

Marine incidents in Queensland

2015

Foreword

The annual Marine Incident Report is one of the ways we assess the safety performance of our fleet. Comparison of statistics from previous years allows us to see where there have been improvements and what we need to focus on.

Following some of the state's responsibilities in relation to commercial vessels shifting to the Commonwealth, the report's focus is now on marine incidents involving at least one *Queensland regulated ship (QRS)*.

With the movement of commercial vessels from state oversight to a national model, the information contained in this report has necessarily changed.

In previous years all reported marine incidents including fatalities and injuries involving QRSS or domestic commercial vessels (DCVs) were included in this report.

Compared to those figures, our current statistics appear to show a substantial decline but, in reality, we are now looking at a smaller group of incidents.

Even so, fatalities involving QRSS regrettably rose from five deaths in 2014 to seven in 2015.

Those who lost their lives included three ship masters, two passengers on different vessels and a swimmer who was struck by a vessel.

Five of these seven people are presumed to have drowned and none were known to have been wearing a lifejacket.

There were also five other fatalities involving DCVs.

These included a passenger falling from a hire and drive house boat, the on-board death of a crew member on a tug boat and three separate incidents involving the loss of a diver from a dive charter vessel.

These deaths are private and personal tragedies for family, friends and co-workers, made worse by the possibility they may have been avoidable.

Everyone who has an interest in working or playing on our unique and diverse waterways has a part to play in fostering a boating culture that places safety first and foremost.

Through our compliance and education initiatives we can reinforce safety messages throughout the maritime community, but this needs to be supported and nurtured.

This is a responsibility shared by government, industry and the masters and passengers of every vessel on our waterways.

It is also the mission of Maritime Safety Queensland.

Neil Scales

Director General

Department of Transport and Main Roads

Key Points

- In June 2015 there were 253,144 registered *Queensland regulated ships*; 1 vessel for every 19 people or 1 vessel for every 3 recreational vessel licensees.
- Maritime Safety Queensland received reports of 588 marine incidents during 2015; 33 fewer than in 2014.
- These incidents resulted in 12 fatalities; 6 more than during 2014.
- With the commencement of the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)* in 2013, some of the state's responsibilities with respect to maritime safety have shifted to the national regulator.
- As a result, the focus of this report has necessarily shifted in 2014 to marine incidents that involve at least one *Queensland regulated ship*.
- *Queensland regulated ships* were involved in 334 of the 588 incidents reported and 7 of the 12 fatal incidents reported.
- The most commonly reported incidents were collisions between ships (28%), collisions with an object (10%), capsizing (11%) and groundings (12%).
- These 334 incidents involved 422 *Queensland regulated ships* and 35 *domestic commercial vessels*.
- They resulted in 98 people injured, including 19 who were admitted to hospital and 7 fatalities.
- Fifty-seven per cent of those injured were not in charge of the vessel at the time the incident occurred.
- Four of the people who died were the masters of *Queensland regulated ships*.
- All but one of the masters involved in a fatal incident were appropriately licensed and the vessels were all appropriately registered.
- Five of the 7 people who died are presumed to have drowned. None of them were wearing a life jacket.
- The fatality rate increased from 2 to 2.8 fatalities per 100,000 recreational registrations.

Introduction

This report presents an analysis of the marine incidents that occurred in Queensland waters during 2015. 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, the majority of marine incidents involving only DCVs became reportable under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)* or the *Navigation Act 2012 (Cth)* rather than the *Transport Operations (Marine Safety) Act 1994*.

One consequence of this jurisdictional change is that marine incidents that involve only DCVs no longer meet the criteria established by the *Transport Operations (Marine Safety) Act 1994* for inclusion in this report. Therefore, for purposes of continuity and comparison with previous marine incident reports, those marine incidents involving only DCVs have been enumerated separately at the end of this report.

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

Maritime Safety Queensland's research and the anecdotal evidence of volunteer rescue organisations suggest that some marine incidents continue to go unreported, in particular those that do not result in either material damage or serious personal injury and those that occur in more remote locations.

Nevertheless, this report provides a summary of the marine incidents that were reported in 2015 and serves as a base line for the evaluation of safety programs associated with maritime activities.

Incidents Reported in 2015

Maritime Safety Queensland received reports of 588 marine incidents during 2015. Three-hundred and thirty-four of these incidents involved at least one Queensland regulated ship (QRS)—a recreational or another vessel expressly excluded from the operation of the Commonwealth Acts—and so are the subject of this report. The data related to these incidents is available in the summary tables (S01 to S43) at the end of this report.

Incidents

QRSs were the only vessels involved in 299 of the 334 QRS-related marine incidents reported during 2015. The other 35 incidents involved both QRSs and DCVs.

These incidents disproportionately occurred in January (12%), April (11%) and August (10%), most commonly on a Saturday and Sunday (41%) and during daylight hours between 6 am and 6 pm (72%).

At the time of these incidents the vessels were most commonly operating in smooth waters (59%), in clear weather (75%) and with good visibility (73%), and in winds below 16 knots (75%).

The most commonly reported incident was a “collision between ships”, which accounts for 92 (28%) of the 334 incidents. These were followed by “groundings” (12%), “capsizing” (11%) and “collisions with objects” (10%), which together with “collisions between ships” account for half of the 334 incidents.

Marine incident investigators categorise factors deemed to have contributed to an incident as human, material or environmental.

Between 1 and 7 different human factors were recorded with respect to 228 (68%) of the 334 incidents reported. The most common was “inattention” (19%), followed by “inexperience” (17%), “navigation error” (15%) and “operational error” (11%). It is noteworthy that “alcohol or drugs” was recorded as a contributing factor in 3 incidents and 9 incidents were attributed to excessive speed.

Material factors were reported in 73 (22%) of the 334 incidents reported. The failure of “machinery” (11%) or “equipment” (28%) were the most commonly recorded materially contributing factors. Factors involving the “design, construction or maintenance” of a vessel’s hull or equipment were recorded in 9 incidents while “hull failure” was recorded in a further 6 incidents.

Environmental factors were recorded with respect to 125 (37%) of the 334 incidents reported. The most commonly recorded environmental factors were “sea state” (35%), “wind” (21%) and “bar conditions” (9%). “Hazardous waters” was recorded as a contributing factor in 5 incidents while “hazardous season”, normally associated with cyclones, was recorded in a further 4 incidents.

Vessels

The 334 reported incidents involved 457 vessels, 422 QRSs and 35 DCVs.

The 422 QRSs were predominantly motorboats (52%) and sailboats (28%), while personal watercraft (PWC) accounted for a further 12% of the vessels involved in these incidents.

Thirty-five per cent of the motorboats were no more than 5 metres in length, 67% were no more than 7.5 metres in length and 78% were no more than 10 metres in length. In contrast, only 11% of sailing vessels were no more than 7.5 metres in length, 29% no more than 10 metres and 86% no more than 15 metres in length.

Two-hundred and sixty-one of the 422 QRSs involved in these incidents were damaged in some way. Thirty-five vessels were lost, 48 had major damage, 84 moderate damage and 94 minor damage.

Incidents resulting in moderate or minor damage were commonly the result of “collisions between ships” or “collisions with objects”. Major damage was commonly the result of “fire or explosion” or “collision between ships”. Incidents in which a vessel was lost were commonly the result of “flooding”, “grounding” or “fire or explosion”.

The 35 DCVs involved in these incidents included 13 passenger vessels, 13 non-passenger vessels, 2 commercial fishing vessels and 5 hire and drive vessels (one motorboat, 2 sailboats and 2 PWC).

While none of these 35 vessels were lost, 6 did report moderate damage, 5 of which were the result of a “collision between ships”, and 5 reported minor damaged, all of which were the result of a “collision between ships”.

People

The 334 reported incidents resulted in 98 people being reported injured, including 19 hospital admissions and 7 deaths.

The 72 people who reported minor injuries included 31 masters, 15 crew members, 17 passengers, 5 water skiers, 2 swimmers and 2 bystanders. The majority (54%) of these injuries were the result of “collisions between ships” (14), “on-board” incidents (12), “person overboard” (8) and “fire or explosion” (5). In 51 of the 72 cases the vessel involved was a motorboat; in another 11 cases it was a PWC and in 7 cases a sailboat.

Among the 19 people admitted to hospital were 7 masters, 3 crew members, 6 passengers, 2 water skiers and 1 swimmer. The majority (57%) of these injuries were the result of “on-board” incidents (5), “fire or explosion” (4) and “water skiing” (3). In 12 of the 19 cases the vessel involved was a motorboat, in another 5 cases it was a PWC. The remaining cases involved a paddle boat (1) and a sailboat (1).

Each of the seven fatalities involved a single recreational vessel: 4 motorboats, 1 sailboat, 1 paddle boat and a PWC.

Three of the 7 deaths were the result of someone falling overboard (2 masters and a passenger). A capsizing incident resulted in the death of another master, as did a separate swamping incident. There is no indication that any of these five people were wearing a life jacket at the time these incidents occurred and all five are presumed to have drowned.









The other two fatalities involved a swimmer being struck by a vessel and a fire on a vessel that was anchored overnight, resulting in the death of the owner of the vessel.

The deceased, 6 males and 1 female, were all between 30 and 90 years of age. With one exception, all of the masters of the vessels involved were appropriately licenced and all of the vessels were appropriately registered.

While the coronial investigations of these incidents have not been finalised at this time, there is no indication that alcohol or drug use contributed to any of these incidents.

Trends in Reported Incidents

Table 1

Indicator	Indicator 2015	Average 2006-2015	Statistical relationship	Statistical range
Total Incidents	334	395.9	Significantly lower	
Total fatal incidents	7	6.9	Not significantly different	
Total fatalities	7	8.2	Not significantly different	
Total hospitalisation incidents	19	21.4	Not significantly different	
Total hospitalisations	19	24.0	Significantly lower	
Incident rate per 100k vessels	131.9	170.1	Significantly lower	
Fatality rate per 100k vessels	2.8	3.5	Significantly lower	
Hospitalisation rate per 100k vessels	7.5	10.3	Significantly lower	

Source: CASEMAN, marine incident case management database, as at 07/03/2016 **Key:** ▲ 2015 value | 10yr average ▲ 95% confidence interval

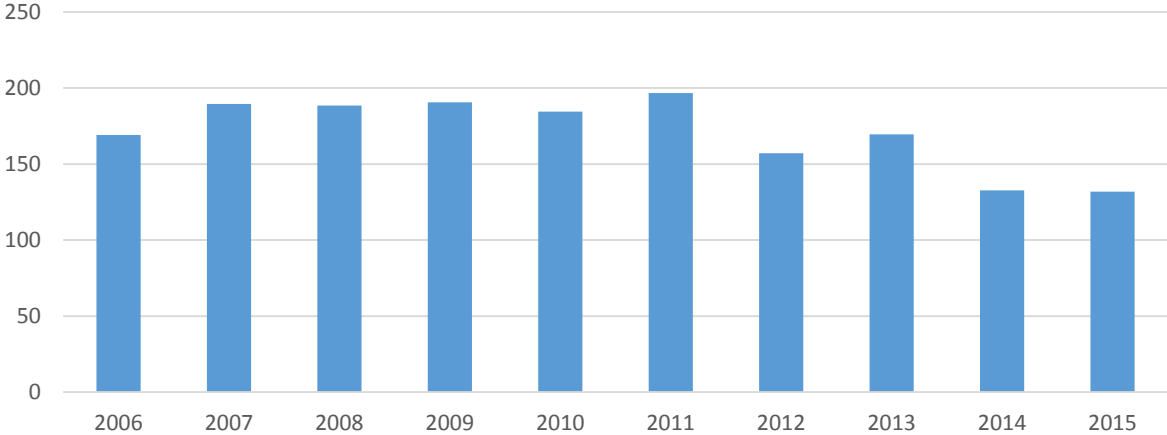
The number of reported QRS-related marine incidents increased from 332 in 2014 to 334 in 2015 and is significantly lower than the long-term (2006–2015) average number of reported incidents (396) (table 1).

Both the number of fatal incidents (7) and the number of fatalities (7) were 2 more than in 2014, neither of which is significantly different from the long-term averages 7 and 8 respectively.

In contrast, the number of reported incidents resulting in hospital admissions (19) was 9 less than reported in the previous year and the number of people admitted to hospital (19) was 10 less than reported in the previous year. While the number of incidents resulting in hospital admissions (19) is not significantly different from the long-term average of 21, the number of people admitted to hospital (19) is significantly lower than the long-term average number (24) of people admitted.

The reported incident rate (figure 1) fell from 133 to 131.9 reported incidents per 100,000 QRS registrations and is significantly lower than the long-term average of 170.1 reported incidents.

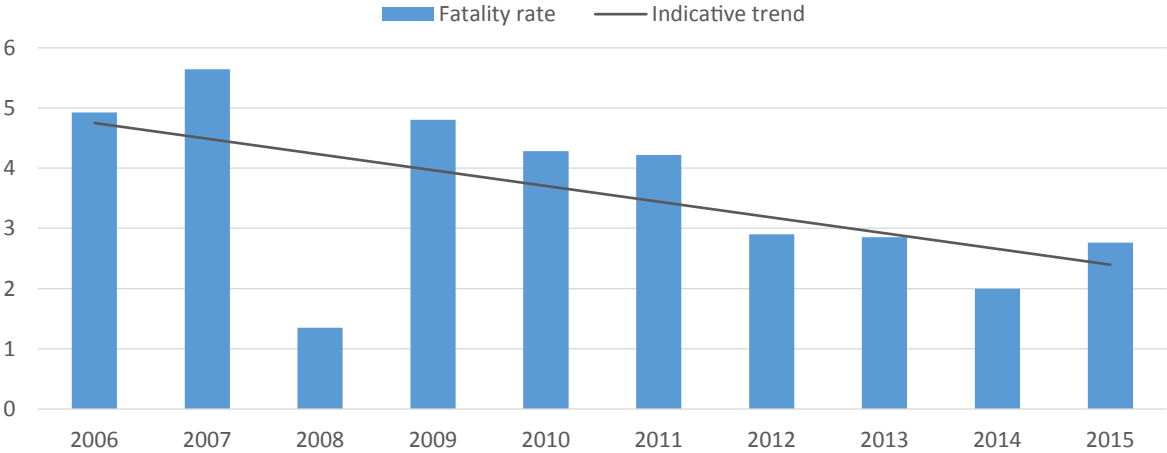
Figure 1 — Reported incidents per 100,000 recreational registrations



Source: CASEMAN, marine incident case management database, as at 07/03/2016

The fatality rate (figure 2) increased from 2 to 2.8 fatalities per 100,000 recreational registrations and is significantly lower than the long-term average of 3.5 fatalities per 100,000 QRS registrations.

Figure 2 — Fatalities per 100,000 recreational registrations



Source: CASEMAN, marine incident case management database, as at 07/03/2016

Finally the reported hospitalisation rate per 100,000 QRS registrations decreased from 12 to 7.5 hospitalisations per 100,000 QRS registrations and was significantly lower from the long-term average rate of 10.3 reported incidents per 100,000 QRS registrations.

Summary

In June 2015 there were 253,144 recreational vessels registered in Queensland; 1 vessel for every 19 people or 1 vessel for every 3 recreational vessel licensees.

During 2015, Maritime Safety Queensland received 334 marine incident reports involving 457 vessels—422 QRSs and 35 DCVs.

The most commonly reported incidents were collisions between ships (92), collisions with an object (35), capsizing (36) and groundings (40).

In total, 272 vessels were reported damaged including 35 vessels lost, 48 with major damage and 90 with moderate damage.

Ninety-eight people were injured including 19 who were admitted to hospital and 7 who died. Fifty-seven per cent of those injured (56) were not in charge of the vessel at the time.

The marine incidents reported to Maritime Safety Queensland in 2015 were, in respect of their number and type, similar to previous years.

Nevertheless when considered together with the analysis of the trends in incident rates it is reasonable to expect that Queensland's maritime safety performance will continue to improve.

Incidents Involving Domestic Commercial Vessels and Queensland Regulated Ships: 2006 to 2015

The recent division of the regulatory responsibilities between the State and the Commonwealth with respect to vessels operating on Queensland's waterways invites a more explicit focus on those marine incidents which involved both DCVs now regulated by the Commonwealth Government, and QRSs which continue to be regulated by the State Government.

Between 2006 and 2015 there were 578 incidents which would have been reportable incidents under the current legislative arrangements and involved both DCVs and QRSs.

The proportion of reported incident involving both DCVs and QRSs has fallen over the past decade from 20% (67 of 343 incidents) in 2006 to 10% (35 of 334 incidents) in 2015.

Table 2

DCV and Incident Type	Incidents	Fatalities	Hospital Admissions	Other Injuries
Fishing Vessels				
Collision between ships	52		4	2
Close Call	14			
Other	5		1	
Total	71		5	2
Hire and Drive Vessels				
Collision between ships	73	1	5	4
Close Call	2			
Other	10			1
Total	85	1	5	5
Non-Passenger Vessels				
Collision between ships	129	1	1	8
Close Call	40			1
Other	39		1	4
Total	208	1	2	13
Passenger Vessels				
Collision between ships	105		1	8
Close Call	62		1	1
Other	47		0	11
Total	214		2	20
Grand Total	578	2	14	40

Source: CASEMAN, marine incident case management database, as at 07/03/2016

The 578 incidents involved 603 DCVs and 593 QRSs and were predominantly collisions between ships (359 incidents) and close calls (118 incidents).

The majority (675) of the 1196 vessels were undamaged. Nine vessels were lost, 42 had major damage, 259 had moderate damage and 211 had minor damage.

Likewise, the majority (529) of the 578 incidents did not result in anyone being injured. There were 2 fatalities, 14 hospital admissions and 40 other injuries reported over the decade.

The DCVs involved in these incidents can be conveniently categorised as [Fishing Vessels](#), [Hire and Drive Vessels](#), [Non-Passenger Vessels](#) (vessels that carry no more than 12 passengers) and [Passenger Vessels](#).

[Fishing Vessels](#) were involved in 52 of the 359 collision incidents, 14 of the 118 close-call incidents and 5 of the 101 other incidents involving DCVs and QRSs. The QRSs involved in these incidents were motorboats (47 incidents), sailboats (22 incidents) and paddle boats (2 incidents).

These incidents involving [Fishing Vessels](#) resulted in 5 hospital admissions and 2 other injuries.

The feature which distinguishes [Hire and Drive Vessels](#) from other DCVs is that they are often operated by persons who are not under the direct control or supervision of certificated mariners.

[Hire and Drive Vessels](#) were involved in 73 of the 359 collision incidents, 2 of the 118 close call incidents and 10 of the 101 other incidents involving DCVs and QRSs.

Of these [Hire and Drive](#) DCVs, houseboats were involved in 42 incidents, motorboats were involved in 15 incidents, sailboats were involved in 19 incidents and PWC were involved in 6 incidents.

The QRSs involved in these incidents were motorboats (33 incidents), sailboats (42 incidents), PWC (5 incidents), paddle boats (3 incidents) and houseboats (2 incidents).

These incidents involving hire and drive vessels resulted in 1 fatality, 5 hospital admissions and 5 other injuries.

[Non-Passenger Vessels](#) were involved in 129 of the 359 collision incidents, 40 of the 118 close call incidents and 39 of the 101 other incidents involving DCVs and QRSs. The DCVs were predominantly non-specific powered vessels (194 incidents), sailboats (4 incidents), PWC (5 incidents), paddle boats (4 incidents) and houseboats (1 incident). The QRSs involved in these incidents were motorboats (106 incidents), sailboats (74 incidents), PWC (12 incidents), paddle boats (9 incidents) and houseboats (7 incidents).

These incidents involving non-passenger vessels resulted in 1 fatality, 2 hospital admission and 13 other injuries.

[Passenger Vessels](#) were involved in 105 of the 359 collision incidents, 62 of the 118 close call incidents and 47 of the 101 other incidents involving DCV and QRS. The QRS involved in these incidents were motorboats (125 incidents), sailboats (60 incidents), PWC (10 incidents), paddle boats (18 incidents) and house boats (1 incident).

These incidents involving passenger resulted in 2 hospital admissions and 20 other injuries.

The investigation of these 578 incidents resulted in the identification of 889 human factors, 106 material factors and 302 environmental factors considered to have contributed to their occurrence.

Predominant among the human factors recorded were “inattention” (17%), “failure to keep a proper lookout” (11%) and “failure to observe the collision regulations” (11%). Among the infrequently recorded human factors were “alcohol or drug use” (0.4%), “commercial pressure” (2%), “excessive speed” (3%) or the “violation of statutory rules or standards” (3%).

Noted material factors were largely confined to “equipment failures” (21%), “machinery failure” (42%) and “bridge and navigation failures” (8%).

The predominant environmental factor recorded was the “wind” (31%), followed by “sea state” (17%), “heavy traffic area” 15% and “wash of passing vessel” (13%).

Summary

The purpose of this review is to provide a benchmark against which the interaction between vessels operating under the superintendence of different regulatory agencies can be monitored into the future. The proportion of QRS-related incidents that also involved a DCV have halved over the past decade, suggesting that the regulation of the interaction between DCVs and QRSs is moving in the right direction.

The analysis also suggest that there is room for continued improvement. The prevalence of “collision between ships” incidents and “inattention” as a contributing factor indicate that many, if not most of these incidents are avoidable.

Of particular interest are incidents between [Hire and Drive](#) DCV houseboats and privately owned sailboats which are QRSs. Vessels of these two types account for a very small proportion of their respective flotillas and their all too common collisions, more often than not occurring within marinas, suggest that perhaps more training and certainly greater caution is to be recommended.

The number of [Passenger Vessels](#) (DCVs) involved in incidents with motorboats (QRSs) are of particular concern given the obvious potential for a collision to result in a substantial loss of life.

Boaties need to be particularly attentive with respect to all the rules and regulations they are required to adhere to when operating their vessel in the vicinity of [Passenger Vessels](#).

In the Regions

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

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

Across the state there were 13 marine incidents reported for every 10,000 registered recreational vessel in Queensland. The Gladstone, Mackay and Townsville maritime regions all recorded incidents rates below the state average. The Cairns maritime region recorded a rate equal to the state average while the Brisbane maritime region, which incorporates both the Gold Coast and the Sunshine Coast, recorded an incident rate above the state average (see table 3). The data related to each of the maritime regions is available in the summary data tables (S13 to S23) at the end of this report.

Table 3

Maritime region	Marine incidents	Registered vessels	Incident rate	Hospitalisation incidents	Fatal incidents	Fatalities
Brisbane	201	140,225	14	16	2	2
Gladstone	57	47,544	12	3	4	4
Mackay	24	19,428	12			
Townsville	24	23,381	10		1	1
Cairns	28	21,737	13			
Total	334	253,144	13	19	7	7

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Brisbane

In June 2015 there were 140,225 recreational vessels registered in the Brisbane maritime region; 1 vessel for every 25 people or 1 vessel for every 4 recreational vessel licensees.

During 2015, the Brisbane maritime region received reports of 201 marine incidents involving 280 vessels—260 QRSs and 20 DCVs.

The most commonly reported incidents were collisions between ships (59), collisions with objects (35) and capsizing (36) and grounding (40).

One-hundred and fifty-six vessels reported damage including 14 vessels lost, 31 with major damage and another 35 vessels with moderate damage.

A total of 70 people were injured including 2 who died and 16 admitted to hospital.

The administration of the Brisbane maritime region is organised around three management areas: [Pinkenba](#), [Sunshine Coast](#) and the [Gold Coast](#).

The [Pinkenba](#) management area received 108 marine incident reports involving 159 vessels—147 QRSs and 7 DCVs.

There were 20 people injured in these 108 incidents including 2 who died and 16 admitted to hospital.

The [Gold Coast](#) management area received 54 marine incident reports involving 73 vessels—66 QRSs and 7 DCVs.

Twenty-eight people were injured in these 54 incidents including 8 admitted to hospital.

The [Sunshine Coast](#) management area received 39 marine incident reports involving 48 vessels—47 QRSs and 1 DCV.

Twenty-two people were injured in these 39 incidents including 2 who died and 2 admitted to hospital.

[Gladstone](#)

In June 2015 there were 47,544 recreational vessels registered in the Gladstone region; 1 vessel for every 11 people or 1 vessel for every 3 recreational vessel licensees.

During 2015, this region received 57 marine incident reports involving 73 vessels—69 QRSs and 4 DCVs.

The most commonly reported incidents were collisions between ships (13), swamping (7) and groundings (8).

Forty-nine vessels were damaged including 6 lost, 10 with major damage and 19 vessels with moderate damage.

Sixteen people were injured, including 4 who died and 3 admitted to hospital.

[Mackay](#)

In June 2015 there were 19,428 recreational vessels registered in the Mackay region; 1 vessel for every 10 people or 1 vessel for every 2 recreational vessel licensees.

During 2015, this region received 24 marine incident reports involving 35 vessels—32 QRSs and 3 DCVs.

The most commonly reported incidents were collisions between ships (11), collisions with objects (2) and groundings (5).

Twenty-two vessels were damaged including 4 lost, 5 with major damage and 4 with moderate damage.

Three people were injured, none of whom was admitted to a hospital.

Townsville

In June 2015 there were 23,451 recreational vessels registered in the Townsville region; 1 vessel for every 12 people or 1 vessel for every 3 recreational vessel licensees.

During 2015, this region received 24 marine incident reports involving 28 vessels—26 QRSs and 2 DCVs.

The most commonly reported incidents were capsizing (5), collisions with objects (3) and groundings (5).

Twenty-two vessels were damaged—5 lost, 1 with major damage, 4 with moderate damage and 12 with minor damage.

Six people were injured, including 1 fatality.

Cairns

In June 2015 there were 21,737 recreational vessels registered in the Cairns region; 1 vessel for every 13 people or 1 vessel for every 3 recreational vessel licensees.

During 2015, this region received 28 marine incident reports involving 41 vessels—35 QRSs and 6 DCVs.

The most commonly reported incidents were collisions between ships (8), collisions between objects (5) and groundings (3).

Twenty-three vessels were damaged including 6 lost, 8 with moderate damage and 8 with minor damage.

Three people were injured none of whom were admitted to hospital.

Summary

Each of Queensland's maritime regions vary considerably in the size and composition of the vessel fleets, the population and the nature and extent of the waterways. As a result, 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 commercial vessels operating within the Commonwealth of Australia being regulated under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)*.

Maritime Safety Queensland 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 DCVs are reported to Maritime Safety Queensland as the delegate of AMSA under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth)*.

If these incidents do not also involve a vessel which is regulated under the *Transport Operations (Marine Safety) Act 1994* – a QRS – then these incidents are not reportable marine incidents under the *Transport Operations (Marine Safety) Act 1994* and consequently have not been included in this report.

For continuity and comparison with previous marine incident reports the details of those reported marine incidents which did not involve a vessel regulated by the *Transport Operations (Marine Safety) Act 1994* are briefly described below.

During 2015 there were an additional 254 incidents reported involving 295 DCVs – 43 commercial fishing vessels, 34 hire and drive vessels, 97 non-passenger vessels and 121 passenger vessels.

One hundred and fifteen of these 295 vessels were reported damaged including 16 lost, 7 with major damage and 57 with moderate damage.

The most commonly reported incidents were collisions between ships (22), collisions with objects (41), on-board incidents (41) and groundings (63).

These incidents resulted in 61 people being injured, including 5 fatalities and 18 hospital admissions.

More on these incidents can be found in the accompanying summary data tables (S44 to S46).

Summary Tables

Table So1: Number of people by severity of injury

People (Personal Injury)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatalities	10	12	3	11	10	10	7	7	5	7
Hospital admissions	21	28	20	19	24	28	25	27	29	19
Other injuries	56	79	76	97	69	67	97	58	74	72
No reported injury	496	567	623	658	654	598	515	643	528	509
Total	583	686	722	785	757	703	644	735	636	607

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So2: Number of vessels by severity of injury

Vessels (Personal Injury)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal	8	8	4	10	12	8	12	8	5	9
Hospital admission	22	28	19	21	23	23	31	32	34	21
Other injury	49	77	78	84	61	58	88	51	74	68
No reported injury	402	444	475	485	484	500	376	486	345	359
Total	481	557	576	600	580	589	507	577	458	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So3: Number of vessels by severity of damage

Vessels (Damage)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Ship Lost	34	33	44	26	59	46	37	70	24	35
Major damage	38	51	65	64	45	76	53	53	66	48
Moderate damage	115	144	176	170	178	192	156	140	76	90
Minor Damage	87	91	57	72	75	52	48	97	104	99
No reported damage	207	238	234	268	223	223	211	217	188	185
Total	481	557	576	600	580	589	505	577	458	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So4: Number of vessels by type and jurisdiction

Vessels (Type)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Domestic Commercial Vessels										
Commercial Fishing	14	8	6	5	5	9	5	14	8	2
Hire & Drive	10	10	9	6	17	2	6	10	3	5
Other	53	48	54	65	48	41	39	49	36	28
Total	77	66	69	76	70	52	50	73	47	35
Queensland Regulated Ships										
Houseboat	10	7	7	12	14	7	8	17	5	3
Motorboat	248	309	301	337	286	328	278	277	271	218
Paddle (row) boat	7	7	9	14	23	10	10	26	15	33
PWC	24	30	56	44	42	22	46	29	38	49
Sailboat	115	138	134	117	145	170	115	155	82	119
Total	404	491	507	524	510	537	457	504	411	422
Grand Total	481	557	576	600	580	589	507	577	458	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So5: Number of vessels by vessel length

Vessels (length)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
L < 5 m	111	128	143	168	139	117	153	114	120	115
5 m =< L < 7.5 m	88	103	98	94	84	85	76	96	88	74
7.5 m =< L < 10 m	50	61	67	70	75	71	52	62	56	44
10 m =< L < 15 m	123	158	151	151	155	200	140	185	97	102
15 m =< L < 20 m	34	44	45	26	42	52	24	34	28	32
20 m =< L < 25 m	9	12	14	18	12	11	4	16	12	6
25 m =< L	12	15	13	17	8	10	11	8	8	8
Not Recorded	54	36	45	56	65	43	47	62	49	76
Total	481	557	576	600	580	589	507	577	458	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So6: Number of incidents by severity of injury

Incidents (Personal Injury)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal	7	7	3	8	10	8	7	7	5	7
Hospital admission	18	24	17	19	21	20	23	25	28	19
Other injury	38	56	60	69	56	52	71	45	57	55
No reported injury	280	316	339	340	344	386	278	339	242	253
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So7: Number of incidents by vessel jurisdiction

Incidents (Vessel Jurisdiction)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
QRS	276	341	357	367	364	416	330	343	288	299
QRS & DCV	67	62	62	69	67	50	49	73	44	35
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table So8: Number of incidents by incident type

Incidents (Type)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Collision between ships	96	104	120	109	121	102	94	128	82	92
Grounding	36	50	46	58	54	131	49	73	45	40
Collision with object	26	44	45	33	42	41	43	42	35	35
Capsizing	28	21	17	23	29	52	51	35	32	36
Swamping	33	35	33	58	42	25	34	21	19	20
Flooding	28	21	27	27	29	23	13	19	17	17
Other - Close Call	17	26	16	25	14	14	10	13	17	12
Person overboard	15	11	14	20	23	17	18	12	14	17
Fire or Explosion	12	19	18	15	13	13	13	20	12	18
Onboard incident	9	15	9	18	18	10	19	10	17	16
Water ski incident	2	10	6	9	8	7	8	9	13	7
Collision with a person	3	4	6	9	4	2	4	1	5	5
Loss of ship		1	1	1	4	4	3	6	4	
Other incident	38	42	61	31	30	25	20	27	20	19
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S09: Number of incidents by incident type: joint jurisdiction

Incidents (Type) (DVC & QRS)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Collision between ships	34	31	40	39	50	36	32	54	24	19
Other - Close Call	14	14	11	21	10	11	7	10	12	8
Collision with object	2	7	2	3	6		4	2	2	1
Other incident	7	4	3	1		3	2	2	1	2
Swamping	5	3	3	2			2	2		
Person overboard			1	1	1		1	1	1	2
Onboard incident	2	1	1	1					1	
Grounding	2		1						2	1
Capsizing		2					1	1		
Water ski incident				1				1		1
Flooding	1									1
Fire or Explosion									1	
Total	67	62	62	69	67	50	49	73	44	35

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S10: Number of incidents by location

Incidents (Location)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Offshore	77	76	86	100	87	76	107	69	70	70
Partially smooth waters	69	65	55	61	56	52	50	74	72	67
Smooth waters	197	262	278	275	288	338	222	273	190	197
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S11: Number of incidents by day of week

Incidents (Day of Week)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Monday	39	44	59	46	52	54	43	51	34	46
Tuesday	39	42	56	30	36	54	40	37	27	29
Wednesday	36	44	41	46	45	121	39	42	41	41
Thursday	47	38	36	45	58	35	33	47	27	40
Friday	45	50	42	52	52	40	43	38	51	42
Saturday	60	85	87	101	85	80	89	79	83	67
Sunday	77	100	98	116	103	82	92	122	69	69
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S12: Number of incidents by time of day

Incidents (Time of Day)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
6 am to 9 am	45	40	38	42	45	45	37	49	38	42
9 am to 12 pm	77	79	85	110	102	82	86	79	71	81
12 pm to 3 pm	63	87	94	102	78	91	87	88	68	62
3 pm to 6 pm	65	77	77	74	73	84	65	79	58	57
6 pm to 9 pm	30	40	39	35	42	26	33	36	25	28
9 pm to 12 am	19	20	25	24	26	16	21	19	15	12
12 am to 3 am	5	13	36	20	27	94	21	13	12	23
3 am to 6 am	12	21	18	20	36	14	17	32	23	29
Not Reported	27	26	7	9	2	14	12	21	22	
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S13: Number of incidents by maritime region

Incidents (Region)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brisbane	181	213	209	243	231	197	227	212	181	201
Pinkenba	80	80	86	96	85	81	78	106	78	108
Gold Coast	51	83	80	93	88	61	76	71	64	54
Sunshine Coast	50	50	43	54	58	55	73	35	39	39
Gladstone	70	68	87	69	81	57	75	107	60	57
Mackay	34	42	53	37	46	40	24	51	28	24
Townsville	20	33	33	45	40	126	23	11	33	24
Cairns	38	47	37	42	33	46	30	35	30	28
Total	343	403	419	436	431	466	379	416	332	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S14: Number of QRS by maritime region

Vessels (Region)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brisbane	114,857	119,292	124,484	127,880	129,839	131,223	132,764	134,524	137,937	140,225
Pinkenba	71,553	73,924	76,802	79,111	71,382	72,267	73,646	74,631	76,091	76,892
Gold Coast	27,516	28,660	30,181	30,802	40,095	40,606	40,680	41,203	42,632	43,664
Sunshine Coast	15,788	16,708	17,501	17,967	18,362	18,350	18,438	18,690	19,214	19,669
Gladstone	35,742	38,178	40,078	41,490	43,127	44,006	45,132	46,284	47,186	47,544
Mackay	15,408	16,347	17,065	17,593	17,743	18,168	18,873	19,316	19,508	19,428
Townsville	18,699	19,640	20,581	21,585	22,111	22,641	23,086	23,473	23,451	23,381
Cairns	17,647	18,444	19,450	19,602	19,994	20,286	20,608	21,046	21,388	21,737
Ex QLD	605	644	723	719	740	742	753	747	761	829
Total	202,958	212,545	222,381	228,869	233,554	237,066	241,216	245,390	250,231	253,144

Source: TRAILS, registration and licence database, as at 30 June

Table S15: Number of PWC by maritime region

PWC (Region)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brisbane	7317	7903	8922	10,611	11,695	12,450	13,357	14,370	15,784	17,016
Pinkenba	3772	3960	4388	5114	5324	5707	6317	6839	7450	7941
Gold Coast	2896	3139	3640	4541	5241	5559	5757	6120	6770	7383
Sunshine Coast	649	804	894	956	1130	1184	1283	1411	1564	1692
Gladstone	730	822	958	1192	1373	1456	1651	1860	1968	2008
Mackay	355	415	483	565	613	682	743	802	823	849
Townsville	421	484	572	695	783	826	865	889	889	886
Cairns	282	325	431	514	567	628	716	785	851	931
Ex QLD	25	28	42	55	64	67	66	68	77	105
Total	9130	9977	11,408	13,632	15,095	16,109	17,398	18,774	20,392	21,795

Source: TRAILS, registration and licence database, as at 30 June

Table S16: Estimated Queensland population, persons by maritime region (in millions)

Population (Region) m	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brisbane	2.91	2.99	3.07	3.16	3.22	3.27	3.34	3.41	3.46	3.50
Pinkenba	1.85	1.90	1.95	2.01	2.04	2.08	2.12	2.16	2.25	2.28
Gold Coast	0.78	0.80	0.82	0.84	0.86	0.87	0.89	0.91	0.93	0.94
Sunshine Coast	0.28	0.29	0.30	0.31	0.31	0.32	0.32	0.33	0.28	0.29
Gladstone	0.46	0.47	0.48	0.50	0.50	0.51	0.52	0.53	0.53	0.54
Mackay	0.16	0.16	0.16	0.17	0.17	0.17	0.18	0.18	0.18	0.19
Townsville	0.23	0.23	0.24	0.25	0.25	0.25	0.26	0.26	0.27	0.27
Cairns	0.24	0.25	0.26	0.26	0.27	0.27	0.27	0.28	0.28	0.28
Total	4.01	4.11	4.22	4.33	4.40	4.48	4.57	4.66	4.72	4.78

Source: Australian Bureau of Statistics, 3235.0 Population by Age and Sex, Regions of Australia (compilation of selected years)

Table S17: Maritime Region: Number of people by severity of injury

People (Personal Injury)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Fatal			2	4		1		7
Hospital admission	6	8	2	3				19
Other injury	14	20	18	9	3	5	3	72
No reported injury	180	107	41	74	36	26	45	509
Total	200	135	63	90	39	32	48	607

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S18: Maritime Region: Number of vessels by severity of injury

Ships (Personal Injury)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Fatal			2	4		3		9
Hospital admission	6	10	2	3				21
Other injury	16	20	12	8	5	4	3	68
No reported injury	137	43	32	58	30	21	38	359
Total	159	73	48	73	35	28	41	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S19: Maritime Region: Number of vessels by severity of damage to vessel

Ships (Damage)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Ship Lost	6	3	5	6	4	5	6	35
Major Damage	22	7	2	10	5	1	1	48
Moderate Damage	30	20	5	19	4	4	8	90
Minor Damage	39	8	9	14	9	12	8	99
No Damage	62	35	27	24	13	6	18	185
Total	159	73	48	73	35	28	41	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S20: Maritime Region: Number of vessels by incident type

Ships (Incident type)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Capsizing	11	6	9	4	2	5	1	38
Collision between ships	79	27	14	26	22	2	17	187
Collision with a person		1	2	2				5
Collision with object	18	5	2	2	2	3	6	38
Fire or Explosion	7	5	1		1	5	2	21
Flooding	7		1	5	1	1	3	18
Grounding	13	3	4	8	5	5	3	41
Onboard incident	2	8	3	3				16
Other incident	10	8	6	10	2	2	8	46
Person overboard	5	4	3	5		2		19
Swamping	6	2	2	7		3		20
Water ski incident	1	4	1	1			1	8
Total	159	73	48	73	35	28	41	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S21: Maritime Region: Number of vessels by type and jurisdiction

Vessels (Type)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Domestic Commercial Vessels								
Commercial Fishing					1	1		2
Hire & Drive	1	2	0	0	1	0	1	5
Other	11	5	1	4	1	1	5	28
Total	12	7	1	4	3	2	6	35
Queensland Regulated Ships								
REC Houseboat	2	1						3
REC Motorboat	60	40	32	38	12	20	16	218
REC Paddle (row) boat	26	1	3	1	1		1	33
REC PWC	19	15	10	2	3			49
REC Sailboat	40	9	2	28	16	6	18	119
Total	147	66	47	69	32	26	35	422
Grand Total	159	73	48	73	35	28	41	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S22: Maritime Region: Number of incidents by severity of personal injury

Incidents (Personal Injury)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Fatal			2	4		1		7
Hospital admission	6	8	2	3				19
Other injury	11	17	11	7	3	4	2	55
No reported injury	91	29	24	43	21	19	26	253
Total	108	54	39	57	24	24	28	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S23: Maritime Region: Number of incidents by incident type

Incidents (incident type)	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Collision between ships	39	13	7	13	11	1	8	92
Grounding	12	3	4	8	5	5	3	40
Capsizing	9	6	9	4	2	5	1	36
Collision with object	16	5	2	2	2	3	5	35
Swamping	6	2	2	7		3		20
Other incident	4	3	2	4	2		4	19
Fire or Explosion	7	4	1		1	3	2	18
Person overboard	3	4	3	5		2		17
Flooding	6		1	5	1	1	3	17
Onboard incident	2	8	3	3				16
Other - Close Call	3	2	2	3		1	1	12
Water ski incident	1	3	1	1			1	7
Collision with a person		1	2	2				5
Total	108	54	39	57	24	24	28	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S24: Personal Injury: Number of incidents by month

Incidents (Month)	Fatal	Hospital admission	Other injury	No reported injury	Total
January			11	28	39
February		2	6	17	25
March			2	20	22
April		2	7	27	36
May			3	24	27
June		1	3	19	23
July		1	4	14	19
August	1	1	6	24	32
September	1	4	1	21	27
October	1	3	3	19	26
November	3	2	3	21	29
December	1	3	6	19	29
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S25: Personal Injury: Number of incidents by day of week

Incidents (Day of Week)	Fatal	Hospital admission	Other injury	No reported injury	Total
Monday	1	3	6	36	46
Tuesday	1	1	2	25	29
Wednesday	2		4	35	41
Thursday		5	4	31	40
Friday			6	36	42
Saturday		3	18	46	67
Sunday	3	7	15	44	69
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S26: Personal Injury: Number of incidents by time of day

Incidents (Time of Day)	Fatal	Hospital admission	Other injury	No reported injury	Total
6 am to 9 am		2	6	34	42
9 am to 12 pm	2	6	17	56	81
12 pm to 3 pm	1	6	17	38	62
3 pm to 6 pm	2	4	8	43	57
6 pm to 9 pm			1	27	28
9 pm to 12 am		1		11	12
12 am to 3 am	2			21	23
3 am to 6 am			6	23	29
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S27: Personal Injury: Number of incidents by weather conditions

Incidents (Weather)	Fatal	Hospital admission	Other injury	No reported injury	Total
Not Reported	2	1	3	8	14
Clear	4	15	38	192	249
Cloudy	1	2	7	27	37
Flood		1		4	5
Hazy			2	2	4
Other			3	5	8
Rain			2	15	17
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S28: Personal Injury: Number of incidents by visibility

incidents (Visibility)	Fatal	Hospital admission	Other injury	No reported injury	Total
Not Reported	2	1	3	24	30
Fair	3	1	2	22	28
Good	2	17	47	179	245
Poor			3	28	31
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S29: Personal Injury: Number of incidents by location

Incidents (Location)	Fatal	Hospital admission	Other injury	No reported injury	Total
Offshore	2	6	24	38	70
Partially smooth waters		1	6	60	67
Smooth waters	5	12	25	155	197
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S30: Personal Injury: Number of incidents by wind conditions

Incidents (Winds)	Fatal	Hospital admission	Other injury	No reported injury	Total
Gale (force 8 and above / more than 33 knots)				11	11
Strong (force 5-7 / 17-33 knots)	1	1	4	46	52
Moderate (force 3-4 / 8-16 knots)	3	7	20	80	110
Light (up to force 2 / 1-7 knots)	1	10	24	86	121
None			3	17	20
Not Reported	2	1	4	13	20
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S31: Personal Injury: Number of incidents by incident type

Incidents (Incident type)	Fatal	Hospital admission	Other injury	No reported injury	Total
Collision between ships		2	9	81	92
Grounding			4	36	40
Capsizing	1	2	3	30	36
Collision with object		1	4	30	35
Swamping	1		2	17	20
Fire or Explosion	1	4	2	11	18
Person overboard	3	1	7	6	17
Flooding			3	14	17
On-board incident		5	11		16
Water ski incident		3	4		7
Collision with a person	1	1	2	1	5
Other incident			4	27	31
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S32: Personal Injury: Number of incidents by jurisdiction

Incidents (Jurisdiction)	Fatal	Hospital admission	Other injury	No reported injury	Total
QRS & DVC			2	33	35
QRS	7	19	53	220	299
Total	7	19	55	253	334

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S33: Material Damage: Number of ships by type and jurisdiction

Ships (Type)	Ship Lost	Major Damage	Moderate Damage	Minor Damage	No Damage
Domestic Commercial Vessels					
Fishing				1	1
Hire & Drive (Motorboat)			1		
Hire & Drive (PWC)			1		1
Hire & Drive (Sail)				1	1
Non-Passenger			2	2	9
Passenger			2	1	10
Unknown					2
Total			6	5	24
Queensland Regulated Ships					
Houseboat		1	1	1	
Motorboat	21	26	43	36	92
Paddle boat	2	1	5	7	18
PWC	2	7	8	14	18
Sailboat	10	13	27	36	33
Total	35	48	84	94	161
Grand Total	35	48	90	99	185

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S34: Material Damage: Number of ships by incident type and jurisdiction

Ships (Incident Type)	Ship Lost	Major Damage	Moderate Damage	Minor Damage	No Damage
Domestic Commercial Vessels					
Collision between ships			5	5	9
Collision with object					1
Flooding					1
Grounding					1
Other incident					10
Person overboard			1		1
Water ski incident					1
Total			6	5	24
Queensland Regulated Ships					
Capsizing	3	5	7	8	15
Collision between ships	1	13	42	54	58
Collision with a person					5
Collision with object	2	4	16	9	6
Fire or Explosion	8	10	1	1	1
Flooding	8	4	1	4	
Grounding	7	4	7	7	15
Onboard incident				2	14
Other incident	1	2	4	5	24
Person overboard		1	1	1	14
Swamping	5	5	5	3	2
Water ski incident					7
Total	35	48	84	94	161
Grand Total	35	48	90	99	185

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S35: Personal Injury: Number of ships by severity of damage

Ships (Damage)	Fatal	Hospital admission	Other injury	No report injury	Total
Ship Lost	3	1	2	29	35
Major Damage		4	9	35	48
Moderate Damage		2	7	81	90
Minor Damage		2	7	90	99
No Damage	4	10	32	139	185
Total	7	19	57	374	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S36: Personal Injury: Number of ships by type and jurisdiction

Ships (Type)	Fatal	Hospital admission	Other injury	No report injury	Total
Domestic Commercial Vessels					
Fishing				2	2
Hire & Drive (Motorboat)				1	1
Hire & Drive (PWC)				2	2
Hire & Drive (Sail)				2	2
Non-Passenger				13	13
Passenger			1	12	13
Unknown				2	2
Total			1	34	35
Queensland Regulated Ships					
Houseboat			1	2	3
Motorboat	4	12	38	164	218
Paddle boat	1	1	2	29	33
PWC	1	5	8	35	49
Sailboat	1	1	7	110	119
Total	7	19	56	340	422
Grand Total	7	19	57	374	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S37: Personal Injury: Number of ships by incident type and jurisdiction

Ships (Incident Type)	Fatal	Hospital admission	Other injury	No report injury	Total
Domestic Commercial Vessels					
Collision between ships				19	19
Collision with object				1	1
Flooding				1	1
Grounding				1	1
Other incident				10	10
Person overboard				2	2
Water ski incident			1		1
Total			1	34	35
Queensland Regulated Ships					
Capsizing	1	2	3	32	38
Collision between ships		2	10	156	168
Collision with a person	1	1	2	1	5
Collision with object		1	4	32	37
Fire or Explosion	1	4	3	13	21
Flooding			3	14	17
Grounding			4	36	40
Onboard incident		5	11		16
Other incident			4	32	36
Person overboard	3	1	7	6	17
Swamping	1		2	17	20
Water ski incident		3	3	1	7
Total	7	19	56	340	422
Grand Total	7	19	57	374	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S38: Vessel Type: Number of domestic commercial vessel by incident type

Domestic Commercial Vessels	Fishing	Passenger	Non-Passenger	Hire & Drive (Motorboat)	Hire & Drive (PWC)	Hire & Drive (Sail)	Unknown	Total
Collision between ships	2	5	6	1	1	2	2	19
Collision with object			1					1
Flooding			1					1
Grounding		1						1
Other incident		5	4		1			10
Person overboard		1	1					2

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S39: Vessel Type: Number of Queensland regulated ships by incident type

Queensland Regulated Ships	Houseboat	Motorboat	Paddle boat	PWC	Sailboat	Total
Capsizing		29	1	4	4	38
Collision between ships	1	57	24	21	65	168
Collision with a person		3		2		5
Collision with object	1	18	4	4	10	37
Fire or Explosion		18			3	21
Flooding	1	8		1	7	17
Grounding		20		3	17	40
Onboard incident		13	1	1	1	16
Other incident		21	2	5	8	36
Person overboard		10	1	4	2	17
Swamping		18		1	1	20

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S40: Ship Length: Number of ships by type and jurisdiction

Ship (Type and Length)	L < 5 m	5 m =< L < 7.5 m	7.5 m =< L < 10 m	10 m =< L < 15 m	L > 15	Not Recorded	Total
Domestic Commercial Vessels							
Fishing	1			1	0		2
Hire & Drive (Motorboat)				1	0		1
Hire & Drive (PWC)	1				0	1	2
Hire & Drive (Sail)				2	0		2
Non-Passenger		4	2	1	5	1	13
Passenger		4		2	7		13
Unknown					0	2	2
Total	2	8	2	7	12	4	35
Queensland Regulated Ships							
Houseboat				1	1	1	3
Motorboat	70	63	23	26	18	18	218
Paddle boat	1	1		9	0	22	33
PWC	43				0	6	49
Sailboat	5	7	19	61	15	12	119
Total	119	71	42	97	34	59	422
Grand Total	121	79	44	104	46	63	457

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S41: Personal Injury: Number of people by maritime region

People (Region)	Fatal	Hospital admission	Other injury	Total
Brisbane	2	16	52	70
Pinkenba		6	14	20
Gold Coast		8	20	28
Sunshine Coast	2	2	18	22
Gladstone	4	3	9	16
Mackay			3	3
Townsville	1		5	6
Cairns			3	3
Total	7	19	72	98

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S42: Personal Injury: Number of people by ship type

People (Vessel Type)	Fatal	Hospital admission	Other injury	Total
Motorboat	4	12	51	67
PWC	1	5	11	17
Sailboat	1	1	7	9
Paddle boat	1	1	2	4
Houseboat			1	1
Total	7	19	72	98

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S43: Personal Injury: Number of people by role

People (Role)	Fatal	Hospital admission	Other injury	Total
Master	4	7	31	42
Crew		3	15	18
Passenger	2	6	17	25
Water skier		2	5	7
Swimmer	1	1	2	4
Bystander			2	2
Total	7	19	72	98

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S44: Personal Injury: Number of people by incident type

People (Incident Type)	Fatal	Hospital admission	Other injury	Total
Collision between ships		2	14	16
On-board incident		5	12	17
Person overboard	3	1	8	12
Fire or Explosion	1	4	5	10
Capsizing	1	2	5	8
Water ski incident		3	4	7
Collision with object		1	5	6
Grounding			5	5
Other incident			5	5
Swamping	1		3	4
Flooding			4	4
Collision with a person	1	1	2	4
Total	7	19	72	98

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S45: Material Damage: Number of vessels by vessel type (DCV only)

Vessels (Type)	Ship Lost	Major Damage	Moderate Damage	Minor Damage	No Damage	Total
Fishing	13	2	5	10	13	43
Hire & Drive (Houseboat)			1		3	4
Hire & Drive (Motorboat)				1	7	8
Hire & Drive (Paddle Boat)					2	2
Hire & Drive (PWC)			2		4	6
Hire & Drive (Sail)		1	4	2	7	14
Non-Passenger	1	2	19	12	63	97
Passenger	2	2	26	10	81	121
Total	16	7	57	35	180	295

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S46: Personal Injury: Number of incidents by incident type (DCV only)

Incidents (incident type)	Fatal	Hospital admission	Other injury	No reported injury	Total
Grounding				63	63
Other incident	3	1	3	44	51
Onboard incident	1	11	26	3	41
Collision with object		1		40	41
Collision between ships		1	1	20	22
Person overboard	1	1	2	5	9
Fire or Explosion		1		6	7
Swamping				6	6
Capsizing			1	5	6
Flooding				5	5
Collision with a person		1	1		2
Loss of ship				1	1
Total	5	17	34	198	254

Source: CASEMAN, marine incident case management database, as at 07/03/2016

Table S47: Personal Injury: Number of people by role (DCV only)

People (Role)	Fatality	Hospital admission	Other injury	No reported injury	Total
Master/Helm		3	7	268	278
Pilot				4	4
Crew	1	4	15	14	34
Passenger	1	10	13	3	27
Para flier			2		2
Diver	3				3
Swimmer		1	1		2
Total	5	18	38	289	350

Source: CASEMAN, marine incident case management database, as at 07/03/2016

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.

© The State of Queensland (Department of Transport and Main Roads) 2016



<http://creativecommons.org/licences/by/2.5/au>

This work is licensed under a Creative Commons Attribution 2.5 Australia Licence.

To attribute this material, cite State of Queensland (Department of Transport and Main Roads) 2016, *Marine incidents in Queensland, 2015*

ISSN 1448-160x