

DETECTIVE SENIOR CONSTABLE GRAY

Q1 This is an electronically recorded interview between Detective Senior Constable Stuart Gray and Mr Tim Messenger at the Cruising Yacht Club of Australia, Rushcutters Bay, Sydney, on Thursday, the 11th of February, 1999. Also present seated to my right is Senior Constable David Upton from the New South Wales Water Police. The time by my watch is now 2.21pm. As I explained to you, Tim, Senior Constable Upton and myself are making inquiries in relation to the 1998 Sydney to Hobart Yacht Race, and part of our task is to speak to people, crews, members of the club who were involved either directly or indirectly with the race itself. So that's why we we're here today to speak to you in relation to your position on Team Jaguar. Just for the record, could I get you to, please, provide your full name?

A Timothy Ian Messenger.

Q2 Your date of birth?

A 6th of the 10th, '55.

Q3 And your current address?

A 3B Avenue Road, Mosman.

Q4 And your occupation?

A Sailmaker.

Q5 And you've been in that occupation since -?

A 1972.

Q6 O.K. Now, can you give me some sailing background in regards to yourself?

A I've basically sailed since the year when I was about eight years of age in little dinghies, and with the interest in sailing I became a sailmaker which, basically, from 16 years of age have continued sailing in skiffs and then onto offshore sailing, from about 1979, including, I think this was my 15th Hobart race, but also, Sydney, Mooloolaba race, Sydney to Southport races, and virtually any yacht club associated coastal race.

Q7 All right. And how did you become involved with Team Jaguar?

A I sailed on the owner's previous yacht, Infinity Two and when he bought Team Jaguar, previously named Brindabella, then Infinity Three, when Martin James bought the yacht, and I've been associated with the yacht since '94, when he bought the boat.

Q8 O.K. And how many crew were on the boat, its last Hobart, '98?

A There was 18.

Q9 O.K. And is that a normal size crew .....

A Well, it's restricted by a crew weight limit, and depending on crew weight, will determine whether it sails with 16 or 18, the 18 is determined by maximum life raft capability, which is 18.

Q10 All right. And was there a broad spectrum of experience so far as yachtsmen are concerned?

A Yes, I'll have to say yes. Quite a few people, probably as many as 30 per cent of the crew had done

more than five races in the past, five Hobart races, but also the majority of the crew have been sailing together since the purchase of the yacht in '94, which includes Mooloolaba races, Lord Howe Island races, Sydney to Southport races, and so forth.

Q11 Where there, where there, was there anybody on board the, the boat that hadn't done a Hobart?

A Yes, there was a, I don't know what you would call her, but a, a student if you like.

Q12 Yeah.

A I can't even remember her name now, and I should. There was probably even, I don't, I don't remember, but there would be three or four other people that would have been their first Hobart race.

Q13 All right. And as a general sort of thing, how did they cope?

A Look, I think everyone coped, as well as they could, until such things as sea sickness or just sheer exertion confronted them.

Q14 All right. O.K. Now what was your position on the boat for last year's race?

A I guess, if you want to put a term to it, it'd be sailing master, but, watch captain, tactician, helmsman.

Q15 And during your involvement in the race last year, you did in fact take the helm, act as a tactician - - -

A Yes.

Q15 - - - as well as other tasks?

A Yes, I was probably on the helm 40 per cent of the time, until we retired.

Q16 All right. I'd like to take you to the 27th, which would be Sunday, the 27th of December, prior to being dismasted. Would you be able to take us through that?

A Sunday, the 27th. Firstly, we had missed the radio schedule, I'm not sure why but, as I had been injured at the time and was asleep, but at approximately 10.00am, I decided it was time I was back on deck and we had just made contact with the relay ship and given an updated weather forecast and we gave our position then. At, a little after that, at 5 past 10.00, I made my way on deck and took over the helm. The wind speed was, for the previous hour, probably anywhere between 25 and 35 knots. A little after taking the helm, just after 10 o'clock, the wind speed was probably increasing up to about 45 knots, and altering direction, it had moved from somewhere near 250 to 260 degrees, through to about 290 degrees, which enabled us to continue our course on the run line and was pretty steady at about 40 knots and the boat was very comfortable with a number 5 jib on, which is the next biggest jib to a storm jib, and two reefs in the mainsail, which was more than comfortable, especially with the breeze clocking around to allow us to ease sheets. At approximately 10.30, we were hit with a wind gust, I, I envisage to be about 50 knots. I didn't look at the wind speed dial at the time but it

was a severe increase in wind pressure and upon that happening the, the yacht was dismasted through a broken shroud that supports the mast and spreader, which made the mast break about one-third above deck level at approximately 10.30am. The mast was whipping around violently across the stern section of the boat and wiping out pushpits and navigational equipment. We tried to sort of stop, stop it by doing, you know, any more damage, which was impossible because of the movement of the yacht with the waves. At this time, after the dismasting, the wind speed had probably increased another 10 knots to 60 knots. The seas were very confused and the yacht was just bouncing all over the place, so we decided to cut the rig away. This took approximately half an hour, there was three or four people with hacksaws cutting shrouds and eventually the mast went over the side, approximately 11.00am. We waited for some 10 minutes to, before we started the motor, because of ropes and possibility of getting snagged in the rig. We used this time up by cleaning up the decks and taking stuff off the decks that could get washed overboard and the, the yacht was made as seaworthy as possible. There was no, no hull damage, there was lots of broken stanchions and pushpits and scratches and things but no real hull damage. So once we decided that the mast had cleared the yacht, we started the motor and headed back towards Eden. By this time the weather had deteriorated to

such an extent that it was pouring rain, probably still, you know, wind speed hadn't increased, it was probably somewhere in the vicinity of 50 knots, maybe gusts, a little bit more, and we were not able to actually steer a course to Eden, a course to Eden was somewhere like just west of north, somewhere, like, about 355, and we could probably only steer about 020, because of the sea state, which we were basically going across the swells, the, and a little bit down, if we tried to go across them the yacht was rolling too much, you know, through 90 degrees, so we actually steered about 45 degrees, across the wave pattern at a course of about 020, at about 4 knots, maybe 5 knots of boat speed. Communications had gone because of the dismasting and our GPS equipment also was disabled. We turned on the manual hand held GPS and set up the emergency aerial. It took a little bit of time to set up the emergency aerial, mainly because people were crook, people were, X amount of people were designated to just sitting on deck, like, we had three to five people on deck at all times. Those people that were on the deck were probably the ones that should have been setting up the aerial but we broke the, the watch system up into sort of two, two lots. It was probably about an hour and a half, maybe about 1.30 in that afternoon, when we were picked up by a, what I would call a rogue wave, I can't describe it any better, but, there was a crew member sitting in the companionway,

with his back to the companionway facing aft, and he called, "Bad wave", and I looked up and all I could see was this wave breaking there somewhere. And the boat took off down the face of the wave and the whole yacht was on the wave just surfing down the wave, and we buried the yacht back past the companion way. So, the whole yacht was at 45 degrees to the ocean, nose diving, and, I actually thought, I was steering at the time, actually, virtually fell forward over the wheels, I was lucky to actually stay on the yacht, five of us on deck and we all had safety harnesses on. There was a sensation after that of the boat getting spat out backwards. We'd buried, I estimate the bow of the yacht was some 30 feet under water. That's, I'll get to that later, actually. The yacht was virtually fired out backwards and the same wave picked it up and rolled it past 90 degrees on its side. At that point, two of the crewmen were washed out of the cockpit, over the side, and one of the crewmen took a sheet bag, he grabbed a sheet bag of ropes which went with him, and the ropes ended up tangled around the propeller and stopping the motor. We got the two crewmen back on board and put them down below. One sustained a broken finger and a dislocated finger, simply by trying to hang onto the lifelines. It's then we realised that it, it'd probably picked up the rope, so we were totally disabled. I tried going down below, looking through the glass in the bottom of the hull, which

shows the propeller, to see what, what had happened and there was ropes just mangled around the prop, suggested we try and manually turn the boat, the motor out of gear, to try and reverse that situation, but you couldn't even turn it, so, we were totally disabled, one by propulsion and two, when the wave, when we submerged the yacht, the radio suffered water damage, so we were just sitting there stricken. Also through the nose dive, the frame over the galley, which is just forward of the companionway, was smashed. By that I mean that the deck had compressed some 12 inches, which broke the frame that holds the, the cabin top up. At that point, the question was asked, well, what are we going to do, and we thought, well, you know, it's still daylight, we couldn't do much about the radios until they dried out, which we didn't know how long that would take, so we suggested that an EPIRB be set off to inform the authorities, I guess, that there was a yacht in distress. By that, in distress, I mean that we had no propulsion, we had no communication, and no-one knew our situation. And having just gone through a yacht that was, of a situation where the yacht was nearly rolled over, and having sustained damage from the previous roll-over, it was in agreeance, I guess that we inform the authorities by EPIRB. Eventually we were able to receive by radio but not transmit. Every time we tried to transmit, it'd cut out. We could hear for a couple of hours, the relay ship asking who has set



off an EPIRB, and we would try telling them it was us but we couldn't communicate. There were no yachts in the vicinity or that had come around us at all. We couldn't inform any other yacht in passing our situation. Until, I think it would be about 2.30, where the Terra Firma went past us, tried to contact us on radio, we tried to respond but they couldn't hear us, so they just continued on. We'd waved at them but they continued on because they could, actually, I think that might be wrong. I think they actually went past us while we were still on the motor, they did, they did, they went past us whilst we were still under motor. We had no radio contact at that time because we hadn't rigged up the emergency aerial.. I'm sorry, for that, it was out of order. So, there's no real yachts in the area that we could contact visually. Eventually the radio did come good and we informed the relay ship of our situation and said that we needed assistance. A lot of this time, a lot of this time I was on deck, and I didn't actually hear a lot of the conversations, but we were advised that there was a trawler in the area, who would assist with a commercial tow and would you accept a commercial tow. Once again this is, I didn't hear this but it was passed on to me that this was the situation, there was a trawler in the area, expected to ETA with us at about 9.30, or 10 o'clock that night, to give us a tow back to Eden. So we sat, basically, just disabled, drifting along, we drifted

some, when the mast broke we were some 25 miles, 30 miles south east of Gabo Island, and we ended up some 45 miles east of Eden. So we were drifting in a north easterly direction at some stages, just depending on whether the yacht was turned around by a sea wave and accelerating at 6 knots or whether we ended up beam on and sort of travelling north east at about 2 knots. But basically we were drifting in a north easterly direction pretty quickly, 2 knots, 3 knots, through the wave action and wind speed. The crew were pretty happy to find that there was a trawler on the way to tow us in and the ETA was somewhere, I think it was 9.30, or 10 o'clock that night. Because of our GPS being disabled, the hand held was a little bit inaccurate and I found out afterwards that it's actually supposed to be used on deck, not down below. So it was actually transmitting a wrong position most of the time, even though it was connected to house power, it was inaccurate with it's, with it's readings, with it's positioning. And that probably caused a bit of confusion with our position relative to where we actually were, so it prolonged the, the trawler arriving to us at the designated ETA, and it was about, we were, once again, the conditions hadn't, hadn't improved at all all that night, the, we were trying to steer the boat where it, where it felt happiest, which was across the seas, which was sending us a north easterly direction, away from the trawler, and it

wasn't till about 3.00am, on the 28th that the trawler arrived ..... And there was radio communication between the relay ship and the trawler as to our position and at some stages they asked us to set off flares so that they could, when they thought they were in our proximity, they could make contact with us. So flares were let off at the request of the rescuing vessel. They eventually got to us at about 3.00, 3.30 in the morning, and attempted to throw us a line and I said, "Well, this ain't gunna work because you guys are gunna run over us before you'll get us a line, how about you throw a buoy up the back and tow a line, across our bow, and we will attempt to pick up the rope and we're under tow". They tried that once and then they came back to us saying, "Look, it's, it's only two hours or so till daylight, this is a bit, a bit dangerous, we'll wait till daylight and do it", and on the second attempt, towing a rope with a buoy attached to the end of us, they tied the rope across our bow, where two guys grabbed it and we came into tow. I think it was about 5.30, 6.00am, the next morning, 28th. They, I was told our position was some 45 miles east of Eden, so the tow meant that we were basically heading directly into the wind and swells. I'm not sure what speed they were towing us at but it was probably, you know, 6 knots or so, maybe 5 knots, and, as obviously as we approached Eden, the, because of the land protection that the conditions improved

dramatically. We, we took the tow right into Eden and eventually moored alongside the wharf in Eden.

Q17 O.K. Who, who decided to take the tow?

A I was on deck when the, I was told that a tow - - -

Q18 All right.

A - - - was coming. I was on deck and it was relayed to me.

Q19 All right.

A I believe, whoever was on the radio, which would have been either the navigator, or his assistant, if you like, because the navigator ended up steering at times, that the owner accepted a commercial tow and he was told that there would be a charge associated with that and would he accept it, and he said, "Yes". So I guess the owner, through the radio operator, accepted the tow.

Q20 All right. And who was the owner?

A Martin James.

Q21 O.K. Now, was there ever or are you aware of a, of a Mayday ever being sent from the Team Jaguar?

A From the Team Jaguar, a Mayday? I'm not aware of any, no.

Q22 A PAN PAN?

A I'm not aware of any, I'm sorry.

Q23 O.K. So far as, if a Mayday had been called from Team Jaguar, would, would a Mayday have justified the situation, in your mind?

A Once again, I'm not aware of any Mayday being sent.

Q24           Yeah.

A            I don't believe we were any, I guess, what could have developed out of the situation is unknown.

Q25           Mm.

A            I didn't feel in danger of loss of life at all. I always felt this is going to pass eventually and then we'll get back, back to the coast somehow, whether that was through jury rig or assistance from another yacht or a commercial tow, I didn't really think about which way it would go.

Q26           Yeah.

A            As I said I was on deck most of the time - - -

Q27           Mm.

A            - - - and any sort of messages I got was just relayed through change of crew coming on deck.

Q28           Did you hear at any stage a Mayday being called by Business Post Naiad, or any discussion about that on board Team Jaguar? I mean, it doesn't matter if you didn't?

A            No, I'm just trying, trying to piece together the way things happened. I heard radio contact through Business Post Naiad and the radio relay ship of their situation whilst off watch, whilst, ..... I heard lots of relayed messages of Maydays, and also witnessed lots of flares. I mean, it was like New Years Eve out there - - -

Q29           Mm.

A            - - - it was, every time you turned there was something

happening, whether it was someone relaying that someone was in trouble or, or flares being sent off. Probably haven't answered the question.

Q30 That's all right, I mean, if you don't recall that, that's fine

A Well, yes, I -

Q31 Recall something.

A It was relayed to me that there were Maydays happening.

Q32 All right.

A Yeah.

Q33 O.K. Now what type of radios were on board the boat, your boat?

A The VHS, VHF and HF radio.

Q34 All right. Are you able to tell me what sort of batteries were on board Team Jaguar?

A Starting battery, there's two starting batteries and three house batteries and some stuff I'm not aware of.

Q35 All right.

A Yeah, one - - -

Q36 Sorry.

A - - - recently replaced, prior to the yacht race, the batteries were tested and one was replaced.

Q37 All right. And when you mention the boat actually surfed through one of these waves, was the engine going at the time?

A Yeah.

Q38 All right. Now you mention that a couple of crewmen got washed out of the cockpit. They were harnessed

- - -

A Yes.

Q38 - - - at the time?

A Yes, yes.

Q39 And did they receive any injuries as a result of that?

A Two crewmen went over the side when the boat, after it's nose dived, was picked up and rolled sideways.

Q40 Yeah.

A Two crewmen went off on the starboard side at the cockpit, washed out of the cockpit when the boat went past 90 degrees. Both were harnessed. The guy that took the sheet bag full of ropes with him, basically climbed his way up the ropes - - -

Q41 Yeah.

A - - - with a little bit of assistance to get back on and the other crewman who was washed out underneath the lower lifeline, was actually hanging onto one of the lifeline wires, which broke one finger and dislocated the other, he's 110 kilos, and it took probably four of us to actually, because he's under the lifeline, we had to get him back in under the lifeline - - -

Q42 All right.

A - - - because of his harness, and that took four or five of us to actually drag him back through - - -

Q43 All right.

A - - - under, underneath the lifeline.

Q44 All right. Now, you yourself stated that you were injured, at some stage?

A Yeah, that was prior to the boat being dismasted. I was down below, just getting out of my bunk to come on watch - - -

Q45 Yeah.

A - - - and the yacht took off over a wave, landed very heavily and threw me from one side of the boat to the other, where I've, suspected fractured shin, but basically very badly cut shin, and I couldn't move for probably one hour. When I say that, it was the foot had swollen up to one and a half times its normal size and the whack I'd had on the shin, which was pretty painful, I couldn't stand on my foot, so, I laid there for an hour. This is happening between 8.00am and 10.00, when I took the helm.

Q46 And that was treated easily on board the boat, so far as dressings and -?

A Yes, yes.

Q47 All right.

A No problem whatsoever and on arrival at Eden saw a local doctor and then it was fine, x-rayed back in Sydney.

Q48 O.K. Are you aware of any information in relation to the treatment of the crewmen on the trawler after you were towed into Eden, so far as attitudes towards them?

A Could you ask that again, I'm sorry?

Q49 O.K. I'll put it this way. There's been information supplied to us that from the trawler that actually took you into Eden that a number of people on the Team Jag,



were unaware of who those people are, were somewhat rude to some of the crewmen. Are you aware of that, that's all?

A Well, my recollection is that prior to, to coming alongside the wharf in Eden - - -

Q50 Yeah.

A - - - the trawler took us alongside, half a mile from the wharf at Eden, to actually take us into the harbour, at which time the conditions were very still - - -

Q51 Yeah.

A - - - and we all conversed and said, "G'day, thanks, how are you, what's your name?", chatted away - - -

Q52 Yeah.

A - - - we were taken into Eden alongside the trawler, and it was a little bit difficult because of space to actually tie up there.

Q53 Yeah.

A Eventually, eventually the trawler came along the wharf with us still attached to them. Once again, crewmen, talking - - -

Q54 Mm.

A - - - joking to the crew. TV people jumped on the boat, radio people, media jumped onto the boat. The family of the girl from Eden, the 18 year old girl who was, Melissa, her family greeted her, they came onto the boat. Things were a bit jumbled and messy and, like, we were actually trying to get alongside the

wharf off the trawler, so we weren't actually held alongside the trawler, and it was difficult. I personally talked to a couple of the crew and said, "Thank you", and, you know, just general conversation. That's fine.

Q55

A I do remember actually one of the crew asking, who he was, a deckman or owner or skipper, I don't know, if they had a pair of goggles we could borrow so we could go and get the rope off the propeller, and he said, "No, not going to give it to you", ..... O.K, all right. Even if, he said, "Even if we have one, had one, we wouldn't give it to you", from that - - -

Q56

You sensed a bit of, did you sense something from that, I mean - - -

A

I just thought, that's a bit of a funny attitude, I thought.

Q57

Yeah.

A

We were polite in asking.

Q58

Yeah.

A

Because the reason we wanted to do that was to be able to, to disengage ourselves from the trawler to come alongside the wharf because someone had pointed out a position we should be going to - - -

Q59

Mm.

A

- - - on the wharf, and I thought that was a bit strange, but, we, I think we offered them a hat, a Team Jaguar hat, I mean, we were all just talking - - -

Q60

Mm.

A - - - as, you know, as a group.

Q61 That's fine.

A As I said, there was TV people there, and radio people there and family there and everything was probably a bit disjointed but - - -

Q62 Mm.

A - - - I didn't come across any rudeness or .....

Q63 That's fine, O.K. O.K. As far as your experience in the, in Sydney to Hobarts and all that. What would you estimate the maximum wave heights were?

A The maximum wave heights, I guess, from top to bottom, would have been, 60 to 80 feet.

Q64 M'mm.

A But they were few and far between. I guess we probably experienced three, maybe four of those whilst we were, after we were dismasted.

Q65 And what was the direction of those waves?

A The waves tended to be coming from about south west to west.

Q66 M'mm. And the wind?

A The wind, prior to dismasting, was in the vicinity of 240 to 260, for a period prior to dismasting it was 260 to 290, after dismasting it was very difficult to tell because of, the instrumentation had gone, but I would assume it wouldn't have changed much, probably I would have averaged it as just south of west, 260, about 260 degrees.

Q67 And of course there were decent current running at the

time too?

A Yeah, we'd experienced quite a bit of southerly set prior to getting down towards Bass Strait, we knew of an eddy which was going in the reverse direction heading north, so we'd come from approximately 3 knots of southerly setting to one to one and a half knots of northerly set in our vicinity, yeah.

Q68 O.K. Where, where did you, was that eddy that you're saying with, the, the direction of that, was that experienced or did you get that .....?

A We actually had it registered on our GPS, yeah.

Q69 O.K.

A It was experienced, yeah.

Q70 O.K. And what would have been the time that the EPIRB was activated, do you recall?

A I would estimate about 2.00 to 2.30, in the afternoon of the 28th.

Q71 27th.

A 27th.

Q72 And, and, the position the, the approximate position that you were at the time of the activation of the EPIRB?

A Approximately 20 miles south east of Gabo Island.

Q73 All right.

A Maybe east, south, east, Gabo Island.

Q74 All right. And when you saw the, you, you mentioned earlier that you saw a number of flares. At that particular time, were you disabled?

A Yes, we were disabled and, generally the setting off of a flare related to radio communication that people were doing so as well. At some stages it was instructed to do so and other stages it was just people letting off flares. But once again, it's a bit difficult to, to know exactly because I'm on deck - - -

Q75 Mm.

A - - - and I'm down below, and I'm on deck, and I'm down below, but I could hear radio communication that we are setting off a flare now and just, whether that was the particular flare I saw, I couldn't tell you - - -

Q76 Mm.

A - - - I mean it was very difficult being disabled and, and seeing what was going on and hearing what was going on, and not being able to actually do anything about it, we were just totally disabled.

Q77 Yeah. And these were parachute flares that you saw?

A Yeah.

Q78 What colour were they?

A They were red and white.

Q79 Red and white. O.K. And when you saw those flares, were they high above the horizon or were they basically fairly low to the horizon?

A I would say low, yeah.

Q80 So that would indicate - - -

A Well ..... it was, the conditions probably made them look further away than what they really were and if I could put a vicinity on it, I would expect that I would

have said that it was no further away than five miles, but because of the wind strength, they would be going up and getting sort of washed - - -

Q81        Yeah .....

A            - - - off pretty quickly, which probably makes you think they're further away than they actually are.

Q82        Yeah.

A            The wind strength, I think, made, they were actually closer than what, what one actually thought.

Q83        But at no time did you see any vessel associated with those flares?

A            No, no, no.

Q84        O.K. And you said earlier you fired some flares?

A            Yeah, we were, we were instructed to fire flares to give our position - - -

Q85        All right.

A            - - - relative to the person looking for us.

Q86        And who fired those flares?

A            Names?

Q87        Well, do you know, just -

A            The navigator - - -

Q88        Yeah.

A            - - - did some, Steve Burnett, Chris Jones did some others.

Q89        All right.

A            Basically it was, "Hey, guys, on deck, we've been told to let off this" - - -

Q90        Yeah.

A - - - who did it, at some stages, I couldn't tell you  
.....

Q91 O.K. They didn't experience any problems letting off  
the flares?

A No, I was actually quite surprised when Chris was  
instructed to do so, he knew exactly what to do. There  
was, there was, once again, I didn't see it, because I  
was down below at the time, where two flares were  
operated that supposedly didn't work, and the crewman  
asked to have another one.

Q92 Was that, that was a parachute flare that you can  
recall?

A I can't recall because it was, it was done to try and  
aid the person looking for us to, it could have been a  
hand held.

Q93 O.K.

A Could have been hand held just for visual purposes -  
- -

Q94 Yeah.

A - - - I'm not sure.

Q95 O.K. O.K. I've no further questions. Anything  
further you'd like to say to me in relation to the  
matter? Have you got any ideas, suggestions about  
anything that you feel should be looked at?

A I think, one thing I'd like to say, and I found it very  
responsible, I'm not sure what the name of the yacht  
was, but on the sked of that morning, the radio  
schedule of the 27th, I heard on the radio that,

because of the conditions being experienced by the yachts ahead of him, he was retiring into Eden until the weather improved and he was going to continue on the race, and I thought after the weather had improved, and I thought, well, that's a pretty sensible sort of person. I think that the, we had a very, very experienced crew on the Team Jaguar, and I'm pretty sure that the safety regulations that the club set down are very tight, very good. I think the people that probably did experience a lot of trouble, probably hadn't experienced those conditions before. I think, if things are to be improved with regard to safety, there probably should be more classes or, I think people probably should have to be shown how to let a flare off, how to enable a life raft, they tend to rely on these things when times are pretty tough and inexperience could probably, basically through inexperience they're unable to do what they're supposed to do at the time - - -

Q96 Mm.

A - - - when most needed. Exhibitions on how to let a life raft - (Tape beeping) - enable a life raft, to let off a flare, I think, in futures should be a prerequisite - - -

Q97 Mm.

A - - - to going in the race.

Q98 Were you aware of a life raft demonstration at the CYCA classes?



A           There was and there's been in past years as well, yeah.  
Q99          And did you attend those or -?  
A           I haven't, no.  
Q100         All right.  So, would you like to see something more  
              formal?  
A           Demonstrations, I think should be pre-requisite.  
Q101         Yes.  
A           To being, entering, entering into this, into - - -  
Q102         Yeah.  
A           - - - the Sydney to Hobart race.  
Q103         O.K.  Is that all?  
A           That's fine, yeah.  
Q104         O.K.  Time is now 3.01.  This interview is concluded.  
INTERVIEW CONCLUDED