

DETECTIVE SENIOR CONSTABLE GRAY

Q1 This is an electronically recorded interview between Detective Senior Constable Stuart Gray and Mr Bruce Taylor at Pier 35, Lorimer Street, Melbourne. The time by my watch is 9.44pm. Also present, seated to my right, is Senior Constable David Upston from the New South Wales Water Police. For the purpose of the record, could you please state your full name?

A My name is Bruce Emery Taylor.

Q2 Your date of birth?

A 20th of the 8th, '49.

Q3 Your current address?

A 8 Russell Street, Camberwell, Victoria.

Q4 And your occupation? .

A Orthodontist.

Q5 As I have already explained to you, Senior Constable Upston and I are making inquiries in relation to the 1998 Sydney to Hobart Yacht Race. Part of our task in, in this investigation is to speak to various yachtsmen who were involved in the race as well as experts and other people directly or indirectly involved the race. And that's why we wish to speak to you tonight. You were the owner of Chutzpah, is that correct?

A Correct.

Q6 Just to start with, you might want to give us some background of your sailing experience

A Yeah, I've been sailing for 30-odd years. This was my 18th Hobart. I've been owner-skipper of lightweight 34

and 36 foot yachts in the Hobart race for the past 12 years, the Cameron Park, Chutzpah is a form of boats of the same name. They've all been 34, 36 foot boats, lightweight, the Karagon(?) was probably the most recent or the most modern design in the fleet. It was designed in August of last year and was launched in the November of last year, of 1998.

Q7 O.K. And how many crews do you have on that boat?

A A total crew of eight.

Q8 O.K. What was the range of sailing experience for the crew?

A A minimum of six Hobarts, a maximum of 18, an average of around 10 Hobarts, two of the crew were semi-professional, four of us have represented Australia on several occasions, one had just completed a trans-Tasman, a, a trans-Pacific delivery, several have represented Australia in Admiral's Cups, most of us have represented Victoria in Southern Cross cups.

Q9 O.K. And so far as the, the weight of the vessel did you, is it considered a very light boat compared to rest of the fleet,

A The design of the boat is certainly deemed to be a lightweight high-tech 36 foot boat of a very modern IMS design, a long narrow keel with a bulb, a flat-bottom boat, carbon fibre rig and relatively light.

Q10 Now last year in the Sydney to Hobart race you entered the IMS category, is that correct?

A Correct.

Q11 O.K. Are you aware of the, the category of the Sydney to Hobart Yacht Race so far international off-shore racing council rules.

A It's category 1.

Q12 O.K. Are you aware of the stability or stability index

A The stability index for that race I recollect to be in the order of 115.

Q13 O.K. Are you able to tell me, I've already discussed that you don't have your IMS certificate with you and nor do we at the present time. Do you recall the, the IMS stability index of your vessel?

A It was definitely in excess of the stability requirement.

Q14 O.K. I think you mention that there's been some modifications and that on the boat this year, is that correct?

A Over the last two months we have shifted some of the lead ballast. We've added more lead ballast to the boat.

Q15 And what effect does that have on the stability of the boat?

A Under the IMS rule in terms of its stability index it would have very slightly reduced it over what it previously was. The object, however, of altering the lead was to alter the performance of the boat under the IMS rule the stability index actually reduced slightly.

Q16 So is it the case that because your stability has been

reduced to under 115 that's going to have some sort of repercussions as far as entering a Category I race again?

A We certainly won't enter a Category I race unless we comply - - -

Q17 All right.

A - - - with the stability requirements of whichever race we, we enter.

Q18 O.K. So is it the case that an owner like yourself can remove lead, replace lead and, and change the stability index of the vessel to suit a race?

A Correct, yeah, and boats are frequently modified for particular conditions or particular types of races.

Q19 Right, O.K. If I could take you to Sunday the 27th of December, 1998, if you could in your own words describe the experience that you had in that race last year.

A In very general terms it was a typical Sydney/Hobart start. We, on the first sked, I think we were leaving, leading on handicap. We were sailing very fast down the New South Wales coast, we had had a detailed briefing on the weather, above and beyond that which the other competitors normally get, this was one we get from Roger Banim(?), who we pay an additional fee to, for a specific briefing on the morning of the race, he pointed out that he thought the predicted southerly change, or westerly change, had a probability of being more severe than was mainly generally believed. We proceeded down the coast, the weather was pretty much

as we had anticipated. Unfortunately our log was destroyed during the race but in broad terms we went from a building northerly, so we had the spinnakers up, continually reducing sail as the northerly started to swing around to the west. By the time we were close to Gabo or close to being Gabo Island the breeze had got up to around 50 knots and build steadily through the afternoon and evening. We were in the company of larger boats, in particular those such as Challenge Terra Firma, Secret Mens Business, Sword of Orion. The actual signal scene or the actual timing of the various event was all the little blurred, I guess, but we were in no doubt that we were heading into a, into severe weather, our experience suggested that, the radio reported suggested that, we were monitoring radio reports from Melbourne, from Mersey Radio, which is in Tasmania, from coastal stations down the New South Wales coast, from Locksport which is a radio station in Gippsland, we were getting weather updates I would think approximately every half hour. We also had a had a weather fax on board which was suggesting from the weather map that, you know, conditions were getting severe. Precisely at what stage I'm not sure but certainly the skeds referred to, or the publication that's out which I think must have been the, the night sked, we heard Sword of Orion come on the radio and question the reports of the weather, suggesting they had more severe weather other than that, that which was

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being reported. At some stage there was I'm sure the transcripts are available, there was talk of a breeze of up to 80 knots and we eventually turned back when that discussion between Sword of Orion and the control vessel was being had. They also called up a yacht, Doctel Rager, which was about 12 miles ahead of us and they reported 80 knots of wind, we had about 70 at that stage. We thought we'd sailed through the worst of the conditions and it concerned us a little to hear that there was more ahead of us, Lou Abrams(?) on a boat called Challenge, a fellow who I respect greatly, I fellow I sail with from Melbourne, he retired, he announced that they were returning to Eden. That caused us to question again whether we should continue, we felt we were still winning on handicap, we were managing the conditions with not any major problem, we had been semi-rolled once to about 135 degrees but the boat was handling it well, we had only a storm jib up at the height of the storm. However when Lou Abrams pulled out and then Terra Firma and Sword of Orion also decided they would pull out we felt it was only prudent for us to do likewise. We were a smaller boat, we were a new boat, two of our, not so much sister ships but boats by the same designer and new boats, boats that had only recently been launched, had retired earlier in the race with rudder problems or they'd reported rudder problems, that was a boat called Sledgehammer, another boat called ABN AMRO, both by the

same designer, and I guess the one area on which I felt we could've been vulnerable on was in fact the rudder, we had no knowledge of what their problems were other than we heard reported they had retired with rudder problems and that was also, I guess, in the back of my mind, concern about, about whether we potentially had a problem with our rudder. So we turned round, we headed back, we couldn't lay course to Eden at that stage, we could only run about 10 degrees and the course to Eden was about 350 which meant we were going slightly further out to sea. At no time did I think we were in great peril. At some stage and again it would be in the transcripts, a Mayday went out from Kingura, a yacht that we know well, in fact it had two of our ex crew members on it, we realised we were in the vicinity and altered course and found them and stood by them, while they had a fellow in the water who was subsequently rescued by the Victorian Police chopper. We stood by them for another 30 minutes, 40 minutes and once that episode was over, we continued back to Eden. The boat sustained no major damage, the crew, I know there were a few bruises, sustained no major injury. The boat, in my view, whether you want to pursue this area of discussion, I'm not sure, but the boat, the yacht, in my view, withstand, withstood the conditions far better than any of the previous Chutzpah's that we've had which, over the years, have always been state-of-the-art 35, 34 foot boats. This

particular version of Chutzpah I think weathered the storm far better than any, any of its predecessors.

Q20 All right. Now the winner of the race in fact was Midnight Rambler, is that correct?

A The, the winner of, on IMS handicap was the boat Midnight Rambler which was in fact the immediate predecessor, Chutzpah - - -

Q21 Yep.

A - - - which was a 35 foot IMS boat which we had done four Hobarts in then sold about six weeks prior to this race. I haven't spoken to the new owner after the race, however, listening to the reports on the radio and reading interviews after which it is evident they were about 60 miles behind us at the worst of the storm and that I suspect they didn't quite get the conditions that we got and they certainly didn't get them at night when we had them. Similarly, talking to friends and colleagues that were on boats such as Ragamuffin, boats, bigger boats, it's, it was apparent that they mainly missed the worst of it, also they were a little ahead of it. My impression is that when we turned back we actually turned back into as severe, if not more severe conditions. But the decision to turn back was, in my view, a pretty good one made collectively by certainly four other members of the crew, the most experienced members. In hindsight I suspect we may have been just as safe if not safer had we continued on, and, want me to keep talking?

A

Yeah.

Q22

Certainly in terms of the stakes if, if we can say that, again in hindsight and I refer to it in that article that you've got there, from a seamanship point of view I think we would've been better off had we had just the trisail up, the storm jib, that's the little storm sail in the middle of the boat rather than the front. The reason we had that configuration up was simply that, at the height of the storm, we were reluctant to ask others to go forward of the boat, to get down the storm jib, it was far easier to get down the sail that was up on the mast. We had no breakage of gear, we had a fair bit of water down below which caused us to lose things such as the logs but we had no failure of electronic equipment or of gear other than a little bit of sail damage. I think, as a competitor of 17 or 18 races, well, Sydney to Hobart races, I would say the work done by the radio relay vessel was excellent. We had someone monitoring our radio continually for the, for the entirety of the storm which I suspect other boats didn't. In terms of safety, we competed in the Telstra Cup which is the regatta immediately before the Sydney to Hobart race, we went up to Sydney about two weeks in the first week of December. During the course of that regatta they did spot safety checks on us and in, in fact in the the morning of the Sydney/Hobart race, they did a spot IMS check on us, which surprised us, it

never happened before, but in terms of the diligence or the scrutiny, it was as, it was as strong as we've ever had. Our original safety certificate, our original safety certificate was issued here in Melbourne, was issued here in Melbourne by one of the safety officers here. It was checked by one of the safety officers up there. In addition, as I say, we had one spot, one spot safety check in the week before the, the race and one spot IMS check, the essence of that really is to check that, to ensure that the sails that you have on are in fact compliant to the IMS rule. And that the lead that we have, the ballast on the boat is in fact where it ought to be.

Q23 Right.

A My personal view is that it was a series of circumstances that were difficult to predict but under the circumstances I think the tragic loss of life, could've been, could've been far worse, would've been far worse if those conditions had hit the fleet 10 years earlier. The damage to the yachts, I'm not a yacht designer but I've certainly, I've had a very keen interest in for many years, the damage to my eye of the yachts at Eden this year was far less severe than that of '84 and '91 or '93 whatever it was. In those years there were boats that the decks had fallen off, that the keels had fallen off, the rudders had fallen off. This year, my perception was, that of the newer boats the real

problem was damage to crew but the boats, the integrity of the boats have survived reasonably well but the, the problem were the crew staying on the boats or getting belted around within the boats and I suspect that's a function of the, the speed of the boats.

Q24 Was there seasickness on board your vessel?

A All of us I don't think really wanted to sit down and have a, a cold greasy sausage at any time. Seasickness is something that we, we always have a little bit of. None, no-one was incapacitated by seasickness.

Q25 Was the routine of the boat at any stage affected by seasickness.

A The only routine that I guess altered was our eating habits.

Q26 Right.

A We have always been very conscious of fluids, we take Gatorade at those times and electrolyte replacement fluids, we always, we've done in the last 10 years. I have, I guess, a pseudo-medical background and certainly none of our crew, crew's performance, or physical performance was hindered by their physical condition.

Q27 O.K. So far as the weather, weather was concerned, from Roger Banim, do you recall what wind speeds he predicted in Bass Strait, offhand?

A Sadly, Roger normally gives you, or he does give you a very comprehensive briefing.

Q28 M'mm.

A Five hours log got destroyed by water basically. He was, whether it was on his well certainly by the time we got to Eden we realised we were heading for 50 knots and that we were going get, that there was certainly had a high probability that we would get in the order of 50 knots. Whether that came directly from his briefing or whether that was from forecasts, coupled with what we could see in the sky, I'm unsure, quite frankly. He certainly did point out to us that there was a probability, well, the outstanding things that I recollect from his briefing was that the airstream would remain coming from the west, which is unusual, normally after a change it then flicks round to the sou-east which technically means you, you go, you go out to sea. And he said this year he thought the westerly airstream was so, was sufficiently strong to keep the breeze always coming from the west. And that he certainly made mention somewhere in that discussion or in his file that there was the possibility of you know, a severe change within the change.

Q29 Right.

A And that little article there I referred to what we call cyclonic bombs, I mean that's essentially what I reckon we got and we, we've had one once before when we were taking a boat up to Sydney, in the same place, same area.

Q30 As a yachtsman, when you are told that winds, wind

speeds are going to be 45 to 50 knots, do you interpret that as being 45 to 50 knots?

A As a yachtsman, if I get a weather forecast of 45 knots, we would expect anything from 35 to 60 knots. I mean, they give I guess, a mean, an average, there are peaks it's just around the same with the waves. The chopper, when we were standing by Kingura, the, the chopper, police chopper later told one of the crew members of the Kingura, I had my doubt that it was an accurate description, that they had a air speed of 78 knots to remain on station. And they were directly above us. They also believed that one wave that came through at that time was close to 90 feet. I wouldn't argue with that, they looked pretty big to us.

Q31 O.K. So what was the highest wind speed that was recorded by your vessel?

A The highest wind speed we think, I mean we weren't looking at it the whole time, was around 70 knots.

Q32 O.K. The wave heights, can you, other than what us just told me.

A Well, our, our, our mast is around, I think, 58 feet and the waves were at, for reasonably extended periods, like for, I don't know at times hours on end were certainly up around the top spreader, so that they had to be around 40 feet by my count. I think the, the nasty ones were, every now and then, you got a monster.

A All right.

Q33 And we had a pretty experienced bunch of helmsmen who

rotated regularly and except for one reasonably severe rolling and one lesser one, we were doing O.K. I think what we did find difficult was the rain. At times the rain was so hard that you couldn't look into it, you really, you really were blinded by it and that obviously makes it difficult to pick the waves as they come through. I think our general clothing that, that type of thing stood up extraordinarily well. I'd say, you know, that we'd all done a few miles but in my context or the context of looking how things would have been 10 years ago, the performance of the gear that's now available, particularly before GPS, if that sort of wind and, and the way the yachts were designed 10 years ago the boats, the IMS boats, which had a lot of lead inside them, I think it would have been a far greater tragedy had it happened 10 years ago with the sort of conditions we went through. And I suspect if people look objectively at the damage of the boats that really came to grief, were either the very old boats or the boats more of the era of sort of the late 70s through till the late 80s, which was the, the extreme IR boats, of which we used to sail and our experience this year has certainly confirmed to me that the, that the most recent designs, certainly in our hands, anyway, are more manageable than those of that sort of the period of the, the 80s.

Q34 In relation to your crew, are you aware if anybody, or

if everybody, anybody in your crew has fired a flare?

A Yes, we've all fired flares. The Ocean Racing Club here has a winter series which was an aggregate for on Sundays and traditionally for the last I think, eight years, we had a flare shoot-out 10 minutes before the first the race, it's good publicity I think, and also its a good way of getting rid of the flares and it gives all our guys experience to shoot the things up.

Q35 Did any of your crew, or have any of your crew, ever deployed a life raft before.

A Yes, I have.

Q36 O.K.

A Yes, unfortunately. Two of our, two of our, in, in, in anger and two or our crew also have bosun's tickets.

Q37 Right.

A And part of that training has been getting in and out of life rafts. We have also I think all of the crew, maybe with one exception, have been to life raft demonstrations which are run actually by the here.

Q38 Right. Are you aware of a life raft and flare demonstration? Could you

A I was aware that it was, that it was being, yeah, that, that, that it was advertised, we were actually living, well, staying at the CYC, living round the corner. Yeah, we were aware it was on, we didn't go, we, as I say, I'm totally confident of the competency of our

crew in that area.

Q39 Now what type of raft, what type of life raft do you have on your boat?

A Ours is a one, it's not a Zodiac, I'll have to send it to you.

Q40 That's all right.

A I, I can certainly forward that to you.

Q41 Do you know what the weight of the life raft is packed?

A It is well under the limit that you need to get the thing out which I think is 40 or 50 kilograms, but it is well within that. In addition to it being a, an eight-man raft, we've also had, put in it a which is not standard, it is a raft that's serviced every year, its a raft that's three years old.

Q42 Well, what type of batteries did you have on board your vessel?

A In term of the engine batteries?

Q43 Engine batteries.

A Three.

Q44 Yeah.

A All marine deep, deep cycle marine batteries and they are split up as follows. There is one designated purely for cranking the engine, that's There is a, there are two more house batteries, one of which, which, one of which is used basically for everything, and a second one which we can switch in at any time and we have a system, don't know what it's called, but it's a split system which means all three batteries are

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being charged whenever the engine is running, without having to actually turn the batteries on.
if the electrician bloke here can tell me
the technical details but certainly the engine battery is isolated, there is a large house battery and there's a back-up house battery. We had no problem with our electrics.

Q45 Did any of those batteries, or were any of those batteries affected by water?

A No.

Q46 O.K. Now you mentioned before that you stood by - - -

A Kingura.

Q46 - - - Kingura. Can you explain to us how you stand by a vessel in those conditions?

A With great difficulty. Essentially they had a fellow in the water. A Mayday went out - - -

Q47 Yeah.

A - - - we had monitored the radio, we realised we were very close by, we had an emotional interest as well because we knew not only the owner but two of the other guys but basically when we arrived on the scene Kingura had been knocked down, rolled over, they had two or three guys running around on the deck and clearly in distress. It was evident there was someone in the water. We tried to circle the boat and just turning a small in those conditions requires a fair degree of seamanship, and we managed to circle around them, I guess we were there for half an hour. We

actually glimpsed the fellow in the water, he was about three waves further back from the yacht and as we were trying to sail down to him, the chopper appeared like an angel. But how do you stand? We were basically trying to sail up and down around them. There was very, there was, there was no chance of us boarding them - - -

Q48 Yep.

A - - - it was basically trying to help us on the water and he was plucked out. Once he was plucked out, I think we spoke to Kingura direct or certainly through Telstra Control, the relaying vessel and they said that they were then O.K, stay where they were for the night and try and sort things out more so we continued on our way back to Eden.

Q49 To do what you did is that a moral obligation or a legal obligation?

A It is without, it is without doubt a moral obligation, it is however also a legal obligation.

Q50 Under what rules, are you aware?

A It's in the, the, the regulations for, the naval regulations for collisions at sea. Yeah, the book is there, the, the book is on board but there was, there is no question about it.

Q51 O.K. Now so far as you rolling approximately 130 degrees what was, how did that occur?

A It was a situation we, I've tried to describe it in that article there actually. We

basically saw one huge wave coming - - -

Q52 Yeah.

A - - - we slid up the side of the wave as best we could, the wave, I would say the top 10 feet of it was breaking, as we slid along the side of the wave which we've found is the safest way to handle these things, the breaking wave basically rolled us to the extent that the leeward had, the leeward..... side of the boat as we were slipping where the wave tended to dig in, then the boat tipped. We had I think three, four guys on deck at the time, all with harnesses, all hangin' on, the boat bounced up immediately after the wave had passed. Down below, one guy, he wasn't thrown out of bunk, but he, he wound up on the floor. Other than that there was no problem.

Q53 And you were, were you happy with that result, so far as the boat coming back

A Without a doubt.

Q54 Without a doubt, O.K. Now so far as harnesses on board the vessel, how many harnesses do you have on board the vessel?

A We have a crew of eight. We have eight certified harnesses whatever the standard they need to be. Two of the other have, bring harnesses with them, or have harnesses that they personally like because they are attached to their wet weather tops so we take 10.

Q55 Right. No you've said that they were certified those

harnesses. Would you know the Australia Safety Standards certification number?

A I can't quote it to you but maybe AS 22-something
..... but I can - - -

Q56 Would that be 2227, does that ring a bell?

A That does ring a bell, yeah.

Q57 That's fine.

A But it is the one that is described in the, the blue book.

Q58 All right. The article that you produced for us earlier, Ocean Racing News issue 14 of 14 March, 1999, in your article, on the last paragraph, if this is correct, in the second last paragraph the last sentence, would you just read, read that to me?

A Second last paragraph?

Q59 The last sentence.

A A disquieting number? "A disquieting number of modern safety harnesses fail and the experience required of the crews may need to be increased". To put that in context - - -

Q60 Yeah.

A - - - the earlier part of that sentence does point out there's a detailed requirement, it's not for us to preempt findings Those comments were made after talking with people, listening to people, some of it may be bar talk, some of it may be accurate. We were extraordinarily distressed by the loss of a good friend of our, Bill Chalmers, who was the fellow lost

off Sword of Orion. We were led to believe, either correctly or incorrectly, that the remains of his harness was, were actually found attached to the boat. Moreover the episode on Kingura where the fellow went over the side, we were led to believe, again by his fellow crew members that in fact he slipped completely out of his harness as they were trying to pull him back on board. It was really that that prompted those comments. The other aspect of those comments about people being experienced to how to deploy their equipment, really was my impression of listening on the radio during the height of the storm to people having difficult finding flares. To one particular vessel which seemed to take an inordinate amount of rescue time where people on that particular vessel seemed to be having difficulty initialising or using their secondary GPS, to me lying in a bunk next to the radio listening to this going on, I'm thinking these blokes seem to have the equipment but A, is the equipment the right equipment and B, it's apparent on some boats people are not too sure just how to utilise that equipment. That was the origin of those comments. But I say that as an individual without any knowledge of official

Q61 O.K. and I understand that, and that, that explains the, the sentence quite adequately. But listening to the radio alongside your bunk that night, what was the vessel that you felt that was caused the

most concern to you that you, you mentioned earlier?

A In relation to safety issues?

Q62 It seemed as though the yacht called Team Jag was utilising an awful lot of air time. The frustration you could hear, you could feel the frustration coming through when there was a fishing trawler saying well, I'm aware you say you are, which I can't see you and then as I vaguely recollect they were another five miles down the track somewhere. I think there was also a situation where, at one stage, one position was reported, one chopper was above the area, our, our position we believe To me that just seemed a difficult situation. Well, , it seemed a situation where there were clearly active Maydays under way but it seemed most unfortunate that the poor sod on the Race Control Committee, Lou, whatever his name was, was trying to sort these guys out - - -

Q63 Lou Carter.

A - - - Lou Carter was trying to sort these problems out and there were, there were guys actually in the drink. But as I say that's my interpretation - - -

Q64 Yes, - - -

A - - -

Q65 Mm. No, it's a comment that we're asking you to make. Is there anything you'd like to add any further to this that would, you feel that may be able to assist us or assist ocean racing in the future?

A Nothing other than the generalities that, in my

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experience, despite the media hype, I genuinely believe the newer lightweight boats, got through, in our hands anyway, the conditions better than we would've, that we would've got through in similar, similar concept boats of an earlier era and I suspect I'm reasonably well, reasonably qualified to make that statement. I would also say that it is inevitable, the very nature of ocean racing, there will be times when the conditions are severe, and I suspect in the sort of conditions that we had for a few hours that night, virtually any sort of vessel would have found it very difficult and I thought there was a lot of luck involved. I think we were fortunate to have missed the real big waves or the real nasty one didn't find us. Kingura, for example, is the antithesis to Chutzpah, it's a very heavy boat, an old boat, a very deep keeled boat, and yet she got rolled over and they have experienced crew. No, I, no, I think, I don't have a vested interest in the CYC so far as to say that I believe in our, our experience was they scrutinised us very carefully. It was explained to us they also felt we were one of the favourites and they wanted to make sure that we were, that there could be no area, no, no area of disputation with any of the other competitors and I think they did that diplomatically but very vigorously and I think the work done by the relay vessel was just extraordinary. I went through a similar experience when the fellow was in the water, that was, that was a few

years ago and just listening to the same fellow, Lou Carter, trying to control the, the search for him, I think the skills of that set-up was quite remarkable. In terms of the weather, I say in that article that any half-experienced yacht, yachtsman, by the time he'd got to Eden, or even before going down the coast, had to be aware they were heading into a reasonably severe storm and that there was ample opportunity for almost any of those blokes to head for the, the coast if they so felt. There has been a suggestion they should have called the race off. I suspect, as I mentioned before that when we turned round, we turned back into more severe weather and one can argue, rightly or wrongly, that if they'd called it off, more of the fleet would have turned back and found themselves in more strife than they would have had if they'd continued on.

Q66 O.K. You employed the expertise of Roger Banim to supply weather information to you prior to the race. Do you think that it's correct to say that generally, the yachtsman don't interpret the weather patterns correctly and the weather supplied to them?

A No, I, I, I don't, I think that's a harsh generality. We use Roger primarily for technical reasons if we can find out precisely what the wind's doing we reckon we got a better chance of being in the right place. One, as I say, one criticism could be that the briefing was two days before the race and yet countering that, the information that is available to all the yachtsmen,

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they set up a little, a MET camp basically, out, you know, outside the sailing office on the morning of the race, so there's a hell of lot of information there available. What we pay Roger for is an interpretation of that and actually tactical advice. So it's not so much maybe one of a safety issue but one of a tactical issue. I think a yachtsman's interpretation of the weather maps and so forth, I think in any sport, you know, the skills vary across the board.

Q67 M'mm. O.K. O.K. Anything else you'd like to add?

A No, but, you know, if you need names, like life rafts and things I can get those to you and I can just fax you a copy of the, well, you, you, you would of the IMS certificate - - -

Q68 Yeah, we got all that.

A - - - that we raced under?

Q69 Yes.

A I'll just take that no problem.

Q70 O.K. Time on my watch is now 10.25pm. This interview is now concluded.

INTERVIEW CONCLUDE