

MINUTES OF THE 1998 SYDNEY HOBART RACE REVIEW COMMITTEE AT THE
CRUISING YACHT CLUB OF AUSTRALIA ON MONDAY 18TH JANUARY 1999 AT
6.00PM

PRESENT: P.BUSH (Chairman)
R.HICKMAN
D.GRAHAM
H.ELLIOT
G.HALLS
G.SIMMER

ALSO IN ATTENDANCE: H. VAN KRETSCHMAR
H.KUPCZYK

APOLOGIES: R.HAMMOND

ITEM 1: COMMITTEE STRUCTURE

- 1.1 The Chairman Mr P.Bush welcomed and thanked the Committee Members for volunteering their services and attendance. He described the Committee Members as bringing a large portfolio of skills from both the Public Sector and Yachting Community.
- 1.2 P.Bush advised the Committee that he had asked S.Kulmar to step down from the Committee after independent legal advice.
- 1.3 P.Bush advised that Commodore H.van Kretschmar would be in attendance at some or all of the Committee meetings. He may brief the CYCA Board, on progress not details of the Committee's work.
- 1.4 H.van Kretschmar advised the Committee that he would be handling ALL Media enquiries regarding the Review Committee. L.Smith will help co-ordinate media enquiries whilst H. van Kretschmar is unavailable. A press conference has been scheduled for Tuesday 19th January at 1pm
- 1.5 P.Bush stressed the Committee's first duty is to uncover facts regarding the 1998 Sydney Hobart Yacht Race.

ITEM 2: CONFIDENTIALITY

- 2.1 P.Bush advised that he had met at length with the Coroner - J.Abernathy. The Coroner was described as being extremely approachable and pragmatic.
- 2.2 P.Bush stressed that the Coroner was adamant that all aspects of the Committee are to remain CONFIDENTIAL. There are to be NO comments regarding the Review from any Committee Members to anyone (Friends, family, yachties, media etc) apart from fellow Committee Members.

- 2.3 The Committee has a secure office, direct fax lines, mobile phone, email address and is contactable through the main CYCA switchboard.

ITEM 3: TERMS OF REFERENCE / OBJECTIVES

- 3.1 The Terms of Reference were tabled with P.Bush stressing that the Committee adhere to the Terms of Reference and not to pursue other issues outside the Terms.
- 3.2 The Questionnaire data gathered will bring to light any other issues that may need to be added to the Terms of Reference. Until such time as the data is collated the Terms of Reference do not need to be reviewed.
- 3.3 P.Bush briefed the Committee to confine themselves to facts not hearsay and to rely on the Questionnaire to determine key issues and facts.
- 3.4 H.van Kretschmar suggested that the Committee may research the cost of rescues offshore / or other sports rescues. The Committee advised that this was a philosophical issue that they felt was not of direct benefit to the review.
- 3.5 *Committee Objectives:*
- How do we avoid large numbers of yachts getting into a similar position?
 - If the fleet were to get into a similar position, how do we more effectively/quickly get these yachts out of the same situation?
 - How can yachts/crews be better equipped to handle the conditions?
- 3.6 P.Bush advised that some independent legal advice would be sought, as we need it- Pro Bono.
- 3.7 The Committee has No legal rights therefore a simple statement will need to be formulated to make people being interviewed aware of this. H.van Kretschmar suggested researching a mechanism to be able to do so, to enable interviewees to feel comfortable to speak to the Committee.

ITEM 4: CORONERS INQUIRY

- 4.1 P.Bush advised that the timing of the Coronial inquest might take 3-4 months, which is in line with the time frame of the Review Committee.
- 4.2 The Coroner has asked the Committee to work focusing on quality not speed. The Coroner has advised that as necessary he will review the collated data gathered by the Committee.
- 4.3 The Coroners inquiry process is as follows:
- Call on any means for information (Police Investigators)
 - Information is displayed / aired prior to the inquiry ie. no surprises
 - Coroner comes to decisions / recommendations
- 4.4 During the inquiry any interested party, next of kin, CYC representatives, RYCT representatives are able to make representations.

- 4.5 The Coroners objectives are:
- Determine when & where death occurred?
 - Cause of Death?
 - Manner of Death, is it directly linked to:
 1. Race Conditions
 2. The Skippers Decision
 3. Race Management
 - Safety Issues (Life Harnesses / Life Rafts etc)
- 4.6 The Coroner sees his role is to make sensible lasting recommendations.
- 4.7 Even if the Coroner finds no culpability on the part of skippers/organisers, others are at liberty to pursue civil actions.
- 4.8 H.van Kretschmar asked whether Officers of the CYCA should have legal representation (eg. If interviewed) the Committee agreed that legal representation should be sought for both the CYCA officers and Committee Members. H.van Kretschmar requested that all CYCA staff be asked to advise ASAP of any interviews requested by Investigators beforehand.
- 4.9 P.Bush advised that he has made contact with the Chief Investigating Officer Stewart Gray, any interviews or requirements of the investigating officers will be directed through contact with P.Bush.
- 4.10 P.Bush advised that other organisations are holding their own reviews- AMSA, Weather Bureau, Bega Police, LEMO.
- 4.11 P.Bush invited Committee members to a presentation held by the Bureau of Meteorology on Tuesday 19th 1999.
- 4.12 AMSA have advised that they are happy to help with the CYCA Review as necessary, but request that they remain independent of the Review.

ITEM 5: SUB-COMMITTEES

- 5.1 P. Bush nominated that two Sub-Committees are established to Review Internal Communications and Life Rafts.

Internal Communications: Chairman-D.Graham

Suggested topics to review:

- Office / Administration / Paperwork
- Race Communications
 - Radio Relay Vessel
 - Operational Communications

D.Graham to draft a Term of Reference for the Sub-Committee, the basis of the Committee is to look at ways of improvement for the future

Life Rafts: Chairman- G.Halls
Teki Dalton suggested to assist.

Suggested topics: Gather research data on Life rafts
Document issues /experiences raised by competitors.

- 5.2 P.Bush stressed that the same confidentiality aspects must apply to ALL sub-committees. When choosing Committee Members determine carefully the viability of these persons and beware of personal agendas.
- 5.3 G.Simmer commented that if the Sub-Committee were to find some life rafts were inadequate, the Committee may be open to legal actions from manufacturers.
- 5.4 P.Bush re-iterated that the Committee will be seeking legal advice before recommendations are published.

ITEM 6: COMMITTEE PROGRESS TO DATE

- 6.1 P.Bush and G.Halls have composed a comprehensive extensive questionnaire, designed to identify issues. The questionnaire was sent to all 1998 race competitors on Friday 8th January. The return date nominated is Monday 1st February.
- 6.2 The Committee has received various offers of help those are being recorded. Please advise P.Bush of any additional names and contact numbers to add to the list.
- 6.3 The 1998 Race Competitors and public are being advised to submit any contributions to the Committee in writing.

ITEM 7: OTHER BUSINESS

- 7.1 H.Elliot informed the Committee of the rumour he had heard regarding the stability index of a particular vessel on the Fleet. P.Bush advised that the Committee and Police investigators are aware of the issue.
- 7.2 P.Bush briefed the Committee that the vessel was Business Post Naiad, the vessel sent in a second IMS certificate after they had been accepted as an entry to the Race. Technically the yacht was not an eligible entry, as it did not meet stability requirements.

There appears to have been a breakdown in the CYCA administration with respect to acceptance of the vessels rating certificate issue.

D.Lyons has been investigating the issues on behalf of the Committee and is preparing a report due 23/1/99.

- 7.3 D.Graham suggested that the Committee should look at producing some Risk Profiles, gathering data on the Race History of deaths, abandonment's , the History of Safety in Yachting through the years etc.
- This information would be useful in anticipation of criticism, to enable suggestion that there is little risk associated with the race.
- 7.4 H.van Kretschmar asked the questions, Why did so many Crew abandon their yachts? Did they really need to be rescued? He feels that the Committee should possibly look into these questions, examining whether the crew were putting themselves and rescuers at risk by being rescued, could they have stayed and weathered the storm?
- Committee members commented that these vessels had to be abandoned due to injuries , major structural damage the decision is left up to the skipper. The Committee will review the need to pursue these questions once the questionnaires are returned.
- 7.5 G.Simmer suggested that possibly he and A.Duvall review the ABS codes in regard to design, which they feel are inadequate and dated. P.Bush suggested that the Committee adhere to the Terms of Reference and wait until questionnaires are returned.
- 7.6 G.Simmer suggested that D.Kellet be invited to stand on the Review Committee as he is a Member of ISAF. P.Bush advised that he had spoken to D.Kellet who is willing to offer assistance as and when required.
- 7.7 R.Hickman suggested that D.Kellet be briefed from time to time by P.Bush as to the progress of the Committee, to enable D.Kellet to keep interested ISAF members up to date, as there is a lot of interest from the international yachting community as to the outcome of the review.
- 7.8 H.Elliot advised the Committee that as a member of ISAF he is required to file reports on the race, he was involved on the race jury.
- 7.9 G.Simmer suggested that the Committee gather historical data on weather conditions during the race days over a large period of time to allow a broad perspective on how often such weather occurs in December.
- 7.10 G.Simmer suggested that insurance be sought to cover Committee liability.
- 7.11 H.van Kretschmar advised that the Club is about to appoint new legal representation, which will cover the Committee.
- 7.12 The Committee decided that it would meet every 2 weeks preferring Monday evenings at 6pm.

There being no other business the meeting closed at 8.15pm the next meeting is scheduled on Monday 1st February 1999 at 6pm.

MINUTES OF THE 1998 SYDNEY HOBART RACE REVIEW COMMITTEE AT THE
CRUISING YACHT CLUB OF AUSTRALIA ON MONDAY 1ST OF FEBRUARY 1999
AT 6.00PM

PRESENT: P.BUSH (Chairman)
H.ELLIOT
R.HAMMOND
R.HICKMAN
D.GRAHAM
G.SIMMER

ALSO IN ATTENDANCE: H. VAN KRETSCHMAR
M. GRUCHOT

APOLOGIES: G.HALLS

ITEM 1: REVIEW/ACCEPTANCE OF MINUTES OF PREVIOUS MEETING

- 1.1 It was proposed Roger Hickman and seconded Grant Simmer that the minutes of the previous meeting held Monday, January 18th 1999 be accepted as a true record.

ITEM 2: MATTERS ARISING

NIL

ITEM 3: WORK/PROGRESS TO DATE

QUESTIONNAIRE

- 3.1 85 questionnaires were received up to date with another 10-20 expected within the next few days.
- 3.2 The market research firm Yann, Campbell, Hoare & Wheeler will collate and analyse the questionnaires on a pro bono basis. This process will take approx. 4 weeks (including the final report).
- 3.3 The committee will need to organise group meetings to collate the open ended questions and to act as quality control.

OTHER

- 3.5 A cross-referencing system has been established using the terms of reference as a guideline. All correspondence is filed in numerical logbook order as well as in separate folders according to the terms of reference.

- 3.6 Peter Bush suggested to collate a list of other issues not directly addressed in the questionnaire (eg. the participation of children in the race) and discuss those as agenda items at subsequent meetings.

ITEM 4: SUB COMMITTEE REPORTS

LIFE RAFTS

- 4.1 Peter Bush reported that Greg Halls has recruited Teki Dalton and David Lawson for the Sub Committee. Further, Greg Halls has received offers of help from 2 life raft manufacturers.
- 4.2 Grant Simmer suggested to contact the Australian Maritime College in Launceston that conducts life raft training.
- 4.3 Peter Bush also reported on the offer of help from the Navy to conduct helicopter rescue training seminars for free.

ADMINISTRATION/COMMUNICATION

- 4.4 Donald Graham reported that he had recruited Steve York and Jon Meyer as members of his Sub Committee.
- 4.5 Howard Elliot offered his assistance to the Sub Committee.
- 4.6 Roger Hickman suggested the recruitment of a navigator from the fleet for the Sub Committee. He offered his assistance.
- 4.7 Donald Graham stated that no final decision had been made as to the approach taken by the Sub Committee eg. a small number of people with a consultative approach versus a larger Sub Committee. This is due to the fact that at this stage it is still unclear whose input will be needed.
- 4.8 Peter Bush emphasised the need for a navigator on the Sub Committee.
- 4.9 Donald Graham stated that the quality of radio communication should be divided in the following 3 areas: the radio relay platform, the fleet reception and the technical aspects.
- 4.10 Roger Hickman suggested that the compliance issue is another area that needs to be investigated.
- 4.11 Hugo van Kretschmar stated that the communication with relatives and next to kin should be included in the Sub Committee's investigation.
- 4.12 Donald Graham replied that this area has not been identified directly by the Sub Committee which is currently investigating emergency procedures in general, liaison issues, rules and the general provision of information.
- 4.13 Peter Bush stated that a vigorous process for information flow needs to be established.
- 4.14 Howard Elliot commented that communication failure occurred with respect to CYCA/relatives communication process during the race.

- 4.15 Donald Graham agreed to integrate this topic in the investigation of his Sub Committee and suggested the establishment of a protocol for future events with a clear role distribution and procedures for all involved parties.
- 4.16 Peter Bush commented that the problem of the media reporting before the information reached the CYCA cannot be controlled effectively.
- 4.17 Hugo van Kretschmar suggested to review the communication infrastructure during the race (eg. availability of enough telephone lines etc.) and possibly include the new requirements in the refurbishment of the Club House.
- 4.18 Peter Bush suggested that a race hotline could be subcontracted to an external organisation using a call centre set up.

ITEM 5: OTHER BUSINESS

- 5.1 Peter Bush confirmed that the "Business Post Naiad" was not an eligible starter in the race as it did not meet the stability criteria. This issue is currently being investigated by the Coroner and could also be subject to a civil suit. The transcripts of the police interviews have been requested. The police are investigating the following issues: 1) the technical aspects of the boat's stability and 2) the awareness of the owner & the crew of the change of the boats' rating.
- 5.2 Peter Bush suggested that the Committee start interviewing the fleet.
- 5.3 The Committee agreed to interview the following boats with the possibility of further interviews being scheduled at a later date:
- Team Jaguar
 - Canon Maris
 - Solo Globe Challenger
 - Miintinta
 - Stand Aside
 - Zeus II
 - Loki
 - Bright Morning Star
 - R 52
 - AFR
 - Aspect Computing
 - Brindabella
 - Jubilation
 - Polaris
 - Waitangi II
 - Veto
 - Atara
- ALL SAR boats
- 5.4 Hugo van Kretschmar also suggested to interview selected boats with very high/very low stability indices. The Committee accepted this idea.
- 5.5 Peter Bush stated that the boats with fatalities will not be interviewed by the Committee at this stage due to the Coronial investigation. However, the police will make transcripts of their interviews available to the Committee.

- 5.6 Interviews will be scheduled in the following weeks and conducted by members of the Committee according to time and availability.
- 5.7 Donald Graham suggested establishing a list of questions for the interviews in order to structure them appropriately.
- 5.8 Grant Simmer suggested establishing a Sub Committee investigating boat structure.
- 5.9 Peter Bush stated that it would be better to await the outcome of the questionnaire analysis before forming further Sub Committees.
- 5.10 Hugo van Kretschmar confirmed that all members of the Sub Committee are covered by the CYCA insurance policy.
- 5.11 Hugo van Kretschmar requested the Committee's advice regarding a proposed one-day workshop on yacht safety & stability by the Royal Institute of Naval Architects. The Committee agreed that one day was wholly inadequate to do the subject justice, and that while the CYCA should offer assistance it should not be part of the Organising Committee of the workshop.

ITEM 6: NEXT MEETING

- 6.1 The next meeting will be held on 15th of February 1999 at 6pm at the CYCA.

MINUTES OF THE 1998 SYDNEY HOBART RACE REVIEW COMMITTEE AT THE
CRUISING YACHT CLUB OF AUSTRALIA ON MONDAY 15th OF FEBRUARY
1999 AT 6.00PM

PRESENT: P.BUSH (Chairman)
H.ELLIOTT
R.HAMMOND
R.HICKMAN

ALSO IN ATTENDANCE: M. GRUCHOT

APOLOGIES: D.GRAHAM
G.HALLS
G.SIMMER

ITEM 1: REVIEW/ACCEPTANCE OF MINUTES OF PREVIOUS MEETING

- 1.1 It was proposed Roger Hickman and seconded Richard Hammond that the minutes of the previous meeting held Monday, February 1st 1999 be accepted as a true record.

ITEM 2: MATTERS ARISING

NIL

ITEM 3: WORK/PROGRESS TO DATE

QUESTIONNAIRE

- 3.1 Questionnaires from 106 yachts have been received to date and are currently being analysed by Yann Campbell Hoare & Wheeler.
- 3.2 Peter Bush reported that approx. 15 Jon Buoys as well as several horseshoe buoys have been washed overboard.

INTERVIEWS WITH YACHTS

- 3.3 Peter Bush discussed the key learnings from the seven interviews he conducted as per handout.
- 3.4 Howard Elliott reported of the following ideas emerging from his yacht interviews: a) the suggestion to have an additional radio frequency reserved for SAR; b) the suggestion to have different radio procedures when winds exceeded X knots; c) the suggestion to have business cards printed for NOK/friends with official contact phone number(s) and d) the suggestion to have harnesses with crotch straps.

- 3.5 Richard Hammond commented that experience in bad weather conditions was extremely important in managing the 1998 conditions effectively.
- 3.6 While Peter Bush and Howard Elliott found that yachts were extremely well prepared and that there was little seasickness on board, no breakdown of routine and watches and adequate intake of food and drink, Roger Hickman reported the contrary from his interview with AFR Midnight Rambler.
- 3.7 Peter Bush discussed the handout of his interview summary with Solo Globe Challenger and asked the Committee to follow the same format and to add the key learnings from the respective interview at the end.
- 3.8 Peter Bush reported that after interviewing Wild One and Indian Pacific (both with stability indices around 110°, he was unable to detect significant differences, in description of boat performance during the storm compared to other boats.

OTHER

- 3.9 The Committee discussed the suggestions that should result from the Review such as EPIRB in life rafts and hand held VHF's mandatory in the future etc, and the need to get appropriate technical advice to help with determining recommendations.
- 3.10 Peter Bush commented that the findings and recommendations of the Review should not exclusively be aimed at the next Sydney to Hobart Race but ideally should have a wider range of influence (eg. anyone going to sea).
- 3.11 Peter Bush also suggested to use the leverage of the Committee to improve safety standards and technology overall. He reported of his intention to write to the Prime Minister and ask for a tax and GST exemption for all safety equipment required on boats.

ITEM 4: SUB COMMITTEE REPORTS

LIFE RAFTS

NIL

ADMINISTRATION/COMMUNICATION

- 4.1 Howard Elliott has joined the Sub-Committee.

ITEM 5: CHILDREN IN RACE/AGE LIMIT?

- 5.1 Peter Bush requested the Committee members to state their opinions on the topic.
- 5.2 Richard Hammond suggested the introduction of a minimum age of 18.

- 5.3 Roger Hickman reported of his experiences on Atara with two boys (15 and 17 years of age) who were selected by him personally. Although the 17 year old had won the ride, Roger reserved himself the right to veto his participation at any point in time. He stated that the owner and the skipper of the boat MUST be the same person in order to ensure that proper duty of care is not neglected. Further, Roger stated that the total mix of crew experience must be taken into consideration when selecting a child to participate in the race. He concluded that the participation of anyone under 18 should be subjected to close scrutiny and a special selection process.
- 5.4 Howard Elliott stated that a "Strictly NO Minors" (under 16) policy should be introduced and that a selection process must be established between 16 and 18.
- 5.5 The Committee proposed further discussions on two recommendations: a) minimum age of 18 or b) minimum age of 16 & a CV to be specified and evaluated by the Race Committee for 17-18 year olds.
- 5.6 The issue is to be discussed and voted upon in the next meeting.
- 5.7 Peter Bush presented other issues that the Committee will need to address:
- The impact of technology (Sam Hughes will be invited to give a talk on EPIRBs)
 - Crew Experience (change in crew application such as a fixed percentage of crew must have a certain level of experience; other procedural problems; no cross-check weather crew members rated for experience on the application forms are actually on board)
 - Radio communication including radio relay vessel set-up
 - Training & safety drills
 - More vigorous safety checks
 - Meaningful VISIBLE changes to demonstrate to the public and the media that changes have occurred (such as the possible requirement for all yachts to put their storm gear up before the start of the race)
- 5.9 Howard Elliott reminded the Committee that changes with regard to safety equipment must be made quickly due to the printing deadline of the Notice of Race in April.

ITEM 6: NEXT MEETING

- 6.1 The next meeting will be held on 1st of March 1999 at 6pm at the CYCA.

MINUTES OF THE 1998 SYDNEY HOBART RACE REVIEW COMMITTEE AT THE
CRUISING YACHT CLUB OF AUSTRALIA ON MONDAY 1st of MARCH 1999 AT
6.00PM

PRESENT: P.BUSH (Chairman)
H.ELLIOTT (arrived 6.30pm)
G.HALLS
R.HAMMOND (left 7.30pm)
R.HICKMAN
G.SIMMER

ALSO IN ATTENDANCE: M. GRUCHOT

APOLOGIES: D.GRAHAM

ITEM 1: REVIEW/ACCEPTANCE OF MINUTES OF PREVIOUS MEETING

- 1.1 It was proposed Richard Hammond and seconded Roger Hickman that the minutes of the previous meeting held Monday, February 15th 1999 be accepted as a true record.

ITEM 2: MATTERS ARISING

- 2.1 Peter Bush requested the Committee to vote upon the matter of the age limit for future SHYR.
- 2.2 The Committee decided after discussing the matter that the age limit should be set at 16, with the requirement to have a legal guardian on board for 16-18 year olds.

ITEM 3: WORK/PROGRESS TO DATE

QUESTIONNAIRE

- 3.1 Peter Bush stated that the coding of the open-ended questions was finalised.
- 3.2 Peter Bush reported that the only significant equipment failure arising from the questionnaires, that he is aware of at this time is that of 17-19 Jonbuoys being washed overboard.

INTERVIEWS WITH YACHTS

- 3.3 Peter Bush discussed the recommendations emerging from yacht interviews as per report draft handout.
- 3.4 Peter Bush recommended organising a technical presentation by an expert on EPIRBS to the Committee at a later date.

- 3.5 Greg Halls advised with regard to section 8.3.5 of the report to include the information in the appendix of the Sailing Instructions rather than the Sailing Instructions as these are a legally binding document.
- 3.6 Howard Elliott commented that real time tracking is done by ORB Com and not Sat Com C. He appraised the Committee of the technological details of real time tracking by ORB Com.
- 3.7 Grant Simmer inquired whether there would be a potential power problem with the device and a potential availability problem.
- 3.8 Howard Elliott responded that the device has an in-built battery and that it would be readily available for the fleet.
- 3.9 Greg Halls raised the question whether the figure for SSS would be equivalent to 115 degrees (section 8.11.2 in report draft). Grant Simmer agreed to investigate further.
- 3.10 Peter Bush stated that the issue of PHS eligibility certificates needs to be addressed to ensure that changes being made are signed off by the owner of the boat.
- 3.11 Howard Elliott commented that parameters for boat eligibility need to be re-designed.
- 3.12 Greg Halls stated that 4 boats (Midnight Special, B52, Stand Aside, Business Post Naiad) were all rolled 360°, and B52 and BPN were upside down for more than 4 minutes.
- 3.13 Peter Bush requested the Committee's opinion on the matter of interviewing the 3 boats where fatalities occurred.
- 3.14 It was agreed that the boats would be given the choice to be either interviewed by the Review Committee or the Committee accessing the transcripts of the police interviews already conducted.
- 3.15 Peter Bush reminded the Committee that its main purpose was to interrogate the evidence and make recommendations but not design specific solutions.

OTHER

Nil

ITEM 4: SUB COMMITTEE REPORTS

LIFE RAFTS

- 4.1 Howard Elliott advised Greg Halls that a Coronial Inquiry had been conducted on life rafts in Melbourne (NZ Starbank, Terry Tichner, 1993).
- 4.2 Greg Halls reported that test will be conducted with a life raft from a Melbourne manufacturer in the Qantas Test Tank which is identical to the one on Winston Churchill. He further appraised the Committee that there is

currently no Australian Standard for life rafts apart from the required compliance with the "Blue Book" which does not mention any construction requirements. He stated that there are distinctive differences in life rafts, especially in withstanding tough conditions at sea.

- 4.3 Greg Halls also summarised the recommendations from his yacht interviews as follows:
- Hand held VHF mandatory
 - Education/training needed (life rafts flares, communication with SAR etc)
 - Communication with NOK/friends to be improved
 - Sea anchors made mandatory

ADMINISTRATION/COMMUNICATION

NIL

ITEM 5: CHILDREN IN RACE/AGE LIMIT

See Item 2

ITEM 6: PERSONAL SAFETY EQUIPMENT-OPTIONS

- 6.1 Greg Halls stated that everyone should carry a safety package, include a personal EPIRB, a strobe and a hand held VHF.
- 6.2 Harness failures occurred on Loki, Margaret Rintoul, Challenge Again and Kingurra. The nature of these failures was that the harness slipped over the head and shoulders of the crewmen.
- 6.3 Howard Elliott stated that Brindabella's way of issuing every crew member with a list of gear to bring and wear should be recommended.
- 6.4 Greg Halls recommended the use of recovery slings for MOB recovery and the use a sea rugs.
- 6.5 Greg Halls further stated that the issue of control with regard to this matter needs to be addressed. Whose responsibility is it to supply personal safety equipment and how can the Club control compliance?
- 6.6 Grant Simmer commented that the boat should be the one to conform with the requirements, otherwise it would impossible to police compliance.
- 6.7 Roger Hickman stated that wet weather gear is just as important as safety equipment.
- 6.8 Greg Halls recommended harnesses with a clip release to not get trapped and with either 2 strops or an extendable length on the strop in order to be never unclipped on deck.
- 6.9 Greg Halls stated that the Sailing Instructions should be made available on the Internet.

- 6.10 Howard Elliott recommended that more information should be made available outside of the Sailing Instructions.
- 6.11 Grant Simmer proposed to send information on the weather, safety and all other issues to each crew member upon receipt of the crew member list.
- 6.12 The implementation of a CYCA database as a central register was discussed.
- 6.13 Peter Bush recommended to rigorously enforce cut-off dates for all required documentation in order to avoid out of date certificates and missing documents.

ITEM 7: NEXT MEETING

- 7.1 The next meeting will be held on 15th of March 1999 at 6pm at the CYCA.

DRAFT