

CORONERS COURT

INQUEST INTO THE DEATHS IN THE 1998 SYDNEY TO HOBART YACHT RACE

STATEMENT OF PETER BUSH

On 15 July 2000 I, **PETER HALLAM BUSH** of 67 Holt Avenue, Mosman in the State of New South Wales, business strategy consultant, say:

Background

1. I have been sailing since I was 10 years old in boats ranging from dinghies to yachts, both inshore and offshore. I have sailed in all the major ocean races and regattas on the east coast of Australia including 14 Sydney Hobart Yacht Races ("SHYR"), 15 Sydney Mooloolaba Races, 10 Sydney Southport Races, 8 Montagu Island Races and 20 seasons of the Cruising Yacht Club of Australia's ("CYCA") long and short ocean point scores. Annexed and marked "A" is a true copy of my sailing log which sets out my sailing experience from 1961 to 1998.
2. I am a licensed radio operator and AYF Safety Officer. I have also completed the AYF Inshore Certificate.
3. I have been a member of the CYCA for 16 years. In July 1993 I was elected to be a member of the CYCA Board of Directors ("the board") and since that time have held various positions on the board. Namely, Rear Commodore from July 1994 to June 1995, Vice Commodore from July 1995 to June 1996 and Commodore from July 1996 to June 1998.
4. I was also a member of the Sailing Committee from July 1995 to June 1997 and July 1998 to June 1999. By virtue of my position as Vice Commodore, I was Chairman of the Sailing Committee from July 1995 to June 1996.
5. After 1998 SHYR I was appointed Chairman of the SHYR Review Committee ("the Review Committee").
6. In the following paragraphs I will set out my involvement in the 1998 SHYR and the Review Committee.

1998 SHYR

7. In the weeks leading up to the 1998 SHYR, the board requested that I be the CYCA media spokesperson for the SHYR as Hugo Van Kretschmar, the then Commodore, was sailing in the race. As such, I was to host the VIP Boat for the start of the race and go to the CYCA to listen to each of the Skeds from 27 December 1998 onwards and, at the conclusion of each Sked, be available to give press conferences if necessary.
8. On the day or two before the SHYR, I obtained by poll fax from the Bureau of Meteorology ("BoM") the latest weather maps. From my review of those weather maps, I was of the opinion that the 1998 SHYR had the potential to be one of the toughest races on record. I thought it would be a tough race because it appeared the fleet would encounter an east coast low similar to that experienced in the 1984 and 1993 races. In fact, the weather system experienced during the 1998 race was very different to that experienced in the 1984 and 1993 SHYR.
9. On 26 December 1998 I hosted the pre-SHYR cocktail function at the CYCA and then, went out on the harbour on the VIP starting boat. I was out on the harbour from approximately 1130 to 0300. To the best of my recollection, after coming ashore I went to the CYCA for a few drinks and then went home. At the time I left the CYCA I was not aware that BoM had issued a storm warning.

27 December 1998

10. On 27 December 1998 I went to the Sailing Office to listen to the 0300 Sked. To the best of my recollection, Mark Robinson, Peter Campbell and Lisa Smith also listened to the 0300 Sked. During the 0300 Sked I recorded the yacht's positions and the weather forecast. Annexed and marked "B" is a true copy of my notes of the weather forecast. I also recall the winds were expected to increase to 40 to 45 knots although I did not write that down on the attached notes. I was not alarmed by the weather forecast. It was consistent with my expectations. I also recall that approximately 6 yachts advised during the Sked that they were retiring. I was not concerned by the number of retirements. Retirements were to be expected given the strong north easterly and north westerly winds the fleet experienced during the first leg of the race.

- After the 0300 Sked, I was interviewed on radio by a couple of stations. After those interviews, I decided to stay at the CYCA and to continue to monitor Channel 4483 as I thought it was likely there would be more retirements because of the hard running northerly winds and oncoming change and that, in those circumstances, it would make a lot of sense to just stay at the CYCA.
12. In the period leading up to the 1400 Sked I recall further yachts advised they were retiring and *Doctel Rager* reported it was experiencing winds of 50 to 60 knots with gusts of 70 knots plus. I was not alarmed by the weather reported by *Doctel Rager* as I thought it was likely the front had hit and in my experience during the first few hours of a front it is common to experience very strong gusts. Then, during the 1400 Sked, I recall that *Sword of Orion* advised it was experiencing westerly winds of 50 to 65 knots with gusts of up to 80 knots.
13. During the 1400 Sked, at approximately 1500, I received a telephone call from Greg Halls. To the best of my recollection, we had a conversation to the following effect:
- He said: "Bushy, I've been following the Sked on my HF. There's going to be a lot of retirements. Do you want me to go to Eden?"
- I said: "I don't know, I don't have any authority. Let's just wait and see what happens. We'll talk later".
14. Shortly thereafter, Halls telephoned me again and said words to the following effect:
- He said: "I'll be on stand-by, here are my phone numbers. Phone me."
15. At or about that time, we started receiving telephone enquiries from relatives and friends. Furthermore, the press were wanting to interview me in relation to the 1400 Sked. Fortunately at that time some CYCA members and staff were at the club, so I organised for them to answer the telephone enquiries whilst I dealt with the press. Those CYCA members and staff and, members who later came to offer assistance, manned the telephones at the CYCA for the remainder of the race. I will refer to the CYCA members and staff who manned the telephone inquiry centre at the CYCA as the "CYCA team".
16. At or about the 1400 Sked on water incidents began to be reported and increased as the afternoon progressed. At or about 1700 AMSA had declared a May Day for the general area because there were multiple incidents and 60 knots plus winds.

17. At 1800 the CYCA was receiving a constant flow of telephone enquiries and the press were seeking further information in relation to the on water incidents being reported. Therefore, I briefed the CYCA team and:
- (1) Directed that they record incidents/events as they became aware of them via the HF radio, the Race Control Centre ("RCC") or otherwise so that they could give relatives the most up to date information at hand. Furthermore, that they should record their activities so that we could refer to them if necessary. Throughout this period I also kept a log of my activities and the incidents/events as I became aware of them; and
 - (2) Allocated each of the yachts involved in a on water incident to an individual and directed that only that person was to liaise with the relatives of that yacht. For example, Jon Meyer was the contact person for the relatives of the crew from *Winston Churchill*, who we were later advised had issued a May Day, abandoned their yacht, which was sinking, and were in life rafts.
18. From 1800 onwards, I oversaw the CYCA team, briefed the contact persons for individual yachts in relation to what information could be released, dealt with the press, liaised with the RCC and kept abreast of the status of the fleet and in particular, the yachts involved in on water incidents.
19. During the remainder of the evening the incidents being reported continued to escalate including the issuing of May Days, man overboard ("MOB") being reported on *Kingurra* and *Sword of Orion* and yachts being rolled or knocked down and dismasted.
20. At or about 2000 I telephoned Greg Halls and requested that he go to Eden to assist with the retiring yachts, to which he agreed. Shortly thereafter, I facsimiled Halls a list of entrants which noted the yachts that were heading for Eden and a status report on the major incidents. Attached and marked "C" is a true copy of my facsimile to Halls, which I also facsimiled to the RCC. I no longer hold the list of entrants which was facsimiled to Halls.
21. By late 27 December 1998 a lot of yachts that had been dismasted and/or retired were heading to Eden. I recall at the time, I was of the opinion that heading back towards Eden was not the safest course as those yachts would have to sail beam on across the waves and thus, be more likely to get into trouble. This opinion was based on my experience during the 1993 SHYR. In that year, we retired and were heading back to Eden, when we experienced a particularly bad knockdown. After the

knockdown, we altered course away from Eden as we felt sailing beam on across the waves made us too vulnerable to another knockdown.

28 December 1998 onwards

22. In the early hours of 28 December 1998 Halls arrived in Eden. At or about that time I arranged for an update on the status of the fleet to be facsimiled to him. Attached and marked "D" is a true copy that facsimile. At or about that time, I was advised by the RCC that Glynn Charles was the MOB from *Sword of Orion*.
23. At approximately 0300 on 28 December 1998 I went home for approximately an hour and had a shower.
24. At approximately 0500 I left a message with Peter Campbell, the Media Director, directing him not to give any press conferences without my approval. I did this because I wanted to ensure that no information was released in relation to the fleet until it had been approved and confirmed by AMSA and it was appropriate to do so.
25. At some time during this period Hugo Van Kretschmar ("Hugo") telephoned the CYCA and informed a member of the CYCA team he was sailing back to Sydney. Then, at some stage I spoke to Hugo on his mobile telephone and gave him an update on everything that had occurred over the previous 24 hours. During that discussion we agreed that when Hugo arrived later that morning, he should take over as the CYCA media spokesperson.
26. By 0900 on 28 December 1998 approximately 25 to 35 journalists had congregated outside the CYCA and stayed there throughout the day. Consequently, at or about 0900 I gave a press conference and continued to give press releases approximately every hour or so.
27. At or about that time, I was advised that 7 crew from *Business Post Naiad* had been airlifted with two dead crew remaining on board. At that stage the identity of the two dead crew members was unknown. I recall being shocked that two people from *Business Post Naiad* had died because as far as I was aware they were motoring to Eden.
28. Hugo arrived back at the CYCA at or about midday. As soon as he stepped ashore, I gave him a detailed brief on the status of the fleet and in particular, the major on water incidents including that two crew from *Business Post Naiad* had died and AMSA were still searching for Glynn Charles and the life rafts from *Winston Churchill*.

During that brief, we agreed that Hugo should fly to Hobart to support the RCC. After my brief, Hugo and I gave a press conference then Hugo flew to Hobart. Over the next 3 or 4 days Hugo travelled to Hobart, Launceston to visit the families of the men who died on *Business Post Naiad*, back to Sydney to visit the families of the crew from *Winston Churchill* and then, back to Hobart again for the memorial service.

29. Throughout that period I had numerous conversations with Hugo in relation to 1998 SHYR. During one of those conversations, I advised Hugo that I thought the CYCA should initiate its own review of the 1998 SHYR and that, if he thought it was appropriate, I was available to chair an independent committee which would review all aspects of the race. Hugo agreed with my suggestion and on 29 December 1998 Hugo made a press announcement that the CYCA was initiating an internal enquiry into the 1998 SHYR which I would be chairing. Attached and marked "E" is a true copy of the CYCA's press release on 29 December 1998.

CYCA's SHYR Race Review Report ("HRR")

30. In the week after the above press conference, I received numerous expressions of interest from people who wanted to be on the Review Committee and/or contribute in other ways. At or about that time I considered the portfolio of skills we would need on the Review Committee, reviewed the make up of the committee chosen to prepare the 1979 Fastnet Report, talked to various people in relation to their interest in being on the Review Committee and then, from those investigations formulated my proposed committee.
31. At or about that time I also drafted the terms of reference for the review, which I largely based on the 1979 Fastnet Report.
32. Shortly thereafter, I discussed my proposed review committee and draft terms of reference with Hugo. During that discussion we decided Greg Halls, Richard Hammond, Roger Hickman, Grant Simmer, Howard Elliott and Donald Graham should be invited to be on the Review Committee for the reasons set out in the Preface to the HRR. We also agreed that the draft terms of reference should be amended so that the cause of the six fatalities was not within the scope of the review.
33. It should be noted that at or about this time, I had a discussion with Hugo during which I made it very clear that I would only chair the Review Committee if it had its own level of independence and the CYCA board could not change any of the findings or recommendations. After some discussion, Hugo agreed that the review should proceed on that basis.

34. At or about this time, I decided it was important to ensure that the three yachts with fatalities had complied with the eligibility requirements for the SHYR. Consequently, I requested that Phil Thompson go through the application and entry documentation for *Business Post Naiad*, *Sword of Orion* and *Winston Churchill* to confirm they complied.
35. After my meeting with Hugo, I commenced drafting a questionnaire which was to be sent to all competitors in the 1998 SHYR.
36. On 7 January 1999 Thompson advised me that *Business Post Naiad's* current IMS certificate did not comply with the stability requirement ("the current certificate"). At that point, I removed the current certificate from the Sailing Office and stored it in the Review Committee's files and made a file note Thompson's discovery and the whereabouts of the current certificate. Then, on 11 January 1999 I requested David Lyons prepare a report on the materiality of a yacht having a stability index of less than 110 degrees. Furthermore, at or about that time I requested Thompson check all the application and entry documentation to ensure the remainder of the fleet complied with the SHYR eligibility requirements, which they did.
37. On 9 January 1999 I had a meeting with the Coroner and showed him the draft terms of reference to ensure he was happy with the proposed review process. During that meeting, the Coroner advised that he was happy for proposed review to proceed, so in or about mid January 1999 I called the first Review Committee meeting. During the first meeting, the Review Committee formed two sub committees, one to look particularly at life rafts and the other at administration and communications. The life rafts committee was chaired by Greg Halls and included David Lawson, Teki Dalton and John Hornsby. The administration and communications committee was chaired by Donald Graham and included Jon Meyer, Steve York, Howard Elliott and Maria Foley.
38. From January to May 1999, the Review Committee did the following:
- (1) Distributed the questionnaire I had drafted to the 115 competitors in the 1998 SHYR.
 - (2) Arranged for the 110 responses to the questionnaire to be collated by Yann, Campbell, Hoare and Wheeler, a market research company.
 - (3) Interviewed the crews of 28 yachts. Those 28 yachts included all yachts involved in a search and rescue operation, all yachts with fatalities, different sized yachts that finished, different sized yachts that retired, yachts that

sought shelter and continued on to Hobart after the storm and 4 yachts which had either a low or high stability index.

I did not arrange for particular committee members to interview particular yachts. The interviews were arranged by the committee's secretary on the basis of crew and committee member availability.

Before the interview process commenced, I advised the committee members to obtain full details of the yacht's crew experience, pre-race preparations, weather conditions experienced before and during the storm, precautions taken during the storm and any problems/incidents experienced during the race. I specifically directed that the cause of the six deaths in the 1998 SHYR was not to be discussed as those issues were being investigated by the Coroner.

- (4) The two sub committees prepared reports on life rafts and administration and communications, which were subsequently incorporated into the HRR. I note that Donald Graham stepped down from the Review Committee due to work commitments. As a consequence, Jon Meyer replaced him on the Review Committee and as chairman of the subcommittee on administration and communications.
 - (5) In addition to the investigations undertaken by the sub committee for administration and communications, I interviewed Hans Sommer, Phil Thompson, Mark Robinson, AMSA and BoM.
 - (6) Reviewed submissions and reports from third parties.
 - (7) Drafted the HRR report based on the above research.
39. At the time of preparing this statement I was asked to describe the remarks I made to the crews and in particular, the crew of *Business Post Naiad* at the beginning of my interviews. By way of background, I note that from January 1999 onwards I received numerous telephone calls from crew members seeking my advise as they had been contacted by the police for an interview. From those conversations, I understood that the police were not making people aware of the interview process including their right to have a lawyer present during the interview and/or to decline to be interviewed if they wished. In response to those requests for advise, I always responded by saying words to the following effect:

I said: "You have no obligation to talk to the police and you are entitled to have a lawyer present if you wish. The police will tape the interview and give you a copy of the tape to take away. Having said that, the club is co-operating with the police and we think it's in the best interest if everyone co-operates. Look the police have asked the club for lots of things and we've given them everything they've asked for. You should also be aware that if you choose not to be interviewed, they do have the option to subpoena you and then, you would have to appear before the Coroner".

40. Similarly, at the beginning of all my interviews with crews I said words to the following effect:

I said: "I want to do an interview about the SHYR. These are the topics I would like to cover. Crew experience, your pre – race preparations, the weather conditions you experienced before the storm and during the storm, the precautions you took during the storm and any problems you experienced during the race. We're doing this as a collective thing as opposed to speaking to you individually as we would like to get some consensus from you as to what occurred. However, in this whole interview process, you are not obliged to talk to me like you are not obliged to talk to the police. You are also entitled to have a lawyer present for our interview if you wish. Having said that, the CYCA is trying to improve the management and conduct of the SHYR through its internal review and thereby, decrease the possibilities of further deaths in the SHYR and I would be very grateful if you would agree to proceed with the interview".

Generally the crews were more than happy to be interviewed. However, on one or two occasions certain crew members declined to be interviewed after the above remarks given the sensitive nature of the facts in issue. I note that I also advised the other committee members that they should make remarks to the crews at the beginning of their interviews in the above terms.

41. The *Business Post Naiad* interview was the last interview I conducted. It was a very long, emotional and difficult interview. At the beginning of the interview I made remarks in the terms set out above and they agreed to proceed with the interview. At no time during the interview did I advise them not to agree to be interviewed by the police. It was my practice when crew members discussed with me whether they

should participate in a police interview, to encourage them to do so. However, after I finished my interview and I was talking generally with the *Business Post Naiad* crew, we had a conversation to the following effect:

Walker said: "The police are coming down to interview us again in a couple of weeks".

From the above statement and my time with the *Business Post Naiad* crew, I had the impression that the crew were very concerned that the police had recently contacted them for another interview and how the Coronial Inquest might affect them. Given they were obviously distressed about the upcoming police interview, I felt that perhaps they should seek some legal advise. The conversation then continued to the following effect:

I said: "If your that worried about it, your not obliged to speak to the police. Also your entitled to have a lawyer present. The only time you have to get up and speak is when the Coroner calls you up".

One of them said: "We didn't know that".

I said: "If your concerned about your legal position, perhaps it would be a good idea if you collectively get a lawyer to give you some advise".

I did not discuss the matter any further as I was mindful that *Business Post Naiad's* invalid certificate was being investigated by the Coroner.

42. Throughout the period from January to May 1999 the Review Committee met fortnightly. Hugo was invited to attend some of those meeting. After the Review Committee finished the HRR, as a matter of courtesy, Hugo was given the opportunity to the read the report prior to publishing.
43. The HRR was completed in May 1999 and the CYCA board appointed Bruce Rowley, Phil Thompson and Hans Sommer to implement the HRR recommendations. In June this year I compiled a report on the manner in which the HRR recommendations have been implemented by the CYCA. A true copy of my report dated 15 June 2000 is marked "PHB - 1".

44. I refer to page 57 of the HRR which states in the final paragraph that the Chairman of the Race Committee was unsure of the precise responsibilities of the Race Committee. I would like to take this opportunity to expand on that comment. From my interview with Hans Sommer, I formed the opinion that he understood the rôle of the Race Committee in a "normal" SHYR. Namely, that:

- (1) The day to day race management was to be performed by the Race Management Team under the supervision of Phil Thompson, the Race Director;
- (2) The Race Committee was to be available if necessary to convene and deal with any issue which arose during the race; and
- (3) His primary role as Chairman of the Race Committee was to be the CYCA figurehead and as such, liaise with yachts and sponsors.

45. However, I was opinion that Sommer was unsure of the precise ambit of his responsibilities as Chairman of the Race Committee and/or the Race Committee generally in the event of an on water crisis such as that which occurred in 1998. In this regard, it should be noted that in 1998 there was no manual which detailed the responsibilities of the Race Committee and Race Management Team in the event of an on water crisis. Section A of ISAF's Race Management Manual provided some general guidance on the responsibilities of an organising club, its committees and key personnel. However, it was specifically written for regattas and is silent on the manner in which long offshore races such as the SHYR should be managed and/or the responsibilities of the Race Committee and Race Management Team in the event of a crisis.

Team Jaguar

46. I interviewed the crew of *Team Jaguar* as part of the HRR review process. During that interview the crew advised me that at approximately 1000 on 27 December 1998 they were dismasted and as a consequence, their HF, VHF and Sat Com C aerials were broken. Then, at approximately 1400 *Team Jaguar* was knocked down by a rogue wave which resulted in over 2 tonnes of water entering the yacht disabling the HF and VHF radios and the GPS. The HF radio later became operable but, as a result of the water damage, *Team Jaguar* could only transmit and receive on Channel 4483 for the remainder of their time at sea. I refer to pages 86 to 89 of Volume 13D, being the notes of my interview with *Team Jaguar* on 21 February 1999.

Police interview

47. I have reviewed my police interview dated 21 July 2000 and wish too add the following comment in relation to my some of my answers.
48. I refer to my answers to questions 28 and 29 and note that I did not personally check the application and entry documentation for *Business Post Naiad*, *Winston Churchill* and *Sword of Orion*. I arranged for Phil Thompson to do those investigations on my behalf.
49. I refer to my answer to question 98 and note that the Sailing Office had the day to day responsibility for the vetting and processing of applications and entries. However, the ultimate responsibility moves up the CYCA management hierarchy via the Sailing Committee and General Manager and ultimately rests with the CYCA board.

Dated: 15 July 2000



Peter Hallam Bush

SAILING LOG OF PETER BUSH

SUMMARY

MILES RECORDED ARE ALL LOGGED OFFSHORE

Total Miles = 99,720.

1. Miles logged as **Skipper/Navigator**.

Total = 91,370.

2. Miles logged **two-handed** Skipper/Navigator.

Total = 5,800.

3. Miles logged **single-handed**.

Total = 2,700.

- Number of days on board = 970.
- Number of night hours = 3.562.

SUMMARY OF OFFSHORE EXPERIENCE

- 20 years offshore racing.
- 25 years offshore cruising.
- Completed in all major ocean races and regattas on East Coast, including:
 - 14 Sydney – Hobart
 - 16 Sydney – Mooloolaba
 - 10 Sydney – Southport
 - 20 seasons CYCA Long and Short Ocean Point Scores
 - 8 Montagu Island Races
- 7 years – two-handed racing, including Lord Howe Island (450nm).
- Nearly 3,000 miles single-handed.
- The bulk of all offshore miles have been as skipper and navigator of my own yachts.

CURRENTLY HOLD:

- St. Johns Ambulance – Senior First Aid (copy attached).
- Radio Operators Licence (copy attached).
- AYF Safety Officer Accreditation (copy attached).
- AYF Inshore Certificate.

ASSOCIATED SAILING INTERESTS:

- Member Middle Harbour Yacht Club 1978 – 1984.
- Member Cruising Yacht Club of Australia 1984 – 1999.
- Board Member Cruising Yacht Club of Australia 6 years, including:
 - Rear Commodore
 - Vice Commodore
 - Commodore
 - Currently Immediate Past Commodore.
- CYCA Sailing Committee 3 years, Chairman 1 year.
- Currently, Chairman 1998 Sydney-Hobart Yacht Race Review Committee.
- Completed Navigator Courses run at the C.Y.C.A. by Mr. Gordon Marshall:
 - Coastal 1981
 - Celestial 1982

LOG OF EXPERIENCE

Date	Yacht	LOA	Event/Activity	Role	Offshore Miles Only	Days on Board	Night Hours
1961 to 1968	Dingys to 16' Skiffs		8 seasons racing dingys and skiffs in Club events: Middle Harbour, Pittwater and Botany Bay.	Crew	-	-	-
1972	Swanson	42'	Cruise/delivery to Whitsundays.	Crew	1,500	38	244
1971 to 1973	"Retreat" (Father's boat) Ranger 26	26'	Cruising Pittwater, Sydney Harbour & NSW Coastal - Port Stephens/ Coffs Harbour.	Crew/Skipper	1,200	50	96
1973 to 1974	'Carnival Spacesailer" (Father's boat)	28'	Inshore racing with Royal Prince Alfred Yacht Club, Pittwater, NSW Coastal Cruising.	Crew/Skipper	500	30	100
1974	"Bluebird"	23'	Jog racing (MHYC) & Coastal Cruising.	Owner/Skipper/ Navigator	2,000	40	100
1977 - 1979	"Bushwacker" Mottle 33	33'	Inshore racing, 3 seasons summer & 3 seasons winter: 2 x cruise to Coffs Harbour 2 x cruise to Port Stephens 1 x cruise to Jervis Bay	Owner/Skipper/ Navigator	6,500	55	128
1979	"Casablanca"	48'	Sydney - Hobart Yacht Race	Crew	650	5	36
1979 to 1980	"Farr-Out" Farr 1104	37'	CYCA Summer Point Scores, Montagu Island Race, Sydney - Brisbane Race	Owner/Skipper/ Navigator	4,000	44	100
1980	"Longnose" Adams 42	42'	Sydney - Hobart Yacht Race	Crew	650	4	24
1981	"Casablanca"	48'	Sydney - Hobart Yacht Race & Return	Owner/Skipper/ Navigator	1,300	12	90

Date	Yacht	LOA	Event/Activity	Role	Offshore Miles Only	Days on Board	Night Hours
1982	"Casablanca"	48'	CYCA LOPS/SOPS, Montagu Island, Sydney-Mooloolaba (& return), Sydney-Hobart (& return).	Owner/Skipper/Navigator	4,000	61	176
1983	"Casablanca"	48'	CYCA LOPS/SOPS, Winter Point Scores, Montagu Island, Sydney - Hobart, Sydney - Mooloolaba (& return)	Owner/Skipper/Navigator	3,800	47	140
1984	"Wraith of Hamble"	55'	Melbourne to Sydney	Owner/Skipper/Navigator	700	9	64
1984	"Wraith of Hamble"	55'	Cruising Various - NSW Coastal	Owner/Skipper/Navigator	400	8	24
1984	"In the Navy" Farr 37	37'	CYCA LOPS, Sydney - Hobart Yacht Race	Navigator	1,800	18	64
1985	Various		CYCA SOPS	Crew/Navigator	500	16	NIL
1985	"Ragamuffin"	Maxi	CYCA LOPS, Sydney - Mooloolaba	Helmsman	1,600	14	48
1985 (Nov)	"Big Schott"	42'	Delivery, Brisbane - Sydney	Owner/Skipper/Navigator	500	6	40
1986	"Big Schott"	42'	CYCA LOPS/SOPS, Sydney - Mooloolaba (& return), Sydney - Southport (& return), Sydney - Hobart (& return)	Owner/Skipper/Navigator	6,950	61	140
1987	"Big Schott"	42'	CYCA LOPS/SOPS Autumn, Sydney - Mooloolaba (& return), Sydney - Southport (& return), CYCA LOPS/SOPS Spring, Sydney - Hobart (& return)	Owner/Skipper/Navigator	6,100	47	128
1988	"Big Schott"	42'	Tall Ships - Hobart - Sydney (Dismissed & return to Hobart)	Owner/Skipper/Navigator	400	3	16

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Date	Yacht	LOA	Event/Activity	Role	Offshore Miles Only	Days on Board	Night Hours
1988	"Big Schott"	42'	Hobart - Sydney	Owner/Skipper/ Navigator	640	6	40
1988	"Big Schott"	42'	Sydney - Southport (& return), CYCA LOPS/SOPS, Sydney - Hobart (& return)	Owner/Skipper/ Navigator	3,300	36	174
1989	"Big Schott"	42'	CYCA LOPS/SOPS, Sydney - Mooloolaba (& return), Sydney - Southport (& return), CYCA LOPS/SOPS, Sydney - Hobart (& return)	Owner/Skipper/ Navigator	7,200	53	160
1989 (Oct)	"Ruff&Tumble" Cole 43	43'	Sydney - Lord Howe Island (& return)	Helmsman (Navigator also on return)	840	9	48
1990	"Big Schott"	42'	CYCA LOPS/SOPS, Sydney - Mooloolaba (& return), Sydney - Southport (& return), CYCA LOPS/SOPS, Sydney - Hobart (& return)	Owner/Skipper/ Navigator	6,800	59	104
1991	"Blind Panic" Adams 55	55'	CYCA LOPS/SOPS, Sydney - Mooloolaba (& return)	Owner/Skipper/ Navigator	2,400	19	80
1991	"Blind Panic"	55'	Short Handed Sailing Association Offshore Winter Series - 2 handed (6 races)	Owner/Skipper/ Navigator	600	6	24
1991	"Blind Panic"	55'	Sydney - Southport (& return) - Return 2 handed (410 nm)	Owner/Skipper/ Navigator	820	8	48
1991	"Blind Panic"	55'	2 handed Sydney - Lord Howe Island (& return)	Owner/Skipper/ Navigator	820	6	48
1991	"Blind Panic"	55'	CYCA LOPS/SOPS, Sydney - Hobart	Owner/Skipper/ Navigator	1,850	16	72

Date	Yacht	LOA	Event/Activity	Role	Offshore Miles Only	Days on Board	Night Hours
1992	"Blind Panic"	55'	CYCA LOPS/SOPS, Sydney - Mooloolaba (& return), Sydney - Southport (& return)	Owner/Skipper/Navigator	3,400	26	96
1992	"Blind Panic"	55'	2 Handed Winter Series	Owner/Skipper/Navigator	600	6	20
1992	"Blind Panic"	55'	CYCA LOPS/SOPS, Sydney - Hobart (& return)	Owner/Skipper/Navigator	2,800	20	48
1993	"Blind Panic"	55'	CYCA LOPS/SOPS, Sydney - Mooloolaba (& return), Sydney - Southport	Owner/Skipper/Navigator	3,500	25	100
1993	"Rager" Elliot	55'	Sydney - Hobart (& return) (Retired off Tasmanian Coast)	Owner/Skipper	1,000	5	40
1994	"Rager"	55'	CYCA LOPS/SOPS	Own/Skip/Nav	1,500	10	64
			Sydney - Mooloolaba (& return)	Owner/Skipper	1,100	8	50
			Sydney - Southport (& return)	Owner/Skipper	900	7	48
			CYCA LOPS/SOPS	Own/Skip/Nav	1,600	9	48
1995	"Rager"	55'	Sydney - Hobart (& return)	Own/Skip/Nav	1,400	8	64
			CYCA LOPS/SOPS	Own/Skip/Nav	1,500	9	50
			Sydney - Southport (& return)	Own/Skip/Nav	900	6	40
1996	"Rager"	55'	Sydney - Hobart	Owner/Skipper	650	3	24
			CYCA LOPS/SOPS	Owner/Skipper/Navigator	1,500	9	50
1997 (Feb)	"Kidnapped" Sayer 40	40'	CYCA LOPS/SOPS	Owner/Skipper/Navigator	600	4	24
1997	"Kidnapped"	40'	Short Handed Sailing Association Winter Series (Offshore)	Owner/Skipper/Navigator	700	6	16
1998	"Kidnapped"	40'	CYCA LOPS/SOPS	Owner/Skipper/Navigator	1,900	16	64
			Sydney - Southport	Owner/Skipper/Navigator			

Peter Bush

Owner/Skipper - "Colonial Heritage" & "Kidnapped"

Date	Yacht	LOA	Event/Activity	Role	Offshore Miles Only	Days on Board	Night Hours
1998	"Kidnapped"	40'	Southport - Whitsundays	Owner/Skipper/ Navigator Single Handed	1,200	10	80
1998	"Kidnapped"	40'	Whitsundays - Sydney	Owner/Skipper/ Navigator Single Handed	1,500	14	112
1998	"Kidnapped"	40'	CYCA LOPS/SOPS	Owner/Skipper/ Navigator	1,200	8	40

|



POSTAL AND TELECOMMUNICATIONS DEPARTMENT

RB 105A (Reprint Sept. 79)

Wireless Telegraphy Regulations Certificate No. N3602

RESTRICTED OPERATOR'S CERTIFICATE OF PROFICIENCY IN RADIO TELEPHONY

THIS IS TO CERTIFY THAT Peter Hallam BUSH has satisfied the Minister that he has:

- (a) a practical knowledge of the working and adjustment of such type or types of radiotelephone installation as is, or are, specified by the Secretary;
- (b) ability to send, and receive correctly, messages by tele-phone;
- (c) a knowledge of the regulations for the time being in force under the Telecommunication Convention relating to the exchange of radiotelephone communications, to interference and to the Distress, Urgency, Alarm and Safety Signals;
- (d) a knowledge of the precautions necessary for the safety of the installation referred to in (a) above; and
- (e) made a Declaration that he will preserve the secrecy of radio communications.

Issued this Fifteenth day

September 1980

Sydney

By Authority of the Minister

P. J. Brennan



Yachting Association of New South Wales

SAFETY OFFICER'S ACCREDITATION

Name PETER BUSH

Address 67 HOLT AVENUE

MOSMAN 2088

CRUISING YACHT CLUB

Club OF AUSTRALIA

Expiry 30/6/2001

St. John Ambulance Australia

This is to certify that PETER H. BUSH BUSP000014

qualified in SENIOR FIRST AID

at Surry Hills on 27/10/98

valid to 27/10/01 Certificate Number N/9800001085

Your examination results in SENIOR FIRST AID were:

Th. ey - PASS
Practical - PASS

St. John Ambulance Australia

WorkCover approval No. SFA 8901
This is to certify that PETER H. BUSH BUSP000014

qualified in SENIOR FIRST AID

8SH1577

at Surry Hills on 27/10/98

P. J. Brennan Director
Certificate Number N/9800001085
expiry date 27/10/01

1- Abn Anro ~~...~~ IN TOW (TAKING WATER)

BATTENANS BAY COASTAL PATROL VESSEL "SATURN" 4

7-8 miles E BATTENANS BAY AT 0800. NAME

- CHALLENGE AGAIN LAST MAIL 0/5824
+ RECEIVED.

- "SWEDEHAMN" + "SYDNEY" LINDERS

WIND
DAYS
NOTED

↓
Highly

WEATHER ISSUED AT 02135 J6 → 5450.
SYNTHETIC: DEEPENING LOW 315 149 E
MOVING ENE @ 20K.
COLD FRONT 385 152 E 418. 149 E.
MOVING E @ 20K.
SWIFTER WARMING FRONT OF MERIMBULA
SMALL WIND
W-SW 25-30K WITH SPORADIC GUSTS.

→ Radio Spent 112.

Low Cable

QW. WIND TITING

→ King Buoy ~~...~~ HOURS TO SYDNEY ETA
2211G
0515 - 3628 - 15058.
TAKING WATER

SAPPHIRE ISLANDS ASSASSINATE DAMAGE
(Abn Anro - BATTENANS BAY)

Attention Greg

Attached is a brief summary of withdrawals as we understand them at this time 2045 and a situation report on major incidents, the most critical being a MOB on Sword of Orion timed at 1920 and still missing.

Race Management and media centre have both moved to Hobart and there numbers appear on the attached sheet.

Yours key contacts should be Phil Thompson, Mark Robinson or Bruce Rowley in Hobart or myself in Sydney. All the relevant phone numbers appear on the attached sheet in addition the direct line to the sailing office is 9363 4445 and fax is 9363 9745. At this time we would expect to be here overnight. Phil advised me that a large number of yachts have advised ETAs in Eden for early am tomorrow 28 /12 /98. Please do whatever is necessary to ensure that we are in the best position to manage the safety of all those still at sea and incur any necessary expenses on behalf of the CYCA.

1800 hours

Business Post Naiad

Rolled Major Structural Damage. No Injury. Mayday Sent. Fleet to Assist. TBA__
Closest Boat. No Imminent Danger. Peter Bush assumes no rig. Police
Chopper on route at 1905.

1700 hours

Solo Globe Challenger

Rolled and dismasted all OK. Pippin standing by – 1910 Released and Racing.
Epirb believed activated.

1700 hours

AMSA declares Mayday for general area. Winds of 60 knots and multiple
incidents.

2007

Business Post Naiad. Update

3 X POB now recovered, but suffering hypothermia and possibly shock.

2010

Rapscallion retiring to Eden – injured crew.

2015

Gundy Grey

Lost Liferaft and inflated after knockdown. Minor damage and minor injury gone
to Eden. POS 37 34 150 49.

1840

Kingurra at 37 35 150 36

Rolled MOB – Recovered at 1910

1920

Sword of Orion

MOB at 38 14 150 24

Chopper on Route

1920

B52

Activated Epirb

Nothing Else Known

Dear Phil, Bruce

The following attached pages have been faxed to Greg Halls

He is currently on his way to Eden, he will supply us with contact details down there ASAP.

He will co-ordinate / assess the arrival of retired vessels.

His contact numbers are as follows:

Mobile: 0412 113921

Mobile Fax: 04122 16607



Yacht Club of Australia

New Beach Road, Darling Point, N.S.W. 2027
Telephone: (02) 9363 9731 • Fax: (02) 9363 9745

ADDRESS ALL CORRESPONDENCE TO THE GENERAL MANAGER

facsimile TRANSMISSION

to: Greg Hall
 fax #: 0264963589
 from: CYC SYDNEY
 date: 28/12/98
 re: Update information Syd 160 98
 pages: 3

Comments:

This is the current list, will update later

We are glad we are assured this time

Garin Wilson

Sydney-Hobart Attrition Summary

Retired	Yacht	Reason	To	ETA	Remarks
300	ABN AMRO	Rudder	Batemans	Arrived	
300	Sledgehammer	Rudder		In Pitwater	
515	King Billy	Taking Water	Sydney	8am 28/12/98	
630	Wild Thing	Rig Damage	Eden	0600 27/12/98	
705	Marchioness	Rig Damage	Sydney	0500 28/12/98	
1045	Assassin		Sydney		
1115	Red Jacket		Eden	Arrived	
1200	Inkeeper	Sail Damage	Eden	Arrived	
1400	Henry Kendall		Eden	Arrived/sheltering Cont.	
1400	Elyston Blue		Sydney	Still racing	
1400	Industrial Quest		Bermagui		
1400	Maglieri Wines	Structural Damage	Eden	ETA?	Dixie Chicken Assisting
1910	Outlaw		Eden	Sheltering/Racing	Sheltering Not Retired
1400	Polaris		Eden	Sheltering/Racing	
1400	She's Apples		Eden		
1400	Wide Load		Eden	Arrived at 2018	
1400	Secret Mens Business		Eden		
1400	Tartan		Jervis Bay		
1400	Kickatinalong	Rigging	Eden		awaiting a tow to eden
1400	Team Jaguar	Sail Damage	Eden		Sailing at 50degrees
1800	Bobsted	Abandoned Ship	Eden		Arrived at Mallacoota Hospital
1800	Stand Aside		Eden		
1800	Solo Globe Challenger		Eden		
1800	Ruff N Tumble		Eden	Arrived	
	Sydney		Sydney	2335 Abeam of Port Hacking	
1800	Winston Churchill	Taking Water Crew Abandoning Ship?	Eden	situation unknown seaching	Y E on its way to assist
2010	Rapscallion	Crew Injury	Eden		Appears OK Distress Call? Epirb?
1520	BS2	Dismasted at 38 21 150 34	Eden	Retired	
1930	Hummingbird		Eden		
	Secret Mens Business	Crew Injury	Eden	Arrived	
	Siana	Injured Crew	Eden	Due 1900	
	Kingarra	Rolled	Eden		
	Zeus II	Lost Rig	Eden		MOB Since Recovered
1020	Sword of Orion	MOB	Eden		
1030	Liquid Asset		Eden	Sheltering/Racing	

Sydney-Hobart Attrition Summary

20151 Gundy Grey			Eden	Due AM	Lost Liferaft
20451 Jubilation			Eden	Sheltering/Racing	
21001 Bright Morn Star			Eden	Due AM	
21301 Terra Firma			Eden	Due AM	
Challenge Again			Eden	ETA 2AM	Sheltering at Gabo Island
Inner Circle					Sheltering at Gabo Island
Adrenalin			Eden	Retired / due AM	
Solandra			Eden	Retired / due AM	
Dixie Chicken			Eden	Retired /due AM	
Alexander of Creswell			Eden	Retired / due AM	
22001 Mintinta	taking water -floor boards / 36 56 150 37		Eden	Rep-Syd Water Police	Trawler & Ship on Way to assist
Sagacious			Eden	Arrived	
Not Negotiable			? Cove	Arrived	
Indian Pacific			Eden	Arrived	
Cyclone			Eden	Arrived	
Ocean Road					
35 Sharp Hawk V			Eden	Sheltering in Eden	
Allusive			Eden	ETA 0345 28/12/98	
Stand Aside	Abandoned Ship		Eden	sheltering	sheltering in Eden 02:20 28/12/98
Business Post Naid	lost Rig ,running out diesel0200 28/12/98			crew in Malacuta hospital	Heading to eden
R52	lost rig				Heading to Eden

TELSTR
SYDNE
— TO —
HOBART

TELSTRA SYDNEY TO HOBART - MEDIA RELEASE

1500 hours, 29 December 1998

**CRUISING YACHT CLUB OF AUSTRALIA
ANNOUNCES A REVIEW OF HOBART
RACE PROCEDURES**



Commodore Hugo van Kretschmar announced today that the Cruising Yacht Club of Australia will launch a review of the conduct of the Sydney Hobart Yacht Race.

Commodore van Kretschmar said that while a thorough de-briefing and evaluation of race management is conducted every year, these exceptional circumstances warranted a more comprehensive review than usual.

Commodore van Kretschmar announced that Peter Bush, the immediate Past Commodore of the Club, will chair the Committee charged with the responsibility of the investigation, and will report directly to the CYCA Board.

Mr Bush, a veteran of 14 Sydney Hobart races, with more than 100,000 ocean racing miles, was in command of the Situation Room at the CYCA, for 40 hours as the events unfolded on December 27 and 28.

Mr Bush said that his first job would be to establish the frame of reference for the investigation, and to gather detailed information from competitors on the conditions and actions they took.

He indicated that there will also be a thorough review of safety equipment, practices and reporting procedures. Mr Bush further indicated that the Australian Maritime Safety Authority (AMSA) has agreed to assist in the review.

The CYCA review will take some months as the Coronial inquiries into the deaths of the crewmen of *Sword of Orion*, *Winston Churchill* and *Business Post Naiad* may dictate that some aspects may be subjudice.

Commodore van Kretschmar confirmed that the findings of Mr Bush's committee will be incorporated into not only the future Sydney Hobart races but all future long ocean races conducted by the Club.

Ends

Further Information:

Telstra Sydney to Hobart Media Centre

Phone: 03-62311460 Email: peter_campbell@bigpond.com

review

CORONERS COURT

**INQUEST INTO THE DEATHS IN
THE 1998 SYDNEY TO HOBART
YACHT RACE**

EXHIBIT – “PHB-1”

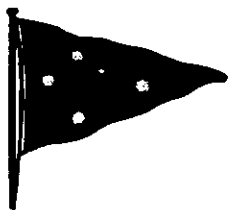
**STATEMENT OF PETER HALLAM
BUSH**

Filed for
**CRUISING YACHT CLUB OF
AUSTRALIA**

DEACONS GRAHAM & JAMES

Lawyers
Gold Fields House
Circular Quay
SYDNEY NSW 2000
DX 368
TEL: 9330 8000
FAX: 9330 8111
Ref: TMN:JRH:172486/3

BULK USER NO. 55



Cruising Yacht Club of Australia

A.C.N. 000 116 423

New Beach Road, Darling Point, N.S.W. 2027

Telephone: (02) 9363 9731 • Fax: (02) 9363 9745

Internet: www.cyca.com.au Email: cyca@bigpond.com

ADDRESS ALL CORRESPONDENCE TO THE CHIEF EXECUTIVE OFFICER

15 June 2000

Mr. John Harris
Partner
Deacons Graham & James
Gold Fields House
Circular Quay
Sydney NSW 2000

Dear John,

Re: 1998 Race Review Implementation

Attached is an audit and supporting documentation on what the Club has done to implement the recommendations of the 1998 Sydney Hobart Yacht Race Review Committee.

There are four videos to come, three of the different aspects of the Safety Seminars and one of the race briefing.

Please let me know if you need more.

**For and on behalf of the
Cruising Yacht Club of Australia**



PETER BUSH

A summary of changes to the event can best be gleaned by comparing the 1998 Notice of Race and Sailing Instructions, with those of 1999.

All changes have been highlighted.

Attachment 1 – Notice of Race

Attachment 2 – Sailing Instructions

Specific Review of the implementation of Recommendations of the Race Review Committee follow:

SECTION A

A1 Weather (Compulsory)

The weather recommendations have been implemented, with the exception of point 4 – “developing forecasting assets in Eastern Bass Strait”, which the BOM suggest has been negated new and improved forecasting model for the area. The CYCA has worked closely with the BOM to develop a comprehensive programme to educate competitors including the CYCA Safety Seminar Programme – and the provision of more frequent and easily understood and interpreted forecasts. (**Attachment 3**)

In addition, the Race Management team provided competitors with details of all weather information that could be accessed during the course of the event as part of the Sailing Instructions. Weather forecasts were increased to 4 times daily. (**Attachment 4**)

A BOM representative was with the Race Management Team for the entire event.

Yachts were required to report wind strengths in excess of 40 knots. In addition, Race Management initiated that the two weather only skeds, could be extended to be full position reporting skeds, in the event of heavy weather. This was implemented for the ‘tail enders’ in the 1999 race. While the Race Management team felt this was useful, these smaller boats reported that ‘skedding’ four times a day was onerous and a tiring task. (**Note: Attachment 4, 40.1**)

Barometers were not included as part of the yachts equipment. There is considerable discussion / conjecture on the accuracy of these devices on small vessels and their usefulness as a result.

Additional Measures taken beyond the Review Committee Recommendations:

- The weather briefing for the race was moved to 0800 on Boxing Day (rather than Christmas Eve) and effected by two BOM representatives. Considerable time was devoted to understanding / interpreting weather forecasts as well as the forecast itself.
- Additional weather skeds could be increased to full position reporting skeds (noted above).

A2 Gate / Equipment Check (Compulsory)

Fully implemented, and regarded by the competitors as a serious and onerous obligation.

SECTION B

B1 Eligibility (Compulsory)

- All changes to stability requirements and determination implemented.
- Long race made a prerequisite to entry for existing and new yachts. Note that the review by the Sailing Committee determined that only IMS stability data would be accepted for future Sydney Hobart Yacht Races, from 2000.
- All changes to crew experience implemented.

B2 Crew Experience – Education & Training (Compulsory)

CYCA, developed a comprehensive series of training seminars, assisted by manufacturers of safety equipment, Navy and BOM. (Schedule of seminars, number of attendees and other information pertinent to seminars - **Attachment 5**).

These included:

- Flare 'day' practical sessions of launching pyrotechnics.
- Life raft deployment, education and use of equipment found in the rafts.
- Helicopter rescue (Navy).
- Weather forecasting (BOM).
- Heavy weather sailing (several experienced heavy weather sailors discussed techniques, plus review of 1998 experiences).
- MOB.
- Safety booklet provided (**sample attached "Survival at Sea" – Attachment 6**).
- Much of this was repeated at the Race Briefing on 24 December (**see video attached**).

Recommended:

- More than the required 30% of crews attended the Safety Seminars, estimated to be 50%.
- Compulsory attendance at seminars is increased to 50% of crew for 2000.
- The safety booklet was placed in all yacht satchels, given out at the Race Briefing, to be taken on board.

B3 Yacht Safety Equipment (Compulsory)

Safety Harnesses:

All recommendations on harnesses were implemented and were part of the safety inspection process. (Referral regarding clips – **Attachment 7**)

Life Rafts:

AYF was requested to review all aspects of life rafts as per the Sydney Hobart Yacht Race Review Recommendations. (**Attachment 8**)

Other Safety Equipment:

- Storm jib / trysails in review referred to the ITC of the ORC (no response to date). (**Attachment 8**)
- Sheets sewn and spliced are permanently attached to storm sails – implemented.
- Spectra – 12mm was introduced as a compulsory change to jacklines. Deemed by the Race Committee to be a more substantial alternative to webbing, crews agreed with this. Spectra webbing has subsequently come onto the market and presents a reliable alternative.
- Waterproof hand held VHF's were introduced, and one was used as a last means of communication following a dismasting in the 1999 event.
- Kapok PFDs were banned. Crews generally took a deep interest in life jackets and many invested in inflatables or integrated inflatable with harnesses.
- Jon Buoy – on request from the CYCA, RFD importer of Jon Buoy, provided an improved holding bracket. In addition the CYCA insisted that a length of Velcro be used to more effectively secure the device in the new improved bracket. Only devices with the new bracket and Velcro were approved for the Sydney Hobart Yacht Race. (**Attachment 9**)
- Registered, 406 MHz EPIRBS were included on all vessels.
- One EPIRB 406 or 121.5 / 243 MHz was carried per life raft aboard.
- Four white parachute flares were included as part of the safety repertoire.
- One gel or closed cell battery was included.
- For 2000 all batteries are required to be closed or gel cell.

Recommended:

- Grab-bags were not compulsory, but many of the fleet developed their own grab-bags or emergency list. Such a kit as recommended in the report would be useful in an emergency. Grab-bag for each life raft were not adopted.

- The CYCA's Safety Seminars covered in an 'informal' but structured way the safety topics suggested. Independently, the AYF are working to develop accredited safety programmes as part of the Yachtmaster programme.
- Closed cell batteries were not made compulsory for all the ship batteries. Many yachts when installing the one compulsory closed cell battery replaced all with the same, or as batteries have been replaced, have been replaced then with closed cell types. Noted above – all to be closed / gel cell for 2000.
- Purpose made towing bridles were not made compulsory but the introduction of compulsory 12mm spectra jacklines automatically provided yachts with a quick alternative.
- Drogues / sea anchors were not made compulsory. Improvised methods – sails, sail bags were easily adapted and are an appropriate alternative.
- Identification numbers were not placed in yachts. However, SAR authorities were supplied with a diskette and hard copy of competing colour photographs and list of crew details, age etc and next of kin (Access database) of all competing yachts for easy identification. (**Hard copy – Attachment 10**)

B4 Personal Safety Equipment (Compulsory)

- Personal strobes were adopted for future Sydney Hobart Yacht Races and for Category 2 races, Sydney Gold Coast and Sydney Mooloolaba.
- Personal dye markers were adopted and for Sydney Gold Coast and Sydney Mooloolaba.
- Letters were sent to manufacturers of PFD with the request for such a device (**see Attachment 11**). No response was received from any manufacturer, even with telephone follow-up by the CYCA.

Recommended:

- Buoyancy vests – not enforced, but recommended during Safety Seminars.
- Personal EPIRBs not enforced. Note: personal EPIRBs are not yet licenced by AMSA.
- Inflatable PFDs with integrated harnesses – not enforced. But large numbers of yachts upgraded to these devices of their own volition.
- Personal flare packs – not enforced. Noted in the report to be illegal in some states, notably NSW.
- Extensive use of retro-reflective tape – not enforced, but recommended during Safety Seminars.

Note: New "standard" offshore wet weather clothing is now well equipped with retro-reflective tape.

B5 Yachts Safety Inspections (Compulsory)

- **Attachment 12** – details the changes to safety forms to capture the new / additional items.
- Yachts reported at the start with storm jibs and trysails deployed as requested.

Recommended:

- The CYCA did accept safety inspection forms from other clubs, however, the CYCA conducted “spot checks” on all yachts.
- Deadlines were well managed but not strictly adhered to. Observations by management, and the new Chief Safety Inspector were that this was the most efficient year ever in terms of timing. Skippers were very disgruntled that the Club attempted (and were largely successful) at adhering to safety inspection and other required deadlines. Skippers could not see a real need for deadlines to be enforced. **(Attachment 13)**

B6 Yacht Construction (Compulsory)

- The ITC of the ORC was advised via the AYF to review scantlings. No response has been received to date. **(Attachment 8)**

B7 Communications (Compulsory)

- Sailing Instructions regarding retirements were enforced.
- Yacht names were reduced to two words for radio communications.
- 24 hour compulsory listening watches were enforced – VHF16.
- The RYCT in Hobart upgraded their radio facilities as per the recommendation. The remote antenna farm was not completed prior to the 1999 Sydney Hobart Yacht Race, and is due for completion in July 2000. The antenna farm when complete, will provide HF & VHF coverage for all vessels on the Tasmanian Coast at all times not just the Sydney Hobart Yacht Race.
- A satellite phone was provided on the Radio Relay Vessel.
- The Sailing Instructions included a provision for alternate radio communications as specified.
- The CYCA provided RVCP Eden with a dedicated 200 watt SSB radio installation to ensure improved communications. This was manned by a dedicated team throughout the race.

Recommended:

- Satellite phones were not compulsory – an estimated 15% of the fleet carried such devices.
- The Radio Relay Vessel was supplied with two new radios, and a third was installed at the CYCA.
- Two radio crews were on board the Radio Relay Vessel, one a professional radio operator. It should be noted that the professional operator remained seasick for much of the voyage.
- SatCom C devices were placed on all yachts and the fleet was tracked real-time for the event. The position plot was available on the internet for the entire event. **(Attachment 14)**
- Satcom C printers, which printed out the latest weather continuously.

B8 Administration & Procedures (Compulsory)

- The CYCA prepared a detailed Race Management Plan **(Attachment 15)**. That met the requirements. This plan was adopted for and improved for the 2000 Sydney Gold Coast Race. It is the Sailing Office's intention that this document continue to be improved and updated. Further roles and responsibilities were detailed in memos. **(Attachment 16)**
- A comprehensive race start management plan was prepared in conjunction with the Waterways Authority. **(Attachment 17)**
- A detailed Crisis Management Plan was prepared and a Crisis Management Team put into place in the event of an emergency **(Attachment 18)**. Crisis Management Plans were also developed specifically for both the Sydney Gold Coast and Sydney Mooloolaba Races and is now standard practice for long races. Invitations to pre-Hobart Crisis Management Team briefings and minutes of the Illawarra Emergency Management District Meeting attended by the CYCA – **Attachments 19 & 20**.

The Crisis Management Plan calls for a mobile team to be available to go to any area of need during the event. For the 1999 Sydney Hobart Yacht Race the mobile Crisis Management Team was stationed at Eden on the NSW Coast. The Crisis Management Plan incorporated a copy of the emergency plan for the Bega Valley. **(Attachment 21)**

- The CYCA Race Management Team and Crisis Management Team provided for management strategies in Eden and personnel were located there.

Additionally, the Race Director attended a series of pre-race emergency planning meetings with local authorities on the NSW South Coast for briefings on emergency management and emergency management procedures. These were attended by local emergency personnel.

Similar meetings were held for the Sydney Mooloolaba Yacht Race with North Coast teams.

A system was set up to manage enquiries. Each yacht nominated a 'boat buddy' a person to be contacted in an emergency. This person was in possession of a copy of the next of kin details supplied by each crew member for that boat. (**Attachment 22 – Sample Crew List / NoK**) (**Attachment 23 – Total NoK Database**)

The boat buddy took full responsibility for contacting all the crew members of the designated yachts and would be the only contact with Race Management. The CYCA telephoned each boat buddy within the ten days prior to the event to confirm the appointment of each boat buddy and to ensure that the boat buddy had;

- 1) Contacted each of the crews next of kin and advised of the boat buddy.
- 2) That they were in possession of the final crew list and next of kin list.

The same procedure was adopted for the Sydney Gold Coast Race.

The RYCT established a call up centre to handle race enquiries from friends, relatives and the public etc. and in the event of an emergency the CYCA had 12 lines and personnel on standby to man additional phones.

The CYCA appointed a dedicated media spokesman, CYCA Director Don Telford, plus Vice Commodore Hans Sommer was available in Hobart.

- A member of the Board's Audit & Planning Committee conducted random audits of the Sailing Office's administration procedures and progress.
- Fixed deadlines were established for yachts to supply race management with the various requests and complete inspections (**Attachment 13**)

Receipt and validity of these documents were checked and signed by three people.

Skippers and crews have historically been slack in submitting paperwork, and completing required inspections, leaving much of these administrative procedures to the last minute. The impost of strict deadlines by the Sailing Office was met with considerable hostility.

Deadlines were, in spite of historic precedent, largely met.

- The Race Management Team, roles, representatives and authorities were defined under the Race Management Plan and the Crisis Management Plan.
- The method of responding to next of kin enquiries noted above.
- The complete disc with yacht and crew details, including colour photographs already mentioned above.

Actions taken by the Race Committee that go beyond those specified by the recommendations are;

- Improved / more detailed radio installation and efficiency inspections on yachts (**Attachment 24**) and details of the Radio Relay Vessel installation and procedures (**Attachment 25**).
- Long range radio efficiency check with coastal station Penta Comstat. Failure to have acceptable transmission means that the yacht is a non-starter.

- Providing yachts skippers / navigators with copies of the Sailing Instructions two weeks prior to the briefing to enable crew to familiarise themselves with the document. Two additional copies of the Sailing Instructions were supplied – one at the briefing, the other to the yachts “mailbox” at the CYCA.
- The formal race briefing held on Christmas Eve at the CYCA was changed to include – compulsory attendance; compulsory attendance by a minimum of four crew; and in addition a live briefing was held in Melbourne (Sandringham Yacht Club) and Hobart (RYCT) to ensure effective coverage. The briefing was video-taped and made available to any crew on request.
- The briefing included a more detailed weather segment and a demonstration of helicopter recovery techniques by the RAN.
- An additional safety compliance form was developed to capture the new / additional safety equipment presented for the event, for use by Safety Officers. (**Attachment 12**)
- CYCA provided RVCP Eden with a 200 watt SSB radio installation to ensure improved communications. This was manned by a dedicated team throughout the race.
- The international safety regulations are due to be updated in 2000, and the submission from the AYF to the ORC and the minutes of the ORC Special Regulations Committee are **Attachment 25 & 26**.