

STATEMENT FORM

INCIDENT NUMBER
UNIT FILE NUMBER

DATE 08-18-99	TIME 1115	PLACE
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STATEMENT OF  COMPLAINANT  WITNESS  VICTIM  OFFICER  OTHER

NAME (LAST, FIRST, M.I.) John Mathew Campbell	DOB
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My name is Detective Richard O'Donnell of the Seattle Police Department. Today's date is August 18, 1999. The time is 1115 a.m. I will be conducting an interview with Mr. John Campbell. This is an electronically recorded interview between John Campbell and myself.

O'DONNELL: Okay for the record John, could you please state your name.

CAMPBELL: John Matthew Campbell.

O'DONNELL: Your date of birth.

CAMPBELL: 04-25-66.

DONNELL: Your current address.

CAMPBELL: 906 N 77th Street, Seattle, Washington 98103.

O'DONNELL: Okay. Your occupation.

CAMPBELL: Project manager for an Internet company.

O'DONNELL: Okay. The New South Wales Police are currently investigating the 1998 Sidney to Holbart Yacht Race. We believe that you were crewman on the vessel Kingara.

CAMPBELL: Kingara.

O'DONNELL: Kingara. They've requested us to interview you in relation to the experience that you had during the race. If you could start by your sailing experience previous to the race.

CAMPBELL: Okay. I'm thirty-three years old and, um, I've been sailing since I was about five here in the Northwest with my family. I started racing in Seattle when I was eighteen and, um, raced competitively just about every year, um, between eighteen and thirty-three. I've done three Sidney to Hobarts, this, this actually

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was my third this year. I raced in 1992 on Fastforward, again in 1993 on Fastforward, and then in 1998 on Kingara. So, um, I've had considerable experience, um, in racing. Not so much in offshore ocean racing other than my, um, three, two previous races down in Australia.

O'DONNELL: Okay. How did you become a crewmember of the Kingara?

CAMPBELL: In, um, '92 I met Peter Minko (sp) and his father Doctor Ron Minko (sp) who were, um, owned Fastforward. Peter was now had become a crewmember on Kingara and invited me in, um, I think August of '88, to join them, um, for the 19, or August of 1998 for the, the '98 Sidney to Holbart. So, um, um, I had raced with Peter previously and I think three or four others on Kingara, um, had also raced on Fastforward with me and so they invited me to come from Seattle to sail with them.

O'DONNELL: Okay. Now I would like to go back to the 27th of December 1998. Can you relate your experience from there the time that the storm arrived and how you were washed off?

CAMPBELL: Okay. I was on the 0800 to 1200 watch, um, the morning of the 27th. During that time the weather was somewhat flunkey. We had had sever weather conditions the night of the 26th and the weather had abated somewhat, um the morning of the 27th. It was probably blowing 20-25 knots. Fluctuating quite a bit but it was definitely down from the night before. Towards the end of my watch, around 1130 getting close to 12, the wind had definitely started to fill in and we were getting solid 30 to 35 knot winds. So I went off watch at 1200, um, and went below. So I was below from 12 to 4 o'clock. During that time the storm went from the 30 to 35 knots that I was experiencing at 12 to 60, 55 to 65 knots at 4 o'clock when I came back on on my watch. So I was then on watch from 4, our scheduled watches are from 4-8. I came on watch and it was blowing roughly 60 knots and there was four of us on deck. The boat was handling the conditions quite well. We had, um, just a very small spitfire jib up. That was the only sail that we were carrying at that time. Sailing about 60-70 degrees off the wind. About every fifteen minutes or so, a pretty big wave would come along and kinda crash down on the top of us, um, fill the cockpit, you know, with about two feet of water and would knock the boat down perse but would just kinda rattle us little bit and then we would get up and go again. But, um, at that point, there was nothing that we felt horribly concerned about. You know, everyone was cautiously preceding but we didn't think that any thing catastrophic was about to happen. This kind of pattern continued until roughly 6 to 6, um, 630 to 7 o'clock. Somewhere in that range. I'm not exactly sure of the time. I'm going to say around 645 we were hit with a massive wave that completely capsized the boat. My last memory is of just hearing the helmsman yell out, you know, watch out. From that point on I lost consciousness. The wave rolled the boat 180 degrees, um, I was washed into, most likely, the pinnacle with the magnetic compass. Smashed most of the bones in my right cheek, um, crushed a lot of the bones around my eye socket, um, broke my jaw on the left-hand side. When the boat righted itself again, I think it was roughly ten seconds later, there were two of us, um, streaming behind the boat by our, um, safety harnesses. The four of us that were, that were on deck the helmsman was washed off the back, I was washed off the back, um, the third crewmember found himself lying on his back in the cockpit when the boat righted itself, and the fourth

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crewmember managed to crawl back through the lifelines. So there was two of us behind the boat dragging by our life, um, safety straps. I was unconscious. I had the strap around my neck, um, it was cutting off my airway so I couldn't breath. The helmsman was able to get back on board the boat, although, um, they tried to get me on board first they were not able to get me back on board the boat because I was completely unconscious. I weighted about over three hundred pounds with all the water in my gear, and with the waves, and the conditions, um, Peter Minko was was trying to pull me back on board was unable to do it. Despite having full over the shoulder, um regulation harness that was fitted properly, this was actually a harness that was worn that was fitted in the lining of my jacket, it was not wore over the top of the jacket like many of the traditional harnesses, it was actually integrated into the jacket. At some point while trying to hoist me over the lifelines, still unconscious, the jacket turned inside out and I slipped out of the harness. It happened in just, um, a split second. There was very little warning that any of the guys had that this was going to happen. It was just one second I was in the harness and the next second it was turned inside out. Peter grabbed my hand and was able to hold me for a second but a wave came along and washed me free of the boat. So it was at that point that, um, the guys on board the boat saw me, um, float away face down in the water and then about ten seconds later I kinda of, um, waved at the boat and I'm sluggishly started getting out of my gear. I have no memory of doing this, um, but they saw me kick my sea boots off, kick all my fowl weather gear off, um, there was nothing the boat could do to pick me off because the engine was, um, had been disabled. The water in the boat, um, prevented them from starting the engine. The sail, the small sail that we had was, um, ripped and putting another sail up would've, wouldn't have helped the situation because it would have been to big and they would've been going in the opposite direction. So they just tried to stay on station as much as possible but during the next forty minutes or so um, we just drifted apart. My first memory is of regaining consciousness and seeing the boat about a quarter to half mile away, and um, just trying to swim to get to the boat. . So that's really how, um, I came to being washed off the boat.

- O'DONNELL: Okay. The time in water?
- CAMPBELL: Best estimates for the total amount of time in the water was um, forty minutes.
- O'DONNELL: Okay. Now, now the body weight, would that be all of the clothing that you had, had on? Was it special clothing?
- CAMPBELL: Well I weigh about 170 pounds. I can't remember what that is in kilos but 170-175 pounds is my rough body weight. With all my gear, I was probably over 300 pounds in the water wet before I stripped out of it.
- O'DONNELL: Okay. Now when did you have any, any food prior to the incident?

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CAMPBELL: Well the evening of the 26th we had some roast beef dinner on board the boat prior to the first storm hitting. Potatoes, roast beef, um, I think I vomited that about half-hour after eating it. Don't recall eating much prior. So anything substantial would have been about twenty-four hours prior to, um, actually going into the water.

O'DONNELL: Okay. Was there any survival techniques that you used?

CAMPBELL: None that I can really, um, think about. Like I said I was treading water, um, with no life jacket. I had a very small very thin long underwear. When I regained consciousness, I had stripped out of everything. All of my clothing so that I could actually, um, swim. It would have, um, you know, all the gear was dragging me under and so I kind of subconsciously, I guess, slipped out of all of that and, um, somehow I managed to just continue to tread water until the helicopter arrived. So there is nothing that I did consciously, um, as far as survival techniques. There's some speculation that because maybe I was unconscious or, um, that I didn't panic like, um, you might expect and may have been able to conserve my energy longer because I was kinda of in a groggy state in the water and not, um, fully cognoscente of what was going on. At least initially.

O'DONNELL: Okay. Now have you had any survival training?

CAMPBELL: Nothing formal. You know, first aid. General first aid classes and that type of thing. But no real formal survival training.

O'DONNELL: Okay. And you were not wearing a life jacket?

CAMPBELL: No. On board we had, we had life jackets positioned right inside the hatch so that we could easily get to them. We all had safety harness, um, worn on board at all times when we were on deck. But at the time of the incident I did not have a life jacket on when the boat rolled.

O'DONNELL: Okay. Did you have any like personal eprb, strobe lights, any floatation device at all?

CAMPBELL: Not, Not on me. No. We had an eprb on board the boat, but, um, none of us had personal eprbs and I did not have a personal strobe light or a flotation device on board.

O'DONNELL: Okay. Was there any hand held flares available?

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CAMPBELL: Again on board the boat we had hand held flares and one was actually, um, ignited, you know, during the rescue efforts so the helicopter could spot the boat. But each individual did not carry hand held flares with them as part of the own personal gear.

O'DONNELL: Okay. Now you were actually rescued by a helicopter. Correct?

CAMPBELL: Uh ha.

O'DONNELL: Was there any difficulties during the rescue?

O'DONNELL: Yes there were. Again because I was, um, severely injured and had some head injuries and what knot, I don't have a very clear memory of the events. I do remember, um, the visibility of course was horrible. It was blowing by now at 75-80 knots. The crewmember that went into the water was lowered down on a wire. He was drugged through massive waves trying to get in position to hoist me out of the water. I was pretty slippery, I think, for him to grab on and not entirely...I didn't have much strength left to provide any assistance to the, um, rescue swimmer. But when he did finally got a hold of me, you know, we were tumbling down waves and, um, he had some difficulty getting the safety harness around me. I did finally get my arms though the harness. He still had some difficulty getting latched across my shoulders. There's some sort of latch that cinches the harness tightly around your shoulder blades. He wasn't able to get that because we were just getting hammered by the waves. He couldn't communicate with the wench man. I think finally the wench man just, um, made an executive decision and he just pulled us out of the water because we couldn't communicate with him. During the hoist, I don't personally remember any problems although the wench did freeze about, um, probably five-six feet shy of full hoist. So we were not entirely up to the window of the helicopter and the wench froze. Despite numerous attempts to get the wench restarted, um, they could not get it restarted. So I was slipping out of the harness and very nearly, um, was dropped back in the water. Berry Barkley, the wench man, finally managed to stretch as far as he could out of the helicopter reached down and grabbed me by the underwear and, and hoist me up into the helicopter just by hand. It was pretty amazing. Shortly after that, I think they did manage the wench started again a got David Kev (sp), the rescue swimmer, into the helicopter. I mean despite...In additional to the numerous problems that the pilot was having, um, trying to keep the helicopter on station in these sever conditions and visibility problems, but, um, I guess that, I mean we had fuel issues getting back. Nearly ran out of gas. Made it to shore with only a minute or two of fuel to spare. That's, that's all, that's all I know about that situation.

O'DONNELL: Now Fatigue, was it a big issue?

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CAMPBELL: I think it definitely was a big issue. I mean, um, it's hard for me to know how much longer I could've trended water. I, I suspect not more than ten minutes or so. The rescue crew and the helicopter saw me, um, disappear under water on a couple of occasions. I don't have a clear memory of that, but, um, I was very cold and extremely tired, um, when I got into the helicopter and, um, went into shock, I think, almost immediately from getting into the helicopter. The crew managed to keep me warm and get me back a shore safely.

O'DONNELL: Now were you a paid crewmember on that ship?

CAMPBELL: No definitely not. I was just, um, this was recreation for all of us on board, um the boat. And, um there were no paid crewmembers on our boat.

O'DONNELL: Okay. Now there might have been some questions that, um you might've thought that I should've asked that I didn't know to ask. I would like you, um, to may be provide any suggestions for future or any ideas of yours you might have on the race for the future including survival gear.

CAMPBELL: Right. I certainly think that, um, the horseshoe, um, life jackets that have the co2 canister should be compulsory for every crewmember. I feel that personal eprbs should also be compulsory, um, as well as, um, a small personal strobe light of some kind should be worn, um, as part of the, um, gear when on deck, um, at anytime, you know, at night or when the conditions warranted during the day. But, um, um, that's, that's from my own personal experience. From all the accounts that I have read, there's certainly a lot of problems with life rafts and I think that should be reviewed. Some of the, um, current standards for the life rafts. But, um, as far as, um, new procedures for helicopter rescues, I, I can't really offer any insight into that. The guys that rescued me did an incredible job and I can't, I can't image how they could have, um, improved on that rescue under those incredible circumstances. But certainly the person safety gear, I think, worn by each crew member should be upgraded. No question about that.

O'DONNELL: Okay. This interview is concluded at 1135 a.m. Thank you.

CAMPBELL: All right.

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Karen Morris	5009	790		