

DETECTIVE SENIOR CONSTABLE GRAY

Q1 This is an electronically recorded interview between Detective Senior Constable Stuart Gray and Mr Mark Robinson at the Cruising Yacht Club of Australia on Tuesday, the 19th of October, 1999. Also present and seated directly opposite me is Senior Constable David Upston from the New South Wales Water Police. The time on my watch now is 3.09pm. As I already explained to you, Mark, Senior Constable Upston and myself are making inquiries in relation to the 1998 Sydney to Hobart Yacht Race and in particular we've come to a phase in our investigation where we're speaking to members of the sailing committee and, and racing committee in relation to a number of events which occurred prior to and during the race last year. Did you understand that?

A Yes.

Q2 O.K. Now for the purpose of the record, could you please state your full name?

A Mark Joseph Robinson.

Q3 And your date of birth?

A 16th of November, 1974.

Q4 And your address?

A Unit 6, 26 Kings Road, Five Dock, New South Wales.

Q5 And your occupation?

A Sports administrator.

Q6 O.K. Are you a paid member of this, of this club?

A Yes.

Q7 O.K. Now do you hold any formal educational qualifications so far as sailing or boating is concerned?

A I've had education in naval architecture.

Q8 O.K. And when did you complete that course?

A Last year.

Q9 O.K. And have you practised that, that expertise at all?

A No.

Q10 O.K. Now can you give me some background in relation to your sailing experience?

A I've sailed since I was five.

Q11 Right.

A Sailing in dinghies through up into yachts, my father sails, my mother sailed, my sister sailed. I've done Sydney-Mooloolaba races, offshore, inshore in dinghies. I sailed last week in an Olympic trial.

Q12 O.K. Have you sailed a Sydney to Hobart?

A No.

Q13 Do you intend doing a Sydney to Hobart?

A When I'm 40.

Q14 Sorry?

A When I'm 40.

Q15 O.K. O.K.

A When I can't sail a dinghy.

Q16 Now how long have you been, have you been employed by the C.Y.C.A?

A Over 5 years.

Q17 O.K.

A not exactly.

Q18 And were you paid in that capacity in the 5 years?

A Yes.

Q19 O.K. And originally you took up employment here as what?

A As the youth coach.

Q20 The youth coach?

A Yes.

Q21 O.K. And then over some time you've become involved in the sailing committee or was that part of

A I moved into the sailing office in 1996.

Q22 O.K. So what's the role of the sailing office?

A It administers the racing of the club.

Q23 O.K. And that includes dinghy races and youth training?

A We, we don't do dinghy.

Q24 Oh, O.K.

A The youth academy is a separate department.

Q25 Right. So you don't administer that?

A No.

Q26 O.K. So what's the, you moved into the, into the - -
-

A Sailing office.

Q26 - - - sailing club, how many years ago was that?

A 1996.

Q27 O.K. And what's your role within that sailing committee?

A I'm the sailing administrator is my official title.

Q28 Right.

A I assist the sailing manager, Pete Thompson, I'm also the club measurer.

Q29 Can you expand on that?

A Middle of last year I, I became an I.M.S. measurer.

Q30 Right.

A From training from the Chief Measurer of New South Wales.

Q31 Right.

A And any I.M.S. measurements that club members need I'll do.

Q32 O.K.

A I don't know what else to expand on that.

Q33 O.K. That's fine.

A Yeah.

Q34 Now you also were a person on the 1998 Sydney to Hobart Race Committee?

A Yes.

Q35 Is that correct? Have you been on a race committee prior to that - - -

A No.

Q35 - - - in the Sydney to Hobart? O.K. What did you understand as being your role on that committee last year?

A Once the, the race committee takes over control of the race once the gun starts - - -

Q36 Yes.

A - - - and oversees from the time the boats start til
the time the boats finish - - -

Q37 Yes.

A - - - oversees the conduct of the race.

Q38 O.K. At any stage were you involved in pre-race
meetings as a race committee?

A Yes, on Christmas Day - - -

Q39 Right.

A - - - we met.

Q40 And what was that a meeting in relation to?

A The weather for the race.

Q41 Right.

A Any outstanding issues we had which I can't really
recollect but that's what the normal meeting is about.

Q42 Were there any issues raised in relation to boats that
hadn't, hadn't completed the necessary paperwork to
take part in the race?

A No.

Q43 Are you aware of a, a briefing which is held I believe
on the 24th of December where a number of boats are
actually mentioned in the sort of public forum or in
the briefing who need to secure documents to enable
them to be eligible to race?

A Yes.

Q44 And did that occur last year?

A Yes.

Q45 And do you recall how many boats were mentioned in that
briefing?

A No idea.

Q46 O.K. Are you aware if the Business Post Naiad was, was mentioned in that briefing?

A I can't recall, but I don't think so.

Q47 O.K. You were present at that briefing?

A Yes.

Q48 And the discussion of those boats that didn't comply for one reason or another, where, when was that discussed as a committee and the boats were actually identified as being boats that didn't comply?

A Right. That was discussed prior to the briefing with a quorum of the, of the race committee - - -

Q49 O.K.

A - - - not the full race committee.

Q50 Who was missing, do you recall? Or who was present might be easier?

A Phil Thompson.

Q51 Yeah.

A The chairman, Hans Sommer.

Q52 Yes.

A Mysclf.

Q53 Yeah.

A I can't recall who else was there.

Q54 O.K.

A But I believe there was someone else.

Q55 So was there paperwork involved in that meeting, I mean was there, were the boats that didn't comply for one reason or another, was there paperwork at that meeting?

A No, it was discussed what the option of these boats with outstanding paperwork, how that would be approached.

Q56 And how was it going to be approached?

A They were going to be given til midday - - -

Q57 Yes.

A - - - on the day of the briefing - - -

Q58 Yes.

A - - - to have the paperwork in or they were not going.

Q59 O.K. At any stage did the Business Post Naiad get a mention?

A No.

Q60 O.K. Now if I could take you back to when entry forms are received at the sailing office?

A Yes.

Q61 Presumably invitations to race and notices to race and sailing instructions and application forms are disseminated from the sailing office for the Sydney to Hobart?

A Yes.

Q62 O.K. And presumably anything that is addressed or anything that is returned by applicants is returned to the sailing office?

A Yes.

Q63 O.K. And ordinarily would that be addressed to the sailing office or would it be addressed to the race manager or the sailing manager

A I - - -

Q64 From your experience?

A I'm not sure what was on the actual application for entry form but it would be the sailing office or the sailing manager.

Q65 O.K. Now when those documents arrive what procedures are adopted then?

A They go to the sailing manager - - -

Q66 Yes.

A - - - who's also the race director.

Q67 Yes.

A He then goes through a, a vetting process with Andrea -
- -

Q68 Andrew?

A - - - Andrea, Gus.

Q69 Andrea, yes.

A Gus, sorry.

Q70 Is she a secretary there?

A Yes.

Q71 She's not an administrator so far as or does she have any involvement in, in making decisions so far as sailing's concerned?

A She's virtually the assistant to the sailing manager?

Q72 Right, a P.A. sort of, personal assistant?

A A little bit more.

Q73 Right. O.K. O.K. Carry on, sorry.

A Sorry, where were we?

Q74 You were at the application forms arriving - - -

A Right.

Q74 - - - and being vetted by the manager?

A Yeah. I don't do any of the, the vetting as I don't do this year. During that period I mainly just keep running with the, the races at hand that we have - - -

Q75 O.K.

A - - - every week. I can't recall who, who had to vet the entries last year.

Q76 Right. But ordinarily it would be the race manager's job. Is that correct?

A To oversee that process, yes.

Q77 To oversee that process. So at any stage in 1998 for the Sydney to Hobart race, did you peruse or examine any entry forms?

A Yes.

Q78 And what did you do with those forms?

A I would have just perused to see who was entered - - -

Q79 Yes.

A - - - what type of boats had they been before, general interest.

Q80 Yeah.

A

Q81 And then where would you have put those forms?

A Back in the folder where they were, were sitting.

Q82 O.K. So if a letter arrived at the sailing office - - -

-

A Yes.

Q82 - - - sealed - - -

A Yes.

Q82 - - - you would consider it your business to open that letter?

A Who is it addressed to?

Q83 Sailing manager, sailing office, either or, if it was addressed to the sailing office?

A Normally the mail at the club gets opened by the P.A. to the general manager.

Q84 Right.

A And so it comes to us already opened.

Q85 O.K. So when an application arrived - - -

A Yeah.

Q85 - - - in the sailing office, say, from the general manager's office?

A Yeah. It would get put on the sailing manager's desk.

Q86 Right. Now you would often have a look at that before it goes on his desk?

A Yeah, just to see who it was.

Q87 Righteo.

A Yeah.

Q88 So it would go on the sailing manager's desk?

A Yes.

Q89 So last year prior to the race did you have any input or any involvement with the vetting of boats so far as their eligibility so far as the required forms for the race that they needed?

A I had an involvement with some of the maxi yachts in regards to whether they were slow enough to compete in the race.

Q90 Right.

A There is an upper speed limit.

Q91 Right.

A Who they were, I couldn't tell but they were probably be Brindabella and any of the other maxis.

Q92 Were you aware of an application that arrived about the 29th of September, last year relating to the Business Post Naiad?

A Not at the time.

Q93 O.K. Did you ever see that entry form?

A More than likely I did.

Q94 If I was to tell you that the certificate, the I.M.S. certificate with that application form had expired in that previous June, the 30th of June, 1998 - - -

A Yeah.

Q94 - - - I'll show you a photocopy of that certificate.

A Yeah.

Q95 Not that one but the next one, that's '97. O.K. Well, here we go. There is a certificate here - - -

A Mmm.

Q95 - - - is dated, issued 28th July, '97.

A Yeah.

Q96 O.K. Up the top here it says, Not valid after 30th of June, 1998.

A Yeah.

Q97 Now that certificate arrived with, I can tell you that certificate arrived with the application form.

A Right.

Q98 O.K?

A Yeah.

Q99 Did you at any stage vet that particular boat - - -

A No.

Q99 - - - so far as checking its documentation?

A No.

Q100 O.K. Were you aware that the certificate had expired on that boat?

A Not particularly, no.

Q101 When you say, not particularly, what do you mean?

A Boats can prove their stability through a certificate - - -

Q102 Yeah.

A - - - that is valid but not necessarily current.

Q103 Right. O.K. So presumably that certificate along with the application form was forwarded to the sailing manager?

A Yeah.

Q104 Would that be correct?

A With all their documentation - - -

Q105 With all the documentation.

A - - - required, yeah.

Q106 O.K. Now were you at any stage asked by the sailing manager last year to follow up on any documentation apart from the maxis that you mentioned, to follow up on any documentation that was missing from applications?

A I believe I was but I can't recall which, which boats.

Q107 Which boats, O.K. The Business Post Naiad doesn't - -
 -

A Doesn't ring a bell at all.

Q107 - - - stick in your mind?

A No.

Q108 O.K. Now if I can inform you now that a new
 certificate was issued, the boat was re-measured back
 in Tasmania - - -

A Yeah.

Q108 - - - and a new certificate was issued. Now I'll show
 you that. I'll show you that certificate there and you
 will see that it was issued on the 15th of October,
 1998.

A Yeah.

Q109 O.K. That certificate was signed by the skipper - - -

A Yeah.

Q109 - - - Mr Bruce Guy and was then forwarded to the
 sailing office in at the C.Y.C.A.

A Mmm.

Q110 So presumably that would be sent some time after the
 15th of October, '98, understandably, it was issued on
 the 15th.

A You would assume.

Q111 Well, it was measured on the 18th of September, anyway.

A Yeah.

Q112 O.K. So some time between the 18th of September and
 probably some time after the 15th of October it was
 forwarded to the sailing office.

A 15th of October is the day it comes out of the Australian Yachting Federation.

Q113

A Yeah.

Q114 So it would have been sent back to the owner, a couple of days mail, it would have been signed and sent back to here, say, within a week, perhaps 2 weeks. Now if that document arrived at the sailing offices, at the sailing office where would it go?

A It would, it would have gone back onto the sailing manager's desk - - -

Q115 O.K.

A - - - I would think.

Q116 Did you at any stage see this new certificate? I'm not saying, I'm not saying that you looked at the figures on it.

A No.

Q117 Did you at any stage see a certificate arrive - - -

A For this boat?

Q117 - - - for this boat after the 15th of October, last year?

A Not that I can recall 'cause I see so many of these certificates.

Q118 O.K. But is it correct for me to say that if that certificate arrived at the sailing office - - -

A Mmm.

Q118 - - - it would have been placed on the sailing manager's desk?

A Yes, yeah.

Q119 Would there be reasons to put it anywhere else?

A No, no.

Q120 Would you put it anywhere else?

A No.

Q121 O.K. I don't, I don't know whether you can comment on what, what Andrea would do, but what would be her instructions?

A Andrea?

Q122 Andrea, what would be her instructions so far as documents for the Sydney to Hobart arriving in the sailing office?

A She - - -

Q123 Would they be the same?

A Yes.

Q124 O.K.

A Yeah.

Q125 O.K. Are you aware of what procedure would be adopted had the, well, we know the certificate arrived at the sailing office, what procedures are you aware of would be adopted with the arrival of this new certificate? Are you aware of the - - -

A

Q125 - - - you know, the mechanics? Well, what would be adopted if you have the old certificate with the application form in the sailing manager's office, O.K?

A Yeah.

Q126 In a folder - - -

A Yeah.

Q126 - - - presumably?

A Yeah.

Q127 And it was awaiting an updated certificate, if it was?

A Yeah.

Q128 And that certificate arrived - - -

A Yeah.

Q128 - - - what would be the procedure with that
certificate, would they be married up, is that the
usual procedure?

A (NO AUDIBLE REPLY)

Q129 Do you know what I'm saying?

A Yeah. I know what, yeah.

Q130 You may not know.

A Yeah.

Q131 What I'm saying is, do you have knowledge of what
procedure is adopted when documents are missing? Well,
for example, your maxis that you were looking after.

A Yeah.

Q132 The documents relating to the maxis you were looking
after - - -

A Mmm.

Q132 - - - were presumably in the sailing office?

A Yes.

Q133 O.K. When documents arrived - - -

A Mmm.

Q133 - - - to be added - - -

A For those particular boats?

Q133 - - - yeah, for these particular boats, what happened to them?

A If I, if that was the maxis that I was looking after - - -

Q134 Mmm.

A - - - they'd come to me and I'd go, Yes, that figure's fine, back to the sailing manager.

Q135 Right. So they'd be married up in one way or another wouldn't they?

A Yeah.

Q136 Is that correct?

A (NO AUDIBLE REPLY)

Q137 So one, one can presume that, I'm not saying it happened - - -

A Mmm.

Q137 - - - I'm saying one would ordinarily expect that this would be married up with the original documents submitted by - - -

A Not necessarily it would be - - -

Q137 - - - the boat?

A It would be put in the folder - - -

Q138 With the boat?

A - - - with the boat, yeah.

Q139 O.K. Now when you, when you were receiving documents in relation to the maxis - - -

A Mmm.

Q139 - - - what sort of documents were they? I.M.S. certificates?

A I.M.S. certificates.

Q140 When you received those updated documents, did you have a look at the I.M.S. stability index and the, and the calculated limited positive stability?

A Not that I can recall on those boats, no.

Q141 Well, why would you collect the documents?

A Just to check that they were, they fitted under the speed limit which is on the certificate.

Q142 O.K. Well, are you aware that there's a minimum, minimum stability rating of 115 degrees for the Sydney to Hobart Yacht Race?

A Yes.

Q143 So is it the case that you were presuming that the maxis met that 115 degrees?

A I was presuming that they'd already applied for entry and that certificates had already gone through and that I vetted for the speed - - -

Q144 Yeah.

A - - - and gave, handed it back - - -

Q145 O.K.

A - - - to the sailing manager, yeah.

Q146 As a, as a person who administers this type of document - - -

A Mmm.

Q146 - - - if the situation arose with one of the maxis so far as stability was concerned and the document arrived back, would you, would you look at the stability index on that document?

A I may have, I may not.

Q147 O.K.

A I'd probably look at a number of things - - -

Q148 Right. Certainly.

A - - - on the certificate.

Q149 Having, having some experience in, well, not so much experience hands on, but certainly doing a formal qualification in naval architecture you're aware of stability indexes and - - -

A Yes.

Q149 - - - that type of thing? And are you aware of the importance of those indices?

A Yes.

Q150 O.K. Now I believe a board is set up in the sailing office at the beginning of receiving application forms and presumably that's just a, a white board is it or a board with pegs on it that holds butcher paper?

A Oh, as we were talking before, a list of entries with the - - -

Q151 Yes, a list of entries, yes.

A Yeah, stuck to the wall.

Q152 Stuck to the wall.

A Yeah.

Q153 And that's in the form of butcher paper?

A A3 - - -

Q154 A3.

A - - - paper, yeah.

Q155 And in one column you have - - -

A The yacht name.

Q156 Name, and then the other columns comprise of what?

A The class they're racing in.

Q157 Right.

A The required forms as per the notice of race that they need.

Q158 Right.

A Like, I.M.S. certificate.

Q159 Yeah.

A Safety certificate, crew list, what else could they have?

Q160 Next of kin list perhaps?

A That's on the crew list.

Q161 O.K.

A Yeah. All, all the documentation that's required by the notice of race - - -

Q162 Right.

A - - - at any time prior to the race - - -

Q163 Yes.

A - - - there's the check list of.

Q164 O.K. And you saw that board in operation?

A Yes.

Q165 All those, those A1 bits of paper in operation? Do you recall how many bits of paper, bits of single A1 bits of paper were on the wall offhand?

A Three, what size is that?

Q166 O.K. A3.

A A3, stuck down.

Q167 O.K. And you had some involvement with that?

A Yeah. The reason we use it is when a person comes into the sailing office or they ring up is we can immediately look - - -

Q168

A - - - at the board and say, You are missing this - - -

Q169 Right.

A - - - you're missing that.

Q170 O.K. So was it part of your tasking or part of your job last year to write things on that board?

A No, not that I can recollect, no.

Q171 Is there any handwriting on that board which belongs to you?

A I don't believe there's any signatures on that board.

Q172 Do you know who wrote the, the bits of A3 paper up so far as names of the boats and that sort of thing?

A Andrea.

Q173 Andrea.

A Yes.

Q174 O.K.

A It's an Excel spreadsheet blown up on a photocopier.

Q175 Right. So you had no responsibility to tick off things?

A No.

Q176 That was solely left to who?

A To the chief safety inspector.

Q177 Right.

A The sailing manager.

Q178 Yes.

A And Andrea and anyone else that was vetting entries, so to speak, oh no, no, clarify that, the sailing manager or Andrea would have ticked it off once a boat had been accepted - - -

Q179 Right.

A - - - their application for entry had been accepted and the paperwork had come in, they would - - -

Q180 Tick it off.

A - - - tick it off.

Q181 So what do you understand as being accepted?

A A boat must apply for entry in the Hobart race.

Q182 Yeah.

A O.K. Before they are accepted as an entry.

Q183 Yeah.

A When they apply for entry they must submit the documents required by the notice of race - - -

Q184 Yes.

A - - - to prove things such as a safety compliance form - - -

Q185 Yeah.

A - - - proof of stability, crew experience - - -

Q186 Yeah.

A - - - the boat details obviously.

Q187 O.K. O.K. So far as I.M.S. certificates are concerned, you've mentioned that you were involved in speeds, looking at speeds on I.M.S. certificates.

A Yeah.

Q188 But also as one of the requirements of the yacht race that the vessel must be over 115 degrees - - -

A Yeah.

Q188 - - - it must indicate that on the I.M.S. certificate?

A They can do it by other means too.

Q189 They can, in fact they can, they can do it through a naval architect supplying information - - -

A Through the Z curve.

Q189 - - - exactly right.

A Yeah.

Q190 But if a boat sends a certificate - - -

A Mmm.

Q190 - - - and there's, that certificate's expired and there's nothing else to support the old stability rating - - -

A Mmm.

Q190 - - - certainly it's from, from your point of view, to ensure that boat complies, there's something that would be chased up. Is that correct?

A No.

Q191 How else are you going to - - -

A 'Cause, 'cause any boat can submit, as I said before - - -

Q192 Yeah.

A You, to prove stability you - - -

Q193 Yeah.

A - - - do, if you want to do it by I.M.S. certificate you don't necessarily have to have a current one, you only - - -

Q194 Yeah.

A - - - need a valid one - - -

Q195 Exactly right.

A - - - valid by means the boat hasn't changed.

Q196 O.K. But that's an honesty system, is it not?

A Yes, yes.

Q197 O.K. So if the certificate is, when you say valid, do you mean it's valid so far as date or do you mean - - -
-

A No.

Q197 - - - the stability index is - - -

A It doesn't need to be current - - -

Q198 Right.

A - - - which refers to the date.

Q199 Right.

A It needs to be valid as far as the boat doesn't differ from, from when it was measured.

Q200 So how are you going to determine if it's been changed or not without inquiring?

A That's, that's an honesty system as you said.

Q201 O.K. So at the end of the day if somebody sends in a certificate that come race day had expired how does one as an organiser check to ensure that that boat meets the minimum stability requirements?

A Go through that one again?

Q202 O.K.

A Yeah.

Q203 For example, suppose the certificate goes with the entry form, right?

A Yeah.

Q204 And it's expired?

A Yeah.

Q205 O.K? At that stage you're aware that yes, the certificate is expired.

A Yeah.

Q206 O.K? But you're also - - -

A I may not be.

Q207 O.K. You may not be - - -

A But someone, yeah.

Q207 - - - but I'm just explaining this, I'm just asking you this.

A Sorry, yeah.

Q208 The certificate has expired by virtue of date.

A Yes.

Q209 Therefore we don't know what's happened to the boat.

A Yeah.

Q210 O.K. And in fact some applications say, new certificate, a new certificate to follow. I don't know whether you've seen that because if it's racing in I.M.S. division it's going to require an I.M.S. certificate. Is that correct?

A Yeah. That's correct.

Q211 O.K.

A Yeah.

Q212 And it's going to require a certificate which is valid.

A Yes. No, yes.

Q213 Valid.

A Valid and current.

Q214 Valid and current.

A Yeah.

Q215 So in the process of vetting if that certificate hasn't arrived by the 25th of December in fact the race manager or sailing manager makes a list of boats that fall short on certain particulars. Is that correct?

A That's, yeah, you could assume that.

Q216 Right. Well, we know that that's what happened, we know that.

A Yeah.

Q217 And on the 25th or the 24th - - -

A The race briefing day.

Q217 - - - at a race briefing day - - -

A Yeah.

Q217 - - - he then, he then brings or someone in his stead brings to notice to everybody present that a, b, c, d, e and f - - -

A Mmm.

Q217 - - - have fallen short in certain areas of paperwork. O.K?

A Mmm.

Q218 O.K.

A Yeah.

Q219 And quite conceivably that could be that an I.M.S., valid and current I.M.S. certificate for a boat entering the I.M.S. division has not forwarded that new certificate. Is that a possibility?

A Yeah. That could be a possibility, yeah.

Q220 O.K. And if that certificate's not there then it fails the entry requirements of a valid I.M.S. certificate with a, with a stability index of over 115 degrees unless otherwise grandfathered at 110.

A But when it applied for entry - - -

Q221 Yeah.

A - - - it has already met the requirement by providing a valid, not necessarily a current certificate - - -

Q222 Mmm.

A - - - and is therefore ticked off the board because it has already brought all the documentation in for experience, the I.M.S. certificate and so forth proving, proving their stability. That's not that one but the - - -

Q223 No.

A - - - original submitted document - - -

Q224 O.K.

A - - - is proof that they complied.

Q225 Well, looking at - - -

A Yeah.

Q225 - - - this document here - - -

A Yeah.

Q225 - - - which is in fact the Naiad one and I'm only using the Naiad one because that's the only one we have here.

A Yeah.

Q226 You look at that and that shows you that it's, sorry, read the expired one, I've got it here. If you were running the Sydney to Hobart Yacht Race this is you - -

-

A Yeah.

Q226 - - - and you're in that area?

A Yeah.

Q227 O.K? I'm just supposing, I'm just - - -

A If I was to Pete?

Q228 If you were the sailing manager?

A Yeah.

Q229 O.K? And that certificate arrived - - -

A Mmm.

Q229 - - - with the entry form.

A Mmm.

Q230 Do you then consider that that boat is eligible based on that certificate and the crew list and the safety inspection?

A Yeah, in the processes laid down to apply for entry - - -

-

Q231 Right.

A - - - he has submitted the required documents to be accepted as an entry in the Hobart race.

Q232 O.K. So how do you then know on the 26th of December, that the boat does in fact, does in fact comply?

A Still comply?

Q233 Mmm.

A It's a self regulating sport and that's, that's where you come back to the, it's an honesty system, I think, from - - -

Q234 O.K.

A - - - where you're going with the - - -

Q235 If I was to, if I was to tell you - - -

A Yeah.

Q235 - - - that I have, I have correspondence here which indicates that boats that have certificates which have expired - - -

A Yeah.

Q235 - - - and haven't proven their stability indexes, correspondence has been forwarded from the sailing office to those persons - - -

A Yeah.

Q235 - - - to get that documentation in order.

A Yeah.

Q236 Would that surprise you?

A say that one again?

Q237 Well, you've just told us that, well, as far as you'd be concerned that boat can race despite its, its certificate not being - - -

A It's, it's - - -

Q237 - - - current or valid.

A Yeah. It's complied, no, it has a valid certificate - - -

Q238 Yeah.

A - - - when it applied for entry in the Hobart race.

Q239 Yeah, but it's not current.

A It's not current, no, it doesn't need to supply a current certificate, it needs to supply a valid one to prove stability.

Q240 All right.

A It has complied with the requirements for application for entry into the Hobart race.

Q241 Right. O.K.

A Or it's proven, the owner has proven that his boat is eligible.

Q242 O.K. O.K. Dave?

SENIOR CONSTABLE UPSTON

Q243 Well, if that's the case - - -

A Yeah.

Q243 - - - why would the sailing manager then see fit to contact the owner of the race, of, correction, the sailing manager see fit to contact the, the owner of the vessel to ask for a valid certificate?

A In this case I don't have any knowledge of, with this but if someone applies for entry and they don't supply the right documentation or the correct or valid documentation they would be asked by, by letter to produce, that's why you have an application for entry process. It, you, any, any normal race, any other race in Australia you just fill in an entry form, submit the documents.

Q244 Right. But is the case that the entry is accepted, however in this case that he's still accepted into the race but until such time as he provides a current certificate he is not allowed to race?

A That could be the case but I don't know - - -

Q245 But you're not aware of that?

A Not aware in this particular case, no.

Q246 O.K. On, on Christmas Day you, you mentioned that you attended a committee meeting.

A Yeah.

Q247 Was that the only time you have ever met with the committee as a member of the committee, of the sailing committee?

A Sorry? The sailing committee or race committee?

Q248 I'm sorry, on the race committee.

A Yeah.

Q249 Is that the first day that you have sat with the, the sailing, with the race committee?

A No.

Q250 O.K. So you have sat with the race committee on a number of occasions and various things were discussed?

A Yes.

Q251 Now all the, all the boats that Senior Constable Gray mentioned earlier that were mentioned at the pre-race meeting - - -

A Mmm.

Q251 - - - and those boats - - -

A Sorry, at the briefing?

Q252 At the briefing.

A Yeah.

Q253 And those boats didn't comply for one reason or another
- - -

A Yeah.

Q253 - - - were they all allowed to race?

A Yes, because they all got their, they were given til
midday on the day - - -

Q254 Yeah.

A - - - the bricfing starts at 9.00 in the morning - - -

Q255 Yeah.

A - - - and they were given til midday to submit the
required documentation, these were things such as the
crew list wasn't in, they, we still needed a life raft
certificate or something like that. All those boats,
to my knowledge, had, had the documentation in by
midday.

Q256 O.K. Now are you aware of any standing orders or
standing procedures that have been adopted by the race
manager as far as how the sailing office is to run in
regards to these races or any races at all, the Sydney
to Hobart race or - - -

A Yeah, yeah, I need more details to

Q257 O.K. Well, is there any procedures that have been
adopted to say that if this happens, right, you shall
do this and if you receive documentation as regard to
this race you shall do this with it?

A Yes. I mean as a normal office working environment you would sit down and say, Right, you will do this, you will do this in the case of this, if this happens, yes, that - - -

Q258 And it's quite clear that what your involvement in the sailing office, what you're, you're supposed to do and as is Andrea and she's instructed on to do certain things?

A Yeah.

Q259 And it's quite legislative as part of what those person's are supposed to do?

A Runs, runs like a normal business, yeah.

Q260 O.K.

A Yeah. Stuart?

DETECTIVE SENIOR CONSTABLE GRAY

Q261 Are you aware - - -

A Mmm.

Q261 - - - if Mr Thompson saw that new certificate relating the Business Post Naiad?

A Phil, the race director?

Q262 Phil Thompson, yes.

A No idea, no idea.

Q263 When did you become aware of the situation with the Business Post Naiad so far as being ineligible for last year's race?

A When you guys started investigating.

Q264 Right. Did anybody talk to you about it apart from us?

A It's been discussed through the race committee generally.

Q265 Were you involved with that?

A Yes. I, I've had discussions with members of the race committee, sailing committee.

Q266 About that particular - - -

A About that particular boat.

Q267 O.K.

A Nothing specific that I can remember.

Q268 Right.

A Yeah.

Q269 But would you say then that, well, there wouldn't really be, well, this boat in fact according to you - - -

A Mmm.

Q269 - - - wasn't ineligible. It was really eligible, wasn't it?

A That's a leading question, that's - - -

Q270 Well, that's what you said. You said before, did you not, that when the certificate would have been submitted with the entry forms it would be, it wouldn't be current but it would be valid. Is that correct?

A Yes.

Q271 Therefore it met the criteria of entry.

A Yes. Yeah.

Q272 O.K. So if the owner, under your belief then it became an honesty system and there was no need, well, you didn't say this but I'll ask you this. Is there a need

even though there's an honesty system, is there a need for you or for someone else in that race committee to chase up and question that owner to clarify that certificate?

A Given the rules of the race?

Q273 Yes.

A The notice of the race, no.

Q274 O.K. So I'll go back to my original question.

A Yeah.

Q275 Would you then be of the opinion that, I don't know what the fuss is about, the Naiad was not an ineligible entry according to the notice of race?

A This is in hindsight now.

Q276 Yeah. Yeah. It's in hindsight, yeah.

A Obviously he, he changed his boat and, and became ineligible under the rules of the race.

Q277 Yeah.

A Mmm.

Q278 Is there any responsibility from your point of view, from your personal point of view not from other committee members - - -

A Mmm.

Q278 - - - is it your responsibility, do you feel, to ensure that the certificate is current and valid prior to race? Not valid - - -

A Sorry?

Q278 - - - but current and valid?

A In terms of the management structure of who's responsible for what or - - -

Q279 Or race committee, you're a member of the race committee.

A Yeah. Yeah.

Q280 As an individual?

A Yeah.

Q281 And not having a notice of race with me - - -

A Yeah.

Q281 - - - unless I'm wrong I believe that the wording is, a current and valid certificate in the I.M.S. division?

A I can't, again, without - - -

Q282 We can probably get one next door, I'll just, it's 3.44, I'll just suspend the interview just to get a notice of race - - -

A Yeah.

Q282 - - - so we can just clarify that.

A Yeah.

Q283 The time's 3.44. Interview suspended.

INTERVIEW SUSPENDED

INTERVIEW RESUMED

DETECTIVE SENIOR CONSTABLE GRAY

Q284 Interview between Detective Gray and Mr Robinson is recommenced at 3.52pm. Do you agree that we had a short break and Senior Constable Upston left the room and has returned with two documents and those documents are the Notice of Race 1998 and Notice of Race 1999?

A That's correct.

Q285 O.K. Now are you aware there are a number of divisions within the Sydney to Hobart Yacht Race?

A Yes.

Q286 And could you tell me what they are?

A For last year?

Q287 For last year.

A There is an I.M.S.

Q288 Right.

A Sorry, there are a number of categories.

Q289 Categories, yeah.

A There is I.M.S, P.H.S. and C.H.S.

Q290 Right. O.K.

A And within those there would be a number of divisions.

Q291 Divisions, O.K. Now is it the case with C.H.S. and P.H.S. categories there are different requirements to I.M.S. categories?

A Yes.

Q292 And are you able to tell me what they are?

A Obviously I.M.S. and C.H.S. are rating or handicap systems - - -

Q293 Right.

A - - - that require certificates.

Q294 Yes.

A P.H.S. is based on past performance only.

Q295 Right. And while that refers to old I.O.R. boats?

A As far as - - -

Q296 Prior to I.M.S. coming in?

A Any boat - - -

Q297 Right.

A - - - virtually any boat can get an I.M.S. or a C.H.S. certificate.

Q298 Right.

A If they don't wish to then they would have to race in P.H.S. - - -

Q299 Right.

A - - - where it's based on their performances in previous Hobart races for example.

Q300 Right. And presumably they would send in their application to race - - -

A Mmm.

Q300 - - - documentation to prove that they were capable of entering that division or that category.

A As laid out in the notice of race.

Q301 In the notice of race. And, O.K. Well, now a short time ago we discussed the issue of a current as opposed to valid - - -

A Yeah.

Q301 - - - valid as opposed to current I.M.S. certificate.

A Yeah.

Q302 O.K. And you stated in amongst other things that if the boat provided a valid I.M.S. certificate with its entry forms - - -

A Yeah.

Q302 - - - that would make it eligible to enter - - -

A To enter the Hobart race.

Q302 - - - the Hobart race?

A Yes.

Q303 With no further ado?

A No.

Q304 O.K. Now I'll point to page, page 5 of the 1998 Notice of Race - - -

A Notice of race.

Q304 - - - which is for I.M.S. category - - -

A Yeah.

Q304 - - - 6.1.4 - - -

A Yeah.

Q304 - - - part A - - -

A Yeah.

Q304 - - - and it says, Hold a current valid I.M.S. rating certificate.

A Mmm.

Q305 What do you understand as that meaning?

A That would mean contrary to what we discussed previously.

Q306 O.K.

A That it would be up to date - - -

Q307 Right.

A - - - and for the yacht.

Q308 Right. If we go to Part C - - -

A Yeah.

Q308 - - - it further says, Comply with minimum stability index for O.R.C. race Category 1 events.

A Yes.

Q309 Now are you aware that a Category 1 race is 115 degrees?

A Yes.

Q310 O.K.

A As defined by - - -

Q311 That - - -

A - - - I.M.S. regulation - - -

Q312 201.

A - - - 201.

Q313 Exactly.

A Yeah.

Q314 Now there is another category available that is called grandfather.

A Yes.

Q315 And you're aware that that allows boats between a stability index of 110 to 115?

A Yes.

Q316 They're allowed to race?

A On some provisos.

Q317 On some provisos and some of those provisos are that they've previously sailed in Sydney to Hobarts and can still show that they are in the category of 110 to 115 degrees?

A Yes, and that they haven't made major alterations - - -

Q318 Major alterations.

A - - - to affect their stability.

Q319 So they couldn't enter the race if they had a stability index of 108?

A No.

Q320 Is that correct?

A Yeah.

Q321 So now my next question is - - -

A Mmm.

Q321 - - - if you as a member of the sailing committee or -
- -

A Mmm.

Q321 - - - or race committee are receiving forms which aren't completed or aren't, all the forms aren't present - - -

A Yes.

Q321 - - - is it your responsibility to chase up those forms prior to race? And if one looks at this rule here, 6.1.4 - - -

A Mmm.

Q321 - - - they must have A through to D, that includes current valid I.M.S. certificate and minimum stability index.

A Is it my responsibility as a member of the race committee?

Q322 Yes.

A Or as a management function?

Q323 As a member of the race committee firstly?

A At the end of the day?

Q324 Yes.

A Probably yes.

Q325 O.K. As a managing arrangement?

A In a management situation I'm - (Tape Beeping) - not involved in that - (Tape Beeping) - - -

Q326 You're right.

A - - - subject of vetting.

Q327 O.K.

A So therefore, have we run out of tape?

Q328 You're right, if you can just answer, just finish that last, in a management position?

A In a management position - - -

Q329 In the sailing committee?

A - - - in the sailing office - - -

Q330 Yeah.

A - - - as we worked out for last year?

Q331 Yeah.

A No, that was not - - -

Q332 Not your responsibility?

A - - - not my responsibility.

Q333 O.K. That's not your responsibility?

A No.

Q334 All right. O.K. Due to time to change the tape, 3.57pm, this interview is suspended.

INTERVIEW SUSPENDED

INTERVIEW RESUMED

DETECTIVE SENIOR CONSTABLE GRAY

Q335 Interview between Detective Gray and Mr Mark Robinson is recommenced. The time on my watch now is 4.00pm.

O.K. So in, in relation to last year's race organisation in the sailing office you had nothing to do with the collection of entry forms?

A I may have been the only person in the office when a form came in - - -

Q336 Came in, yeah.

A - - - but I was not involved in the - - -

Q337 Chasing up or - - -

A - - - chasing up or - - -

Q338 O.K.

A - - - vetting, so to speak.

Q339 Right. Vetting. We've established that if a form arrived in the, in the, a form, no matter what form - -
-

A Mmm.

Q339 - - - arrived in the sailing office it would be placed on the sailing manager's desk or into a file designated by the sailing manager?

A Yeah.

Q340 O.K. There would not be the case where bits and pieces of documentation pertaining to, to various yachts would be lying around your office?

A It's all one office so no.

Q341 On your desk?

A On my desk, no.

Q342 No.

A Not normally, no.

Q343 No. Obviously you can see the importance of getting this documentation together?

A Yeah.

Q344 Is that correct? O.K. Now did you, you left Sydney with some of the race committee and travelled to Hobart?

A Yes.

Q345 O.K. What date did you go down to Hobart?

A We went the morning, I went with the race director, I think the morning - - -

Q346 The 27th?

A - - - after the race start?

Q347 So that would be the 27th?

A Yeah.

Q348 Now at any stage did the aircraft you were travelling in fly to a lower altitude than what it was flying at so that people in the aircraft could view the front yachts?

A I can't remember.

Q349 O.K. When you arrived in Hobart where did you go then?

A We went straight to the Royal Yacht Club of Tasmania - - -

Q350 O.K.

A - - - to the race control centre.

Q351 O.K. At any, at that stage were you aware of the weather conditions on the race track, so to speak?

A We had had weather updates from the Bureau, we pay them to - - -

Q352 Right.

A - - - to give us updates. I can't recall whether I read them or not or, or what.

Q353 Did you have a fair bit to do with the race committee as a group in Hobart or not really?

A Yes.

Q354 You had a lot to do with it?

A A lot because of the circumstances - - -

Q355 Right.

A - - - of the race.

Q356 Did you as a committee or you individually, were you aware of 70 knot winds recorded at Wilsons Promontory on the morning, at 9.00am on the 27th?

A No, not at the time of the race. I've subsequently been informed.

Q357 Yeah. Were you, were you aware of 80 knot winds, in excess of 80 knot winds reported by Doctel Rager as a member of the race committee?

A I can't recall a particular boat but I do recall having that information come back to the race committee in Hobart from a yacht or the radio relay vessel.

Q358 O.K. What did you or your committee do in relation to those particular wind strengths?

A We met - - -

Q359 Right.

A - - - with the race committee members who were all in Hobart - - -

Q360 Yes.

A - - - and discussed our options for the race - - -
Q361 Yes.
A - - - and as to where we would proceed.
Q362 Yeah.
A I believe one of the committee members got in touch
with the Weather Bureau - - -
Q363 Yeah.
A - - - for an update because we do obviously pay for a
service there.
Q364 Yeah.
A We discussed what we could do.
Q365 Yes.
A And given that the yachts were already there - - -
Q366 Yeah.
A - - - can I assume you're alluding to why didn't we
cancel or - - -
Q367 Yes. You can presume anything.
A The yachts were already in it and cancelling the race
would not have affected that.
Q368 O.K. Well, do you agree that at that particular point
of time that there would have been, the yachts would
have been in three different groups or close to, ones
in the storm, ones in front of the storm and ones
behind the storm?
A I'd have to go back to - - -
Q369 O.K.
A - - - sketch sheets.

Q370 O.K. So far as the Sydney to Hobart yacht race is concerned how would you, from your experience, rate this particular ocean race so far as other ocean races in the world?

A Is this a personal opinion?

Q371 Yeah. Personal opinion, yeah.

A One of the toughest Cat 1 races - - -

Q372 Right.

A - - - but by no means the, the toughest ocean race in the world.

Q373 O.K. Do you think it's reasonable, as a member of the, the race committee, to assume that there would be unforeseen circumstances in the Sydney to Hobart yacht race so far as weather's concerned?

A Weather is weather and there, no matter whether you're Bass Strait or anywhere else in the world things can happen.

Q374 Do you consider as a member of the race committee that it would be reasonable to foresee sudden changes in the Sydney to Hobart yacht race so far as weather's concerned, which you weren't aware about?

A No.

Q375 A reasonable assumption?

A No. Can you repeat that one again? Yeah?

Q376 Would it be reasonable for me to ask you, sorry, would it be reasonable as a member of the race committee to consider that there would be foreseeable problems in an ocean race of the magnitude of the Sydney to Hobart?

A In relation to weather?

Q377 To weather? Something, something affecting the fleet as a whole?

A As a member of the race committee - - -

Q378 Yeah.

A - - - it would - - -

Q379 Does that interest you as a member of the race committee?

A Yeah. You, you would always assume that there will be unforeseen circumstances that will have to be dealt with.

Q380 O.K. So therefore would you agree then the matter of getting, getting application forms and the eligibility of the yachts is of paramount importance as a committee before that race starts?

A Yes.

Q381 At any stage down in Hobart were you privy to a conversation between Sam Hughes, safety Sam - - -

A Yes. We were all working in the same room - - -

Q382 O.K. Were you - - -

A - - - the control centre.

Q383 Were you aware of a chap there by the name of Brian Wiley?

A No idea who he is.

Q384 He's from, he was also from AusSAR. He was one of Sam Hughes' assistants.

A O.K. Don't know him.

Q385 Well, I've been informed that a conversation took place between Sam Hughes and his offsider in relation to cancelling the race, the race. Were you aware of that?

A Well, I wasn't aware of the second gentleman, I know who Sam Hughes is.

Q386 O.K.

A And he, he would have been privy to the race committee meeting.

Q387 Right. Can you tell me how, how the race committee came to a decision to pass onto Lou Carter on board the Young Endeavour the message in relation to skippers and their responsibilities?

A Sorry? The

Q388 You recall that Lou Carter broadcast a rule to skippers in regards to their responsibilities as skippers as to whether to continue or not?

A Under the racing rules of sailing?

Q389 Yes.

A I recall that - - -

Q390 You recall that?

A - - - that happened, yes.

Q391 And where was that prompted from?

A Our - - -

Q392 Was that something he made himself, he - - -

A No, that was prompted from the race committee.

Q393 O.K. And that was obviously as a result of a meeting between you all?

A I believe it was the same meeting we just referred to.

Q394 Right. Now at the completion of the Sydney to Hobart yacht race and the race review committee was set up - -
-

A Yes.

Q394 - - - by Mr Peter Bush, at any stage did his investigators speak to you - - -

A Yes.

Q394 - - - about the Naiad?

A They interviewed me but I can't recall the content of the interview.

Q395 Was that a question, answer type interview?

A No, it was a similar interview to this.

Q396 O.K.

A Yeah.

Q397 And did they record that interview?

A On paper they did.

Q398 Right.

A I'm not sure whether they audio recorded it.

Q399 O.K. But you did see them writing - - -

A Yes.

Q399 - - - in the interview? And who, who was in that interview with you? Mr Bush?

A Yeah, it was. Mr Bush conducted the interview.

Q400 Right.

A And I, I can't recollect whether there was anyone else present.

Q401 O.K. Did you, did he allow you to read the notes that he'd taken?

A No.

Q402 Did you sign the notes?

A No.

Q403 Did he inform you what you, what he intended doing with those notes?

A He did, but I - - -

Q404 You can't recall?

A - - - again, I can't, can't recall.

Q405 Have you read the, the report into the Sydney to Hobart 1998 Race by the race review committee?

A I read it when it first came out, yeah.

Q406 Does your interview appear in that document?

A I can't recall.

Q407 O.K. If I was to inform you that it doesn't?

A Yeah.

Q408 O.K. Are you, would you, can you think of any reason why your interview wouldn't appear in that document if you were interviewed?

A I can't recall if there were any interviews in the document.

Q409 O.K. Apart from boats?

A Apart from boats, yeah, from the boats that got into serious trouble.

Q410 Are you aware of the formula that was, formula relating to wind speeds and wave heights that the Bureau of Meteorology brought out in their report this year, 40 per cent - - -

A I'm aware of it now.

Q411 Right.
A But I wasn't aware of it at the time of the race.
Q412 So you're a sailing educator?
A
Q413 I mean, do you educate young sailors?
A I used to, yes.
Q414 Used to, and you never knew about that sort of thing?
A No.
Q415 O.K. That was never part of your study?
A No.
Q416 O.K.

SENIOR CONSTABLE UPSTON

Q417 O.K. Mark, with the A3 sheets that were set up to keep a track on records that came in - - -
A Yeah.
Q417 - - - for entrants into the race, were you given any formal instructions on what to do with, with the board?
A Don't tick anything off.
Q418 You were told not to tick anything off?
A Yeah.
Q419 O.K. O.K. And who gave you those instructions?
A Phil, from recollection.
Q420 All right. Did he give you any other types of instructions, what to do or what not to do in regards to the 1998 Sydney to Hobart Yacht Race?
A Sorry?
Q421 In regards to administration?
A Prior, prior race

Q422 Yeah. Prior to the race.

A You, you mean in office management, do you?

Q423 Yes.

A We would have talked between ourselves and he would have instructed us the office manager as to where to stick stuff, what to do if entries come in, all that sort of stuff, yeah.

Q424 Did you ever peruse that, that list on a, on a regular basis or at any time?

A Yes. Yes. As I said, the list was a good tool for when people rung up or, or came in to see what outstanding paperwork was, was required.

Q425 And as a committee member did you ever take a mental note of anything that may have, not have been corrected on the, on that list even though you had, you were instructed not to - - -

A Yeah.

Q425 - - - tick anything off as it came in?

A I made a note of the boats that were mentioned at the briefing.

Q426 How did you make a note of those, on paper or just a mental note?

A No, no, when it came time to go to the briefing and, and they sat down and said, Well, these boats have outstanding paperwork, what are we gunna do? I had for that day or days prior, once things became outstanding, noticed that those boats needed, needed their paperwork.

Q427 O.K. Did you, did you see the board, that's the A3 bits of paper, prior to the briefing with those yachts named?

A Yes.

Q428 Yeah. But you can't recall - - -

A I can't recall what boats they were.

Q429 And when you say that you were told by Mr Thompson so far as office management was concerned and entries and applications and - - -

A Yeah.

Q429 - - - all associated paperwork, what were you told in fact to do with that information that arrived?

A Sorry, the - - -

Q430 Well, were you - - -

A - - - when applications come in?

Q431 Yeah. What were you actually instructed to do?

A Oh, we'd put it on his desk.

Q432 Right.

A Yeah.

Q433 O.K. And then obviously it was no longer your responsibility - - -

A No.

Q433 - - - after that? O.K.

DETECTIVE SENIOR CONSTABLE GRAY

Q434 Is there anything further you'd like to mention to us, anything that you feel that may assist us with our inquiry in any aspect of the race or race

administration or anything else that you'd like to tell us?

A No.

Q435 Any ideas?

A No ideas, no.

Q436 That's fine.

A O.K.

Q437 That's fine, yeah.

SENIOR CONSTABLE UPSTON

Q438 Just one thing, Mark.

A Yeah.

Q439 Very briefly, what procedures are now in place to ensure that every yacht will have, or every yacht that enters the race will have the correct paperwork in place?

A O.K. As of, and in all years we trial run things with the Gold Coast race in July or August, there are now specific, or no, there was specific vetting committees last year but there are now signed off, sign your life away signatures. The notice of race has changed obviously, it's been gone through with the lawyers with a fine tooth comb. There's no grandfathering obviously, so it's 115 or you don't go. Every, it's every boat has to have an I.M.S. certificate now or equivalent data from a naval architect, a proper GZ curves or things like that. You just want changes from the last race?

Q440 Yeah. Well, yeah.

DETECTIVE SENIOR CONSTABLE GRAY

Q441 Yeah, just what you know offhand, that's all.

SENIOR CONSTABLE UPSTON

Q442 It's all right, you don't - - -

A Outside of an interview I could probably think of
 hundreds

Q443 Yeah. No, that's fine, just what comes to mind now.

A Yeah.

Q444 And, and solely in the, in the race committee whose,
 whose ultimate responsibility do you feel it will be in
 this year's race to make sure that, that every boat
 comply?

A Got to be careful here because, and I think Phil would
 have explained this to you, is that during the year the
 sailing committee oversees - - -

DETECTIVE SENIOR CONSTABLE GRAY

Q445 Yes.

A - - - all the racing that the C.Y.C. does and the race
 committee in inverted commas - - -

Q446 Mmm.

A - - - purely, and I think I stated this at the start of
 the interview, really takes over when the, the start of
 the race - - -

Q447 Yeah.

A - - - when that happens. You know, it's there to
 oversee the conduct - - -

Q448 Yeah.

SENIOR CONSTABLE UPSTON

Yeah.

A - - - of the race.

Q449 So it's, it's the sailing committee's responsibility then to ensure, is this what you're saying, that it's the sailing committee's responsibility to ensure that everyone complies?

A They, they, yeah, they implement the, the rules of the race.

Q450 Yeah.

A Apart from the blue book, they implement - - -

Q451 Yeah.

A - - - the notice of race, sailing instructions and oversee that process.

Q452 O.K.

DETECTIVE SENIOR CONSTABLE GRAY

Q453 So basically the sailing committee are it until 13.00 on the 26th?

A Yeah, pretty much.

Q454 So to speak, pretty much?

A Pretty much.

Q455 Yeah. Now when you said just a minute ago when you were talking to, to David you said that there were vetting committees in place last year.

A Yeah.

Q456 What vetting committees were in place last year that you're aware of?

A I can't remember who the people were that

Q457 Do you know what their responsibilities were?
A Does this boat, you know, here's an application for entry, here's the forms - - -
Q458 Yeah.
A - - - does this boat comply?
Q459 Right.
A Things like that.
Q460 O.K. Nothing more?
A (NO AUDIBLE REPLY)
Q461 The time on my watch is now 4.15pm. This interview is concluded.

INTERVIEW CONCLUDED