

DETECTIVE SENIOR CONSTABLE GRAY

Q1 An electronic record of interview between Detective Senior Constable Stuart Gray and Mr David Carter at the Cruising Yacht Club of Australia in Rushcutters Bay on Thursday, the 28th of January, 1999. Also present and seated to my right is Senior Constable David Upston, from the New South Wales Water Police. Time on my watch is 3.45pm. As I've already explained to you, David, Senior Constable Upston and myself are making inquiries in relation to the 1998 Sydney to Hobart Yacht Race and we've been assigned to speak to various people who had some input or something to do with the yacht race either directly or indirectly. So for the record could you please state your full name?

A David Andrew Lawson.

Q2 And your date of birth?

A 25th of November, 1990, sorry, 1935.

Q3 And your current address?

A 76 St James Road, Bondi Junction. 2022.

Q4 O.K. I made a mistake in introducing Mr Lawson, I called him David Carter, it is David Andrew Lawson. O.K. If you could sort of give me some background to yourself, are you a sailor yourself, were a sailor?

A Yes, yeah, I came from a boating family, born into a boating family, mainly in the early days on power boats, but my father did have a, a sailing boat which we used to do trips backwards and forwards up to Broken Bay in. Actively took up, basically ocean racing you

could say in the year 1960 and being continuing on to do so ever since.

Q5 O.K. So you've been actually involved in ocean racing sailing boats yourself?

A Yep.

Q6 Right. O.K. Now, how long have you been affiliated or associated with the CYCA?

A 34 years I believe it is now.

Q7 O.K. And in what capacity were you involved in with the CYCA initially, just -?

A Just as an ordinary member.

Q8 Right.

A I joined I think it was 1964, I sailed for years and years, in 1988 I think it was I became a safety inspector for the club and then in, I have it here somewhere, August of 1993 I was nominated as the Chief Safety Officer for the Cruising Yacht Club of Australia.

Q9 O.K. Now when you were nominated for the safety officer what did that entail?

A In those days basically all it was was the safety inspectors were people who had had a lot of experience of ocean racing, there were no actual qualifications to become a safety inspector, it just went on your reputation.

Q10 O.K. And when you say the old days what years are you sort of referring to then, '88?

A '88, yes.

Q11 O.K.

A Yeah, yeah.

Q12 O.K. Now, you became the boss safety inspector in '93 did you say?

A '93.

Q13 O.K. Now did that require any updating of qualifications or any courses as such?

A I believe not at that moment but it was early in 1993 or, I'm not quite sure '94, I could probably go back through the records and find out that we decided to, or the yachting association New South Wales decided to put inspectors through a basic examination test before they could become an accredited safety inspector.

Q14 Right.

A In other words they could sit down be able to interpret the rules that were written in the book and answer the questions and the right interpretations.

Q15 O.K. And did you do that course?

A Yes.

Q16 O.K. What was the duration of that course?

A It was, it was a questionnaire about 20, 20 questions I think, you were allowed to use the book to refer to
- - -

Q17 Right.

A It was just a way of getting people used to reading the book - - -

Q18 Right.

A - - - and answering the questions, picking the right

rule number for various questions. I suppose the whole lot would take about two hours, that examination.

Q19 O.K. Now, so you've been performing this job since 1993 and what has that job involved on a daily basis within the club or is it -?

A No, no it's voluntary labour.

Q20 Right.

A It's been voluntary labour all the time, everyone's a volunteer, inspectors are volunteers, but what the job entails is checking all the safety equipment required to be on the boat to carry out and do long ocean races or offshore races as we call them.

Q21 Right.

A It comes out of an Australian Yachting Federation book that is put out once every four years there is a list in the back of that book under I think it is of special regulations and equipment requirements.

Q22 Right. So that basically is your bible so far as
- - -

A Yes, that's the bible.

Q22 - - - safety is concerned. O.K. Right. Previous to 1998 the yacht race in 1998, did you, were you required to fill out a checklist of any description?

A Yes, we checked, we have a set standard safety form.

Q23 Right.

A Which is titled up the top, Yachting Association New South Wales Safety Equipment Compliance Form 1 and 2.

Q24 Yep.

A On that there is a list of questions or required equipment to be carried on the boat, on each boat we carry out a full and complete inspection on that boat of the safety equipment.

Q25 O.K. And that's conducted by yourself?

A By myself or any other accredited safety inspector. Most states these days have safety inspectors accredited.

Q26 Right. O.K. So it's your job then prior to the race to go and, at some stage, how long before the race do you do this?

A Normally, we try to carry out all the inspections in September, they used to be done in July but we brought it back to the end of September - - -

Q27 Yep.

A - - - to bring it close to the start of the Hobart race. What I might try to explain on this is as you can see there are lots of dates called for on various types of equipment, like the EPIRBs, the life rafts, EPIRBs have got a certain battery date life, life rafts have to be surveyed once yearly, flares run out after three year period, any inflatable lifejackets you've got have to be surveyed once a year and on this form we are required to fill in all the appropriate dates.

Q28 Right.

A Now, as you can understand there would be a lot of people doing a Hobart race that would rather have their

life raft done mid to late December rather than having it done in September, so to overcome that problem I basically make up myself a data sheet and off the inspection certificates I list all the boats in the race off the inspection certificates. I then transfer all the appropriate dates that are in date onto this paper, then as something runs out of date on the paper, I notify the owner of the boat, right, that's out of the date, you've got to prove to me that you have updated that piece of equipment.

Q29 Right.

A Once he's done that I then write down on this form the dates that they were done.

Q30 Right.

A And then at the end of that he's allowed to go to Hobart. Boats coming from overseas or interstate we do sometimes do Cat 1 safety inspection on them or we might call for them to do a spot check

- - -

Q31 Right.

A - - - which is going on board their boat, say, all right, show me your flares, when were you flares updated, when was your medical kit done and we just roll it on like that.

Q32 O.K. Now so far as the 1998 race, were safety checks conducted in September, do you recall?

A Yes, yeah, yep.

Q33 O.K.

A Yeah, if you look on the, there is a file there with all the safety equipment, all the safety compliance rules in the, they were all done in September or either after September.

Q34 Right. Now, prior to or the day of the race, which was the 26th of December, did you have cause to go to various boats and do random checks?

A Yes, we do that all the time. This year we even did some on water checks, they were having a series of races before the Hobart race.

Q35 Right.

A A couple of other inspectors and myself jumped into a rubber ducky pulled up alongside the boats in between the two races - - -

Q36 Yep.

A - - - and asked to be shown various pieces of equipment on board those boats.

Q37 O.K. And before the actual Sydney to Hobart did, did you do any random checks?

A Yeah, not on the 26th but as you can imagine - - -

Q38 Right.

A - - - the previous fortnight - - -

Q39 Yep.

A - - - we just wander up and down the dock and see a boat and say, hey - - -

Q40 O.K.

A - - - can I jump on board your boat - - -

Q41 Right.

A The rules, in the rule book is says we have the, or the, we're allowed to spot check any boat at any time we require.

Q42 Right. Did you have any problems with any of the boats?

A Only one during the race it couldn't find one bit of equipment where it was stuck right down the bottom of the bag.

Q43 O.K.

A

Q44 And what sort of equipment was that?

A From memory it was an emergency nav light.

Q45 Right. O.K. So apart from that which was in the races prior to the Sydney Hobart there was no other problems?

A No, the only other problems we had were the boats with late safeties creating a few problems, you know.

Q46 O.K.

A You know what the normal man's like chasing him up.

Q47 Yeah. Now, this yellow form here which refers to Yachting Association of New South Wales Safety Equipment Compliance Form, Category 1 and 2, is that form actually completed by you?

A Yes, we go onto to the boat and we ask the owner or his representative to produce all the gear which we have There are various items on here like every hull fitting shall have a wooden plug attached in case the hull fitting breaks there's a wooden plug to go into that hole, we check that out, we

check that the mast heel is securely fastened, it's a pretty comprehensive sort of checklist.

Q48 And did the owner acknowledge that afterwards?

A Yes, we sign it, we print our name here and we sign it and then the owner prints and signs or the owner's representative prints and signs his name down the bottom. I might add that if you read the last declaration by the owner or his representative and the one that's signed by the safety officer which says a check of the safety items aboard this boat has been compared with this safety equipment compliance list and the items listed found to be on board at the time of the inspection.

Q49 All right. Now, prior to 1990, how formal were these types of inspections?

A They were the same basically.

Q50 The same?

A The only difference is we are now accredited rather than being just - - -

Q51 Right.

A - - - voluntary members of the club, we're all accredited with the Yachting Association of New South Wales, as accredited safety inspectors.

Q52 O.K. Once these forms are completed they go to -?

A They go into files kept in the sailing office at the CYC.

Q53 Right. O.K. Now, are you as the safety officer do you have any, any, any ideas or anything to add so far as

safety checks are concerned, the way you like to see it done or anything that you can think of which could improve the situation or, it's obviously very hectic on, a couple of days before the race and -?

A I, I do believe that we have to, we are endeavouring to try and re-educate the owner as far as his responsibilities are concerned.

Q54 Right.

A As I said we sign the form here to say the things are on board the boat at that time, whether they be in date or not they are later brought up to date.

Q55 Yep.

A But it becomes the owner's sole and inescapable responsibility to maintain and make sure that gear is on the boat - - -

Q56 Yeah.

A - - - at all times while they're racing.

Q57 Yeah. Do you go as far as looking at expiry dates on flares and that sort of stuff?

A Yes, yes, yeah. This form hasn't got it now, but we, yes, it has underneath flares, 422, there's a note there that says, earliest expiry date.

Q58 Right.

A And the safety inspector is required to fill in the earliest expiry date under that heading.

Q59 Right. Now, safety harnesses on board, is that your responsibility as well to check?

A Yes, we check the safety harnesses.

Q60 O.K.

A At the top of the form it says crew, maximum crew - - -

Q61 Yep.

A - - - we have to check that each boat has the maximum number of safety harnesses to correspond to the maximum crew.

Q62 Right. And is that the same with life jackets as well?

A Life jackets, yes.

Q63 So the life jackets must correspond the number of crew as well?

A Yes, the number of crew and they've got to comply with Australian standard the same as the safety harnesses.

Q64 O.K. Now when you check a harness how do you go about that? What are you looking for, how are you doing it?

A We're physically looking at the number they've got to make sure that both the harness and the tether has the Standard of Association of Australia standard stamped on it and to make sure that the, normally that the snap shackles work and they're not frozen up.

Q65 All right. Well, what are the Australian safety standards so far as harnesses and the lanyard are concerned?

A

Q66 Do you know that do you or -?

A No, not, there is an Australian standard, it is, it's not written on the safety harness, the Australian standard is AS2227 or equivalent.

Q67 Right.

A And the BFD for life jackets is AS1512 or equivalent.

Q68 Right. So with the harness and the lanyards you'd be looking at fraying of the -?

A Fraying, stitching.

Q69 Stitching.

A It's also once again as I said before the owner's responsibility to maintain this gear.

Q70 Yeah.

A To the appropriate standard.

Q71 Yeah. O.K. Do you find a great, I suppose you a great variety of harnesses and lanyards and -?

A Basically, all the Australian ones are the same now, it's, it's only when we get vessels coming from overseas that we find different brands or different styles but once again any vessel that comes from overseas is allowed to race in our race as long he is complying to his own home standards.

Q72 Yeah.

A And in quite often the cases like the, the safety harnesses from the States might be a better quality than what we use in Australia.

Q73 Yeah.

A Australians like to think they've got the best qualities but -

Q74 Yeah, yeah. Do you have any views yourself on harnesses and life jackets so far as wearing them both or being able to wear them or not being able to wear

them from your experience?

A I'm lucky I don't go any more.

Q75 Yeah, that's right. What's your views on that?

A Well, its' impossible to, how can I put it, I don't believe it's possible to make people wear life jackets or safety harnesses 24 hours a day. I believe it is up to the responsibility of the skipper to nominate a time or an instance when they should be put on and made to be worn. How we could ever police it, it's an unanswerable question really.

Q76 Do you yourself conduct any safety type seminars within the club?

A Yes, we had a safety demonstration just before the Hobart race. I think it was on the 13th of December.

Q77 Right.

A But in the past years we used to carry out quite a lot of them even the life raft exercise in the ponds and firing of the flares and demonstrating how and when and where these should be used. But we've always found that it seems to be to be the same old people that front up year after year after year to watch these demonstrations and it seems to be very hard to get the message through to the normal crewman, that it is in his interest to come along to those demonstrations as well. Whether you could make it compulsory or not I don't know, you know, it'd be very heavy step to take.

Q78 You said that there was a safety demonstration prior to the race of last year. What did that involve?

A I'd have to find out because unfortunately I was away myself at the time, I wasn't here on the day, but I believe they had RFD, the life raft people down here giving a demonstration on a life raft and I believe they set off a few flares, but apart from that I'm
- - -

Q79 Right.

A - - - not familiar with what they actually did.

Q80 Yeah, so apart from that do you sort of have any ongoing education so far as teaching young sailors or existing sailors and experienced sailors?

A No, we, we believe that is up to the, the owner of the boat or if they're going through a sailing school, you know, it, it would be very hard for us to try and control all that aspect of sailing, when you're looking at, you know, you got a, last fleet 110 boats or something, you've got an average, say, crew of 10 per boat, so you're looking at 1100 people and you don't really know until a couple of weeks beforehand who is actually going to go in those races. I believe it's an ongoing situation where the sailing schools, the youth academy and everyone else associated with the sport should be teaching safety aspects as they're teaching them how to sail.

Q81 Can you see a role by the CYCA, particularly in safety, trying to bring in instructions to make people attend compulsory safety demonstrations or, or standardised gear so far as on the boat, safety gear, life jackets?

A I don't think I could speak for the CYC - - -

Q82 Yeah.

A - - - under that - - -

Q83 O.K. What about yourself?

A Well, I'll give you - - -

Q84 Would you like to see that, that's what I'm saying?

A I'll give you a little instance on it. During the year, past year I was approached by various members of the CYC to hold, what they wanted to call, offshore heavy weather sailing courses. In other words, the idea was to get say, five or six blokes that had been doing it like I have for donkey's years, we've basically seen things here, there and everywhere, like, I've been in a cyclone off the Queensland coast. The idea was to get five or six people sitting at a table, having a debate about what you would do in this circumstance.

Q85 Right.

A And then at the end of that questions off the floor, all the people on the floor ask hypothetical questions and find out our views on, on what we would attempt to do under the given conditions.

Q86 Yep.

A It was then suggested that at the end of that we could hold an examination and you could give them a pass or fail. Now you've got to knock that out on the head straight away for the simple fact is, you don't know human nature and you don't know how the person is going

to react when he's put into that given situation and that's something I, I know I've had people sailing with me all the way up and down the New South Wales coast going through 40, 50 knots in short races and long races, like up to Mooloolaba. The other aspect you get of it is you take them across Bass Strait and you lose the sight of land and his whole make up changes, he cannot no longer see the land, so how can you tell how people are going to react out at sea.

Q87 Now as far as ocean racing is concerned, a number of people that I've spoken to have said that there's just not enough ocean racing practice. Do you have some sort of opinion of that to yourself?

A Yes, I do. I have a very strong opinion of it.

Q88 Please.

A There's a thing going around at the moment which is the Australian Yachting Federation's sail training schemes, and they have various levels of people that have gone out there and basically done an apprenticeship, and they get to the end of it, which is, the highest one you can get is an offshore ocean going yacht master, which supposedly qualifies you and says you're capable of delivering a boat or sailing a boat anywhere in the world. Now, during my lifetime, and I've done lots of cruising and I've been a professional delivery skipper, professional racing skipper, an amateur cruising skipper, an amateur racing skipper, I've had lots of these sort of people that hold this bit of paper on

board a boat with me and we've run into certain conditions and I don't have the piece of paper - - -

Q89 Yeah.

A - - - but we've run in these conditions and they turn around and they ask me what to do and my answer to them is that, hang about, you're the blokes with bits of paper that say you're qualified to do it, you tell me what to do.

Q90 Yeah.

A But they haven't got the answer and the problem is that the training schemes they're doing, it only says they've got qualified 2,500 miles, one race of 500 miles 90 mile race. To my way of thinking, it should be at least a three to five year apprenticeship. That's one aspect of it. The other aspect that we're getting into these days is, we tend to be running too many small regattas and the general sailing people seem to want to go out and do an offshore race off the heads for two and a half hours, come back into the bar and go home to bed of a night time. We have the Southport XXXX Series, we have the Hamilton Island Race Week, we have Hayman Island Race Week, we have Mooloolaba Score Series, Geelong Anniversary Weekend, they're all little regattas, they're all taking people away from actually doing long ocean races, which is the only way really you get experience to handle things like we had in this last Hobart race.

Q91 Yeah.

A I know in the old days this club used to do at least ten, what we called ocean races, anything from 90 miles up to 180 miles or 360 miles, in a season. We're now down to in this club, down to five ocean races, one of which is the Hobart race, and one of which is the Southport race, so basically there's only three races where they can go out there and get overnight experience or be in a position where they could experience similar conditions.

Q92 Yeah.

A I've already written a report and I suggest that we bring back in, you know, a qualifying race like the Montague Island race, everyone hated it, because it was held at the wrong time of the year.

Q93 Yeah.

A And it was a 360 mile race in those days, over three day weekend, and sometimes you didn't finish the race until the Wednesday or Thursday, depending on the weather conditions, but these days with the boats we've got, it'd be quite easy to hold a Montague race or a similar race which is now only 320 miles since we got GPSs, but it'd be possible to hold them over, just a normal weekend, because the boats are going that much quicker. Somehow or other we've got to introduce back into the sport seamanship qualities and these are the things we're losing. It's been a worry of mine for a quite while but people are asking me to come up with an answer and I don't know the answer to it.

Q94 Yeah. So that's something you would like to see?

A Mm.

Q95 From a safety point of view - - -

A Yeah.

Q95 - - - and a long term safety.

A Yeah.

Q96 Yeah, yeah. Do you think that, that there would've been as many problems, it's probably a hard questions to answer. Do you think that the boats that got through this particular storm or this particular incident, basically were because of the, well, because of the seamanship in a lot of the cases or in some of the cases?

A It's hard to say, the only, like, I haven't really spoken to a lot of people about it so far, I'm basically standing in the background or sitting in the background, just waiting to see what a lot of these reports bring in and then I can make up my mind but it seems to me that, after speaking to a few of them, you could find an instance where a particular boat went all the way to Hobart and never got hit by a breaking wave. But he watched a boat 100 yards away from him get rolled and come up without a mast and I think it was a situation where if you were in the wrong part of the ocean you were in trouble.

Q97 Not much could be done really?

A Not much could be done, the other thing that was said, it's been said, you know, quite often in the press and,

the race should've been called off.

Q98 What's your views on that?

A Well, how can you call a race off when they're already out there, you know. And what I was just about to bring up is that from talking to various crew members, they got themselves into more trouble after they retired out of the race.

Q99 Yes.

A Because while you're racing it's full on, it's an adrenalin rush and you, everyone's concentrating, you're trying to get there as quick as you possibly can, after you retire, well, let's relax, let's sit down and have a bit of fun. I also honestly believe that the position a lot of, well, the place a lot of people were trying to go, into Eden, that's where they got themselves into trouble. If they'd done like we did on Marchioness and a few other boats did, we just didn't basically run square with it but we just went off on an angle and parallel to the New South Wales coast until we could just gradually make our way back into shore when we ran out of it. But the others were putting themselves on out there to a sea with breaking waves and that's just bad seamanship.

Q100 And what about crews do you believe, do you have any views of crews so far as safety is concerned with the crews, experience, that sort of thing. If, are you satisfied as a safety officer, I don't know whether that's, is that part of your review?

A No.

Q101 Part of your examination?

A There, there is a, no, there is a, a qualification in the notice of race that, you know, you have to submit a crew list stating the ability of the crew and their past experience, that's been looked at by other people, it's been taken out of our hands. I don't honestly think I'm capable of saying whether a bloke's capable of going to Hobart or not. How do I know unless I've sailed with all of them.

Q102 Do you have any input so far as INS ratings are?

A No, no, no. Probably our little thing on the top here is, well, this one says it all right, it says, safety equipment compliance form, but, it's a bit of a misnomer when we're known as safety inspectors - - -

Q103 Yes.

A - - - everyone thinks our role is to go down to a boat and say whether the boat is safe to go to Hobart - - -

Q104 Yes.

A - - - or not. Pardon me. This is not our job. Our job is purely to make sure that they have the right equipment on board the boat.

Q105 Right.

A As far as the safety and structural integrity of the hull and the mast and riggings, we can't make any comment on that, for the simple fact that none of us are mast riggers or yacht builders or yacht designers or shipwrights or anything like that.

Q106 Yep.

A If we see a glaring mistake on a boat that we are suspect about, it is up to us to write a report and submit it to the sailing committee who are then supposed to take it further, but during the inspections for this year's Hobart race we didn't have any reports, you know, that were detrimental to the boat. And when you really think about it and a lot of us old timers have sat back and said if you were going to Hobart what sort of boat, in these conditions, what sort of boat would you like to be on, and we've all said Winston Churchill.

Q107 O.K. I just refer you back to, your original..... showed us in regards to the safety equipment and the life rafts that were checked. You've got some other marks in pencil on the forms on a number of pages, in regards to yacht number 34, Foxtel Titan Ford, you've got the word dispensation written beside the name of that boat in this column, could you a couple of those other marks that you've got there.

A Well, basically these marks that I've put on this bit of paper are the notice of race called for all safety inspections to be completed, the initial safety inspection to be completed at a certain time. We gave people dispensation, Foxtel Titan Ford we gave him an extension purely and simply because the boat was out of the water on the hard being repaired after an incident up at Hamilton Island race week.

he came from far north Queensland, he rang up and asked could he possibly have his inspection down here after that date so I gave him the O.K. on that one and basically the same with all these marks I've got in pencil.

Q108 Yep.

A They were all, the reason for it, and basically it is there was extenuating circumstances why they couldn't have their inspections carried out by that date.

Q109 Right. No, that's fine. And then you've also got some marks on that bit of paper as well, where it says spot checks, are they the actual spot checks that you've done prior to the race day - - -

A Yeah.

Q109 - - - after the - - -

A Yeah.

Q109 - - - official date?

A Yeah, most of these ones down the side they're all spot check marks too and you can see - - -

Q110 Are they?

A - - - and they're pretty comprehensive, yeah.

Q111 O.K.

A Yeah.

Q112 So, you've, you've in fact spot checked nearly most of the yachts?

A Yeah, you just wander down, you know, even if there's no-one board the boat we can do a lot of spot checking just by looking at the boat and making sure his

lifelines are there, his jack stays are there, all that sort of business.

Q113 So, it might only be a number of items that you check not the whole ship?

A Yeah, we don't, a spot check is just to make sure, like, as I said on that day we went out in the harbour, we just caught them by surprise, they didn't know we were coming out, they didn't expect us to be there and we just yelled out, all right, show me, show me your rig, show me your flares - - -

Q114 Yeah.

A - - - show me your safety harness, show me your emergency nav lights.

Q115 Yeah.

A For us to to continue going through full safety inspections would be so time consuming.

Q116 Yep, yep. Is there any animosity between the crew and yourselves at the times that you do these spot checks? Do they, do they feel as though they might be sort of being perhaps pressured into things?

A No, no. They're all starting to realise that as the years go on we are getting tougher and tougher and tougher and tougher. And it's all been brought about as I've been talking to you, you know, like, we're losing seamanship and all this, so we've got to try and make sure that all these boats have got the best equipment and as much equipment on them as they possibly can, you know, it's, as I say, one of the

things we're now endeavouring to do is retrain the owner and the crew that it's their responsibility to maintain the gear after we look at it, otherwise, you know, this could be a full time \$60,000 a year job to me.

Q117 As a, as a safety officer are you fairly confident with the make up of the safety equipment on board. Are you happy basically with the way things are being manufacture, do you think that if you feel that some things aren't quite up to standard, you've, in your own mind, would you inform the skippers and perhaps steer them towards something a little more robust perhaps?

A I think once again we're controlled by what we called earlier on the bible, the blue book, you know, and as long as it complies to the standard in the blue book, I don't think we could force anyone to buy something better. As long as he complies to what's in the rules. I don't think there's much we can do about it.

Q118 O.K.

A I can see after this race and after this review, that possibly there are going to be additions, we are now at the moment working on the formation of a new blue book, which is coming out, due out in June next year. We are waiting at the moment for the finalisation of all this business. And the reviews and the reports to come in to see if there's things we can change. What you've got to realise is us as a basic club, it's very hard for us to do that, but I sit on the yachting

association of New South Wales safety committee, where each club has a representative from their club and we sit down and we discuss these matters, safety items and what's wrong and what's right and we also get input from all the other states in Australia, so it's not just the CYC trying to run the safety matters, it's really under the auspices of the Australian Yachting Federation.

Q119 And is there much weight put on manufacturers to comply with, with what your requests may be?

A Well, the only thing that we make them comply with is the Australian standards, as long as they manufacture the equipment to the relevant standard. Once again we're not experts in the field. We've got to leave that up to the people that really make the rules to make sure that the equipment is, if it's manufactured to the Australian standard, it is capable of carrying out it's job.

Q120 O.K. Anything further you'd like to say? No?

A I'm available, mate, any more questions you got?

Q121 The time now is 4.19pm. This interview is now concluded.

INTERVIEW CONCLUDED