

fax message dated 7 June 1999

to ① Ms Pam Lazzarini, Solicitor
Crown Solicitor's Office

FAXED

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from Warwick J. Hood AO
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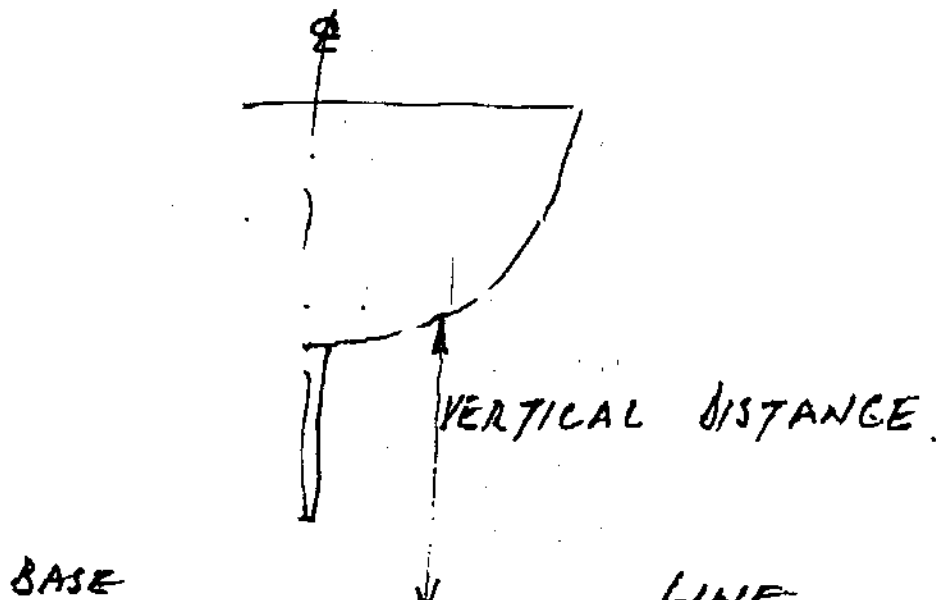
Subject Inverted Stability -
"Business Post Naiad"

1. Sketch attached shows the cross-sectional area at 2 positions along the length of this yacht. The cabin house & the cockpit combined extend for about $\frac{2}{3}$ of the length of the yacht on deck and for the other $\frac{1}{3}$ there is a considerable deck camber.
2. It is clear that in the upside down condition i.e. 180° heel, the existing IMS calculations provide a seriously false idea of the stability. It is

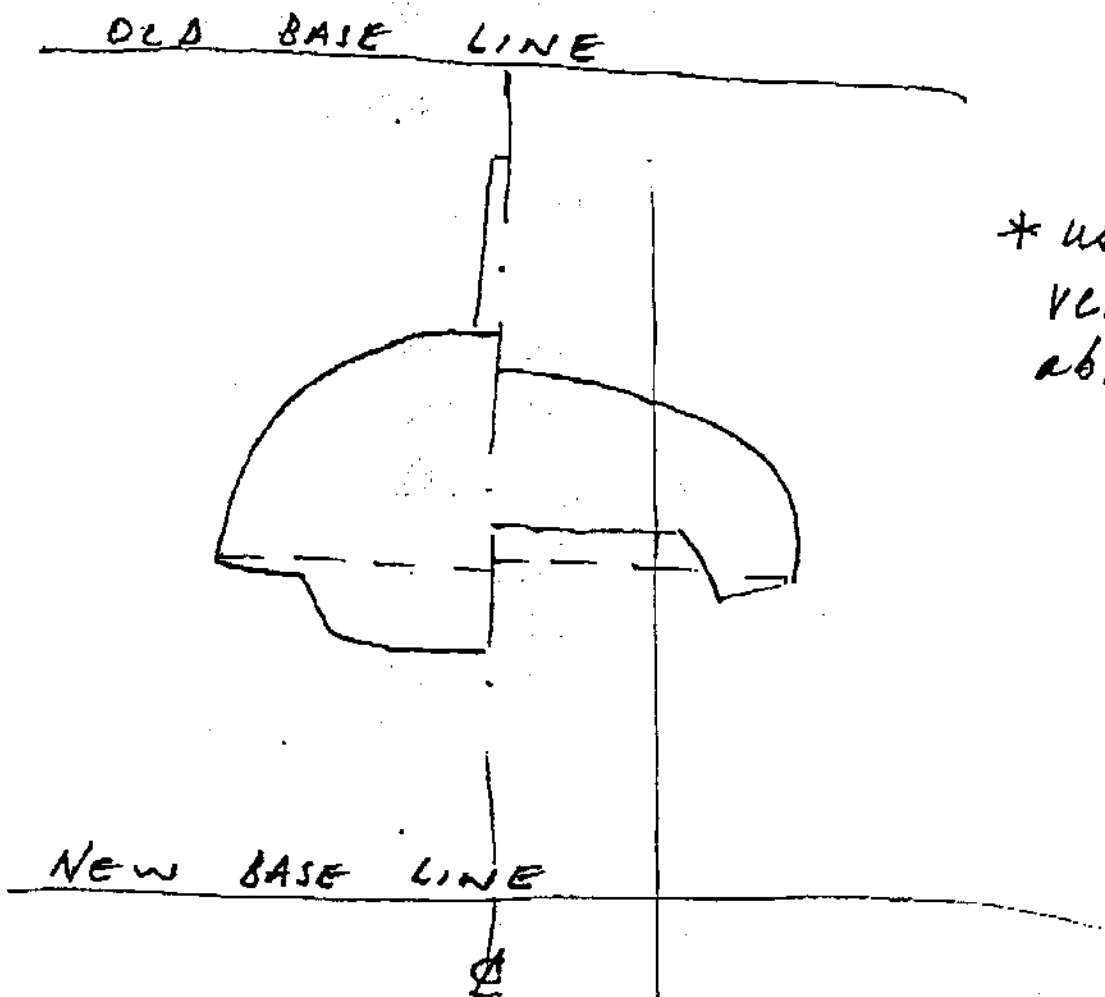
provided from the heel angles at which the deck edge is immersed and greater.

3. I have calculated the effect on the yacht's vertical centre of gravity (making the best estimates that I can) with the wreckage of the mast + rigging lashed to the deck in the positions shown in the photographs provided by SNR. CONST. UPSTON.

4. The current computer offset file is based on a BASE LINE some distance below the bottom of the yacht's keel thus:



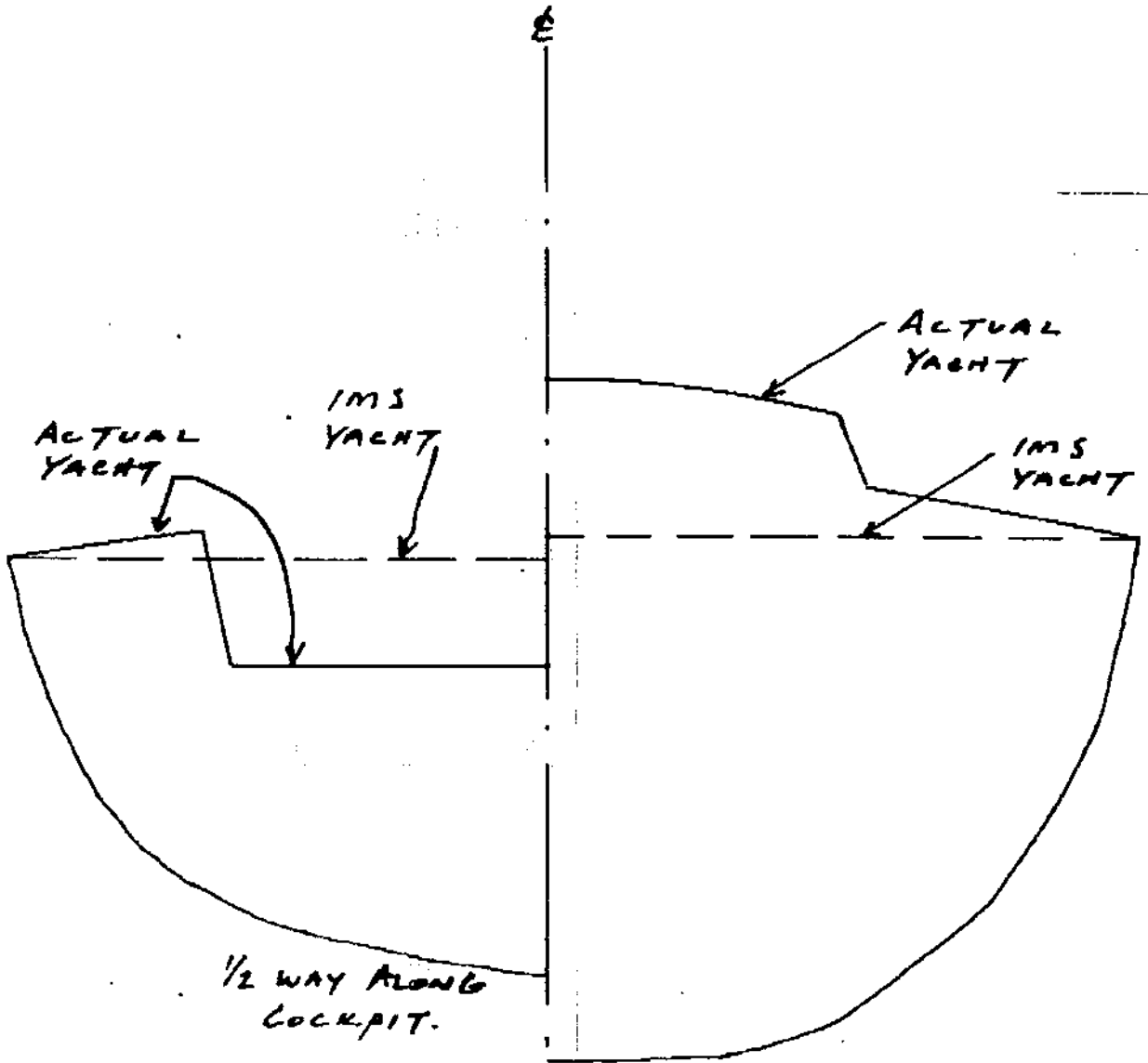
3.
It is possible to recompile the existing offsets and add additional offsets describing the cabin house, cockpit & deck camber, assuming the yacht is upside down and recompute* - (through a range of heel angles)



* using the VCG in 3. above.

5. Your thoughts on this please.

Murdoch Hood.



1/2 WAY ALONG COCKPIT.

AMIDSHIPS

KEEL NOT SHOWN

W.J.H.
7.6.99.

"BUSINESS POST NATIA"

NO SCALE

