since (Event Date) | 187.551030092596 |