

During October I invited Steve Kulmar, an experienced Australian sailor to sail with me on Sword of Orion for the Telstra Cup in Sydney and the Sydney to Hobart race. Steve wanted to sail in the Admiral's Cup in July 1999 and was keen for me to be involved.

We discussed Admiral's Cup crew positions at length and he suggested as tactician a British Olympian Glyn Charles who he sailed with in the previous Admiral's Cup.

In early December 1998, it became apparent that we needed a more experienced crewmember than we currently had to fill the role of sailing tactician for the mid-December Telstra Cup Sydney Harbour competition.

Glyn I was told was coming to Australia, as one of the coaches for the British Sailing team competing at the World Titles in Melbourne.

Steve made contact with Glyn, discovering that he had a coaching commitment in Sydney for much of mid December which prevented him sailing with us for the Telstra Cup and he was due to go back to England at Christmas, as he had another coaching commitment in Europe in early January.

Steve proposed that Glyn join us for the Sydney to Hobart as an additional helmsman. I was warm to this idea but I made independent enquiries with other Australian sailors and discovered that during the last Admiral's Cup Glyn had suffered seasickness during the long ocean Fastnet race.

When Steve introduced me to Glyn at the CYCA, we talked about future plans to do the Admiral's Cup and our need for a tactician etc. We then talked about his availability for Sydney to Hobart. He explained that he had an air ticket from Melbourne to London booked for just before Christmas, however he was keen to do the Sydney-Hobart race.

He told me that he earned his living as a professional sailor and needed his expenses paid and a flat fee for coming to Hobart. I told him I had no problem with paying the costs of the changing his airfare to a later time and getting him from Hobart back to Melbourne etc. I was a little taken aback by the fee for the Hobart race but I told him I was sure we could come to some arrangement, which would work for us both.



Glyn undertook to find out more about the type of his airfare and the possibility of changing dates etc.

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We exchanged phone numbers and agreed to talk further.

Glyn rang me a few days later and told me that his ticket was non-cancelable and we discussed the possible cost of a one way ticket to England etc. I explained to him, that I did not pay people to sail with me, they sailed by invitation only, although it is quite customary for owners to cover out of pocket expenses for accommodation and airfares etc. But we were racing IMS and it is illegal to pay crew for sailing in IMS category.

However, I told him, that I recognized his considerable experience with peculiar sailing conditions on the Solent (the Admiral's Cup course) and would like to sit down and talk to him about the best way to mount a competitive campaign. I recognised that he was a professional sailor and would be prepared to pay him as a consultant for this information. I also explained that we would need someone to make organisational arrangements in the UK for us, finding accommodation at Cowes, organising transport, rubber ducky etc. as well as help in finding the tactician with the best local knowledge to join our crew.

We came to the agreement that I'd cover his Sydney-Hobart expenses, accommodation, transport etc. and help him with wet weather gear and I'd also pay him a flat fee of 1000 pounds for his help with the Admiral's Cup. My travel agent booked Glyn's airfares and I confirmed the details with Glyn in following phone conversations.

On the morning of the weather briefing Glyn and I talked at some length about the Admiral's Cup in England. I began to have misgivings about Glyn that morning; he had diarrhoea and vomiting for a couple of days. I had previously urged him to go to the doctor as the race was a serious one and we could not afford to have him sick or anyone else infected. He told me he would not go to the doctor. I told him, if he did not get medical attention he could not come to Hobart with us. In a long conversation in which I patiently explained the implications of sickness to the whole boat I made him promise to phone me and confirm he had been to the doctor. I meanwhile put another crew person on standby.

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That evening, Christmas Eve, he rang and told me he had a medical examination and was passed fine. I discovered on the morning of the race, he had not told me the truth. He had just had a phone conversation with a fellow British sailor in Melbourne, a doctor who said he would be fine.

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However by the morning of the race, his health had improved, he'd swum some 3-km. So I told him to be truthful in future and I dosed him up with seasickness tablets, which would also prevent vomiting and diarrhoea symptoms anyway.

Then came the race, in which Glyn was lost overboard. It took a long time for Glyn's family to be contacted.

The CYCA, in a magnificent gesture paid for Glyn's sister Marion and cousin Jilly to come to the memorial service in Hobart. Glyn's mother did not come, as apparently she suffers from some kind of dementia. Glyn's girlfriend Annie came also. I paid for my own crew to fly down from Sydney to attend the service.

Marion was as expected distraught when we met her at the airport after the long flight from the UK.

After resting she was much calmer. (Her prescribed tranquillisers kicked in)

My crew and myself were able to talk at length to Glyn & Jilley over the next 24 hours and we were able to tell her in detail the story.

During this time Steve Kulmar was going to the press with inaccurate stories, badly timelined and with his own role exaggerated. E.g. His version SK 5 hours on helm, then handing to Glyn, Fact Adam brown 5 hours, S.K. 30 minutes then handing to Glyn.

This caused and has continued to cause distress amongst rest of crew. Post Hobart conversations with other sailors indicate Steve has his own reality. We had to correct incorrect information he gave Rob Mundle for his book.

Annie knew Steve from the time when Glyn and he had sailed in England. Steve brought Annie down from Sydney. She was quite hysterical and refused to listen to other crewmembers about the events, which occurred. After the memorial service, she yelled at me that I had been nasty to Glyn about his seasickness. In fact he had nausea, perhaps from off food, couple

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of days before Christmas. I had insisted he go to Doctor. I am not sure if she had heard the correct story from Glyn or bits of it.

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Annie refused to talk to Darren Senogles who being the person on deck with Glyn felt he needed to tell the story. Similarly refused to talk to Darren in England either when he and Hans Sommer the CYCA Vice Commodore who went to Portsmouth England for the memorial Service.

On the last evening in Hobart at a rather noisy function, Marion and I had a conversation late in the evening. She asked me about Glyn's fee, telling me that her mother would have a lot of expenses with Glyn's death. I tried to explain that it was for services not yet rendered in full, but she was on tranquiliisers and had a few drinks so I gave up.

I told her that my travel agent had cancelled Glyns ticket and that I'd send the amount I'd saved \$1750, plus \$350 local flights, plus some money for info he'd given me totaling 1000 pounds \$2600 to his mother. This I subsequently did from my personal account.

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