

DETECTIVE SENIOR CONSTABLE GRAY

Q1 Electronically recorded interview between Detective Senior Constable Stuart Gray and Mr Owen Hood at Quins Marine in Adelaide on Monday, the 28th of June, 1999. Time on my watch is now 3.45pm. Also present seated directly opposite me is Senior Constable Robert Beattie from the Adelaide CIB and to my left is Senior Constable David Upston from New South Wales Water Police. For the purpose of the record, Owen, could you just please state your full name.

A My full name is Owen Albury Hood.

Q2 Your date of birth?

A Is the 15th of November, 1948.

Q3 Your current address?

A Is 17 Oakdale Drive, Gilles Plains.

Q4 Is that G-I-L-L-I-S?

A Yes.

Q5 And your current occupation?

A Current occupation is life raft surveyor.

Q6 O.K. As I have explained to you prior to the interview, Senior Constable Upston and myself are making inquiries in relation to the 1998 Sydney to Hobart Yacht Race and in particular we're concerned about a life raft which was purchased by James Hallion from the VC Stand Aside from RFD Melbourne which came to Quins Marine and then was

subsequently given to Mr Hallion for the 1998 yacht race. We've learnt that the life raft was not in fact packed here and basically today we just want to speak to you about quality control and the procedures and the way in which you deal with life rafts when they come in here for clients and when you pack them yourselves.

A Correct, yeah.

Q7 Do you understand that?

A Yes.

Q8 O.K. Now could I have your qualifications please?

A Right. The qualifications I have is Roaring Forties.

Q9 Yep.

A Right? And - - -

Q10 And that is a certificate approval in competence - - -

A Yes, this is - - -

Q10 - - - to survey life rafts?

A Correct.

Q11 Right.

A To survey Roaring Forties life rafts.

Q12 O.K. Yep.

A Right. Then I have one from RFD which is the same system but it's to pack RFD life rafts.

Q13 O.K. Yep.

A Right. And one from Viking.

Q14 O.K.

A Right, which is to pack Viking life rafts.

Q15 O.K. Is that basically the extent of life rafts which are used in Australia?

A No.

Q16 Right.

A No. Now, use in Australia would be, we would have something like about 20 different brands of life raft.

Q17 Yep.

A We don't service that many. We only service these ones. The others that come to us we would send to Melbourne and they would either be done by RFD, Roaring Forties, Viking or else, I can't think of the name of the other, Brown, his name is anyway, but he's right, Life Raft Servicing Group, in Melbourne.

Q18 All right

A And that would then cover all of them because we're not qualified in things like Toyo and life rafts of that nature. So we would send it them, they would service them, we would send it back here and then we would put it back on the ship.

Q19 O.K. Now how long have you been in this life raft surveying for?

A I have been here for, it would be three years in December
- - -

Q20 Yep.

A - - - right, in the life raft servicing department but I have been employed from Quins for 10 years.

Q21 O.K. And how long have you been packing life rafts for
.....

A Since December '95.

Q22 O.K. O.K, now, if I could take you to, first of all, are you the officer in charge so to speak, of the life raft section - - -

A Um - - -

Q22 - - - here, at Quins?

A Technically, yes but in reality, no. Fen Thompson is the man who is the - - -

Q23 Right.

A - - - actual supervisor as such but because of my qualifications and - - -

Q24 Yes.

A - - - and where I am positioned geographically you might say, I am, yes.

Q25 O.K. So if you have a couple of blokes working in your section who are not - - -

A Yeah.

Q25 - - - or who are just recently qualified, do you supervise their work?

A Yes, and on the worksheets we actually have a counter-signing area which I would then counter-sign over the top

of them.

Q26 All right, O.K. Now, can you tell me the procedure that would be adopted if a, well, the exact procedure which was adopted, I suppose, for the life raft for the VC Stand Aside?

A Right. Now, when a life raft comes in that we have already purchased, right, we will state how we want it purchased.

Q27 Right.

A Normally, what we will do is we will state that we wish it to be packed to AYF, which is the Australian Yachting Federation or to Coastal Standard or to Solace depending on who our customer is and they will then pack it that way and send it directly to us so that all we're doing is giving it to the customer.

Q28 O.K. So what was the, how did the procedure work when that particular life raft came to, to this business for Mr Hallion?

A Right.

Q29 Do you recall?

A Now, I was, I packed the, the other one which he had - -
-

Q30 Yep.

A - - - which was the Roaring Forties but I am not 100 per cent sure on how the other one was done - - -

Q31 That's the one for Hallion?

A Yes.

Q32 O.K.

A The one that he actually purchased. Because what he'd done was he, we'd actually given him our hire raft and I'd actually packed our hire raft and I'd actually packed our hire raft but not the other one.

Q33 Right. At the time this occurred do you, did you, was there an employee in the life raft bay by the name of David Weight.

A Yes, correct.

Q34 O.K. Now, I've been informed that in fact when that life raft arrived here, he removed it from its case and put it into another case.

A I believe that to be correctly. I didn't physically see him do that - - -

Q35 Right.

A - - - so I can't say but - - -

Q36 O.K.

A - - - that's, that would have been the situation which was going to happen.

Q37 Now, was he in fact qualified to do that?

A Yes.

Q38 O.K.

A He, he was qualified in fact before I was, at RFD.

Q39 Right. Is there any need or is any, is it necessary that when one takes a life raft from one case to another case to do any inspections on it?

A The only inspections you would do was to make sure that the painter line was connected and that would be physically all that you would do really.

Q40 Right. What's the painter line?

A The painter line is the line which is attached to the life raft, to the operating head and consequently to either a quick release or to the vessel.

Q41 Right, so that, so if the boat's sinking - - -

A Yes.

Q41 - - - and that's on the painter line it, it'll - - -

A Automatically, providing it's got a automatic device - -
-

Q42 Yes.

A - - - will allow that to then cut itself open - - -

Q43 Right.

A - - - and allow the life raft to open.

Q44 Right. O.K. Now would there be, if the life raft is packed would the oxygen, well the CO2 bottle be under the, what, the base of the, along the bottom of the life raft -
- -

A Yes.

Q44 - - - ready to go?

A Yes. Yeah.

Q45 O.K. Would it be the case that a, a surveyor would check that bottle, any need to check that bottle?

A Not, we wouldn't check it if it come directly as being packed brand spanking new.

Q46 O.K.

A No. Because we would have assumed that it would naturally be done because that's part of their process when you pack it.

Q47 So why would it be taken from one casing to another?

A Because what they were going to do was they wanted a soft pack which they could take underneath - - -

Q48 Right.

A Right, and they also wanted a hard pack which they could leave on the deck of the ship.

Q49 O.K.

A So what they did was they changed them around.

Q50 Right. O.K. O.K. Now, did you have any, any conversations with Mr Weight in relation to the changing over of the life rafts - - -

A I can't remember doing it, no.

Q51 Who informed you that he in fact did that?

A I think it was, was Richard I think, because he was here actually at the time - - -

Q52 All right.

A - - - Richard Bowman, he was the man - - -

Q53 Is that the young chap upstairs or -?

A No, no, no this is a different chap which has left.

Q54 Right. O.K.

A He was working here as a while, as the life raft supervisor.

Q55 Right. Now, is there any need or are you aware of any need for checklists or any sort of signatures that are required for moving, from opening one case and removing it to the other case? Is there any requirement - - -

A I don't, I don't know of any requirement. I'm not saying that there isn't, I'm just saying that I don't know of one.

Q56 Yeah.

A And basically because all you're doing is going zip, push - - -

Q57 Yep.

A Bang, and it's back in again.

Q58 Right.

A You're not actually pulling the life raft apart or anything like that.

Q59 Right. O.K. O.K, that's fine. I wonder if you could tell me what procedure is adopted in relation to the packing of a life raft other than one that's been ordered for a client?

A Right. Normally when we get a life raft in, what will happen is, the life raft will come up to us, we will then take it out of its container and the very first thing we will do thing we will do is disconnect the painter line which I mentioned earlier - - -

Q60 Yep.

A Right, remove the operating head and remove the high pressure hose, then remove the cylinder from the life raft, grab hold of our air hose, place that to the high pressure hose, inflate the life raft through the high pressure hose and we will only do a partial of that for time but that is done so that you can make sure that the high pressure hose is working correctly and both chambers are, lower and upper, lower and upper chamber are inflating.

Q61 Right.

A Now, once you've done that you go to the vacuum cleaner, to the inflation valves, place it on the inflation valves and continue inflating the life raft. You'll inflate that as far as you can, then you'll go back to the high pressure hose, grab hold of the high pressure hose, place that back into the inflation valves and continue with the pressure until such time as the relief valves release. Then you wait for 15 minutes and get hold of the anemometer and check that the manual is correct and that

the release valve pressure is correct, is within the allowable tolerance. Then after that, you give them another 15 minutes to settle down then you'll plug them, go back to your buoyancy chambers and pressure chamber and you will do what is called a pressure test. Right, that is a 30 minute test at a certain level which the manual will tell you and you ensure that you record that level that you start with and you also record the temperature. And then you wait 30 minutes, come back, do a re-check. Make sure that it's within its allowable tolerance. If it is, great and then there's no temperature change, you will then go and do an hour buoyancy test. Once you've done the hour buoyancy test, it is exactly the same as the half hour test, same method, and then when that is checked out, fine, great, then you'll continue on with going to weigh the cylinder or if there is a problem with that either by that, by a temperature change, or it doesn't meet any of the requirements, then you'll go back, re-test and carry out any repairs that are required if so. But if everything is 100 per cent, in the meantime you'll take your cylinder over to the scales, you'll weigh them to make sure that they are at the correct level that they should be as regards the, the total overall weight -

Q62 Yeah, and that's on a manual?

A That's, that's, yes, it's on the manual and it's also

written on the cylinder itself.

Q63 Right.

A And you check that, make sure that that is correct and when that's correct, take the cylinder back then you'll go to the packs, then you'll go to the checklist on the pack and that will go through which is our number 2 - - -

Q64 Yep.

A - - - and that will tell us exactly what's in there as regards all the rockets, water, rations, all items that must be in there. Now, with this checklist, it has been designed to cover Solace, Solace Australia, Coastal and AYF requirements because all are different.

Q65 So what do you pack a life raft for, for the Sydney to Hobart, on what standard?

A Sydney to Hobart, AYF.

Q66 AYF?

A That's AYF, yes.

Q67 And just off the cuff, is AYF a significantly, what is it, upper, up with the Solace and Solace Australia and Coastal? Is it above it or below it?

A It, is below Solace. Solace is the Rolls Royce - - -

Q68 Yep.

A - - - and AYF is down with the Holdens.

Q69 Where does Coastal fit into the -?

A Holden, it's basically, a Coastal pack and an AYF are

very, very slightly different - - -

Q70 Right.

A - - - in the fact that one has more flares than another, one has sun cream and marker dye where the other one has sylume sticks so it's only a very minute difference but the actual life rafts themselves are today, are pretty close to identical.

Q71 Did you, would you consider that perhaps, for the Sydney to Hobart, after what happened last year, that the life raft should be packed to a Solace standard?

A Not to a Solace standard because that would be very hard because you would change the life raft. What I would like to see is all life rafts to be packed, to be functional to the same degree as a Coastal life raft. By that, I personally feel that what they should have is a self-inflating roof just a normal roof which is a requirement of AYF.

Q72 All right.

A As long as it has some sort of protection, that is good enough. I personally feel that it should have that and that they should be packed to a Solace, wrong, to a Coastal/AYF combined pack.

Q73 Pack? Right.

A That way then you've got your sylume sticks, you've got your sunburn cream, you've got your marker dye and you

have the three types of flares.

Q74 Mm. O.K. Carry on.

A And once, once you've gone through the, the pack, you've completed that, then you'll go back to the life raft because normally by now what has happened is, it's now time to do your final check on your buoyancy, you do your normal buoyancy check, that has proved to be fine, it's passed, the temperature is right then you would now go to what we class as the life raft inspection schedule. And then that will go right through the life raft which gives it the, the salt-water operated batteries, their lights, what they're like, the canopy, stitching and it just is a complete overall check of the life raft both inside and out.

Q75 O.K. And I'll just show you this form here which is the inspection schedule for inflatable life raft, Quin Marine, and in the columns there's all the different requirements
- - -

A Yes.

Q75 - - - and there's also a tick - - -

A Yes, correct.

Q75 - - - column, is that correct, on both sides?

A Yes, and we will write any remarks in there like what the date of the battery is - - -

Q76 Right.

A - - - if it has an EPIRB, et cetera, et cetera.

Q77 O.K.

A That, I would like to see in AYF pack for the Sydney to Hobart would also be a radar reflector and an EPIRB - -
-

Q78 Right.

A - - - which is a requirement for a Solace pack but it is not the full requirement of a Solace pack, it is only part of a Solace pack.

Q79 O.K. Now, at the completion of this form here, where did you sign as the surveyor?

A Right. I sign in two places, I will release, the life raft is released by - - -

Q80 Yep.

A - - - so and so and then if there's any additional comments or anything like that I will sign down there and we also have places here for counter-signing - - -

Q81 Yes.

A - - - so that I can either sign there as well as somebody I am training or I can get say, Alan for instance who I am working with at the moment to counter-sign there.

Q82 So if you've got an apprentice or someone who's junior to yourself in, in life raft surveying, how do you supervise them - - -

A Well, physically - - -

Q82 - - - do you supervise them?

A I stand there with them - - -

Q83 Yep.

A - - - and tell them, "This is what you do", basically I suppose because of my military training I tend to revert back to it and go, "like this, do that" - - -

Q84 Yep.

A - - - "like this, do that". And that way then I am sure in my own mind that they have done it correctly - - -

Q85 M'mm.

A - - - and it's in my opinion the best way to learn. Now once they have gone for their course, and they're waiting for their certificate to come back then I don't stand over top of them and tell them, I just ask them. Especially on points like, some operating heads we have actually have a little knife and a spring which must be inserted into that and you'll always just ask them when they're inserting that with the operating going, "Where's yep, pin, spring, thank you, O.K, good, right".

Q86 O.K.

A And that's just a check that way.

Q87 O.K.

A If you're not physically able to walk over and check it with them - - -

Q88 Yeah.

A - - - because that is very important that the pin and the spring goes in - - -

Q89 All right.

A - - - on the new heads.

Q90 O.K. Now, from your experience and training, could you, are you able to tell me what would cause some of the things that would cause a life raft not to inflate, on deployment?

A I suppose the most logical thing would be, two most logical things would be A, the bottle would be empty, 2, the painter line is not connected.

Q91 All right.

A They would be your two most logical.

Q92 All right.

A But they are the two things that are checked the most.

Q93 Yes.

A Because they're, because of the fact that they are the two obvious things, they are the things that you would check. The other things is maybe that the life raft had got thrown around in its container and the line had got twisted and was unable to be pulled.

Q94 Yep.

A This may have accounted for a life raft not operating.

Q95 Would that be the situation where the case is too big for the life raft?

A Normally, yes. Normally we try and match, we always will
- - -

Q96 Yeah.

A - - - match a life raft to a container.

Q97 Yeah.

A That's why a, a six person container will only hold a four person or a six person life raft, it won't hold, you won't put a four person in a 10 person life raft container.

Q98 So there is danger so that if you four person life raft in a six persons life raft container that in fact it could twist and it could cause mechanical operational problems?

A Not, not with a four and a six - - -

Q99 Right.

A - - - because a four and a six life raft actually fit in the same size container.

Q100 Right. O.K, now.

A Right. But if you were to move a four - - -

Q101 Yeah.

A - - - to a eight or a 10 person, right, because the 10 person is the biggest that that container will hold, then you will have that sloppy area. And that's why with the, where we have inflation bags, right, or vacuum bags, we allow a little bit of pressure to go back in so that the life raft fits reasonably firm in the container.

Q102 So as far as you're aware in relation to the life raft the

was used by VC Stand Aside, the one that they ordered in, was in fact put into a six man case - - -

A Yes - - -

Q102 - - - as far as you're aware?

A - - - as far as I know.

Q103 Now, are there any mechanical reasons other than no, no air in the, in the bottle and the painter line, are there any mechanical errors or possibilities in relation to the spring and the, the head?

A Now on that, that type, I'm not sure with the type of the operating head it had on it, you see.

Q104 Right.

A Now, because some of the operating heads only have just a screw-type mechanism which allows the centre pin in the cylinder to be pushed and activated. Others have a bursting disc and that goes and there but if it was a Pacific, right, it has a totally different type of operating head altogether. So therefore the pin would automatically be in there. It's, it's something that you can't sort of take out and forget to put in there, the complete operating head has already got one in.

Q105 So are they fairly foolproof, I mean, are those heads going to fail, I mean, have you heard of those heads failing?

A No.

Q106 Can they fail, do you think?

A I suppose, I suppose anything could fail but the, the odds on at failing are, are not very good.

Q107 Right.

A Where it comes in is if, like I said, the mechanics of the life raft have been moved around - - -

Q108 Yep.

A - - - and the painter line has got caught. Now in that type of seas, whether that's caused it or not, I don't know.

Q109 O.K. Now what about a slow leak?

A Now that would - - -

Q110 Would that inflate the raft?

A No, believe it or not. If you've got a slow enough leak -
- -

Q111 In the bottle?

A - - - in the bottle, the actual life raft will exorb it and in, because of the simple fact, that they're checked annually - - -

Q112 Yep.

A - - - it would, it would then just seep out slowly.

Q113 Right.

A Um - - -

Q114 So it wouldn't have any inflation at all on the life raft itself, that you're aware of?

A No. If, if it's, if the bottle's completely empty, there would absolutely be none or, even if it wasn't completely empty, there would be that negligible that it wouldn't open the container?

Q115 No. It wouldn't open the container.

A No.

SENIOR CONSTABLE UPSTON

Q116 But if the gas bottle was full - - -

A Yep.

Q116 - - - and there happened to be a leak - - -

A From the bottle into the - - -

Q116 - - - from the bottle into the, into the - - -

A Raft.

Q116 - - - raft over a period of time, where are you saying that the gasses would be absorbed?

A The, the gasses would actually go into the life raft itself, right, and then they will come out through the relief valves just slowly - - -

Q117 Slow - - -

A - - - seeps out, because the trouble is a lot of the valves are not 100 per cent you've, we've found that some of 'em we have to check and very, very, and we've had to re-tighten and all this type of thing when we get them and we did them 12 months before and they were perfectly all right - - -

Q118 Yes.

A - - - but because they're getting knocked around in the seas and all this type of thing - - -

Q119 Yeah.

A - - - now whether they're manufacture faults or not, I don't know.

DETECTIVE SENIOR CONSTABLE GRAY

Q120 So wouldn't it inflate the raft slightly as it goes in, and then it, and then it would come out the relief valves - - -

A Yeah, it would just slowly seep out in time.

Q120 - - - so that a slight amount of inflation. Yeah.

A Yeah.

Q121 It wouldn't be the situation where it would leak into the raft and the raft expand and then open up the

A No, because - - -

Q122

A Yeah. Because to do that it requires a great deal of pressure - - -

Q123 To

A - - - to break either the bursting bands or break the seal that it's in or break the container - - -

Q124

A - - - however it's, what type of container and that it's

in, you see.

Q125 O.K. Now, from your experience, Owen, do you know of any life rafts that have failed on deployment, from your experience, know of?

A No, I don't, off the top of my head. No, I did have one hard extraction once that I really had to give a reef - -
-

Q126 Yep.

A - - - but it fired O.K, and that was because what had happened was the operating head wire was slightly bent and it needed a good reef to sort of straighten it - - -

Q127 Yep.

A - - - but it operated fine. There was, there was no worries about that. The only other thing I've ever seen was we had one cylinder once that had some iron filings in it but we don't know what caused that or whatever, I've never had another one and that's the only one I've ever seen. And I spoke to other people around and they've never seen one, never heard of it.

Q128 Yeah.

A And they, they've got, some of those blokes have got 20 years' experience, so -

Q129 Yeah. Now, in relation to that life raft which was ordered through here for Mr Hallion - - -

A Yeah.

Q129 - - - and was removed from the case to be put in another case, would it be the case in future that you would now check the bottles?

A Yes. Yes.

Q130 And is that now a standard operating procedure in the

A If, if we were going to do any sort of change whatsoever - -

Q131 Yep.

A - - - yes.

Q132 O.K.

A Yup.

Q133 So you've now adopted that procedure?

A Yes.

Q134 O.K.

A Yeah. If, if we get one fully packed - - -

Q135 Yep.

A - - - we would not.

Q136 No, it's got to stay, that's right.

A we would, yeah. Because we're actually making an error to, to correct an error if you know what I mean.

Q137 O.K. Now is there anything else that you'd like to share with us today in relation to recommendations from your point of view, in the future?

A Just, just basically what I was saying about the actual

life raft itself, I would like to see a self-inflating roofed life raft.

Q138 Yep.

A And if possible, if they could combine the Coastal and AYF pack together - - -

Q139 Yep.

A - - - especially for things like Sydney/Hobart and that type of thing because I feel that you're getting a stronger raft out of it, by having a self-inflating raft than some of the old ones that we've sort of seen for the Sydney to Hobart - - -

Q140 Yep.

A - - - and that's, that's about it really and also if the people themselves could actually come and have a look at their life rafts and see them and understand them so that when we're actually going to pack it for the Sydney to Hobart or any event if they would come and have a look because we're only too happy to show them and we do have some crews actually come up a have a look at the life raft, actually get in to the life raft, get out of the life raft and they have a far, far better understanding of that life raft and I think that's half the problem because I mean in this case, fine, it was daylight but night time is a different kettle of fish altogether. You know, you're in strange surroundings and you're in fearful

surroundings and if you are then going to go into a life raft you know nothing about - - -

Q141 Mm.

A - - - you're just compounding your problem. So that's, that's about all I can think of that I would like to see offhand.

Q142 Rob?

SENIOR CONSTABLE UPSTON

Q143 No, I can't think of anything at the moment. You're happy with the current standard of safety precautions in relation to like, the Australia standards with life rafts in Australia, are you happy with the standard in Australia?

A Yes, I, I'm quite happy with the standards, I think the standards are you know, are quite good. I, I would just like to see the standard for the Sydney to Hobart a little bit stronger or the AYF standard a little bit stronger because the AYF standard doesn't state that you must have a self-inflating - - -

Q144 Mm.

A - - - canopy, it just says that it must have a canopy. And some of the life rafts we've seen that meet those requirements are not very good.

Q145 satisfactory in those conditions.

A I, I don't think so. But that's only my opinion, I can

only go, that the book says this and I've got to go by that book.

Q146 Yep.

DETECTIVE SENIOR CONSTABLE GRAY

Q147 Yep. All right.

SENIOR CONSTABLE UPSTON

Q148 With, with the, with the gasses of, in the cylinders - -
-

A Yes.

Q148 - - - what's the make-up of the gasses?

A Right. The gasses consist of CO2 or carbon dioxide and N2, nitrogen. Right. Now, while you have nitrogen in a cylinder is because the cylinder is laying down, so what it does, the nitrogen actually forms pressure on the carbon dioxide which allows it to come out quicker. And that's the whole purpose of it, it doesn't stop it from freezing or anything like that, it still comes out as a freezing gas but it comes out quicker because of the weight on it.

Q149 Right.

A And therefore, the whole idea is to inflate the life raft in five seconds, bang, thank you very much, and you're up. Because I can't imagine anything more horrifying than to actually stand there, need your life raft and watch it slowly sort of come to a, to a climax, you know.

Q150 Yeah.

A And that's why I think they, you know, they've got 'em, five seconds, bang, thank you and it's up.

Q151 And do you in fact know the percentages between nitrogen and the CO2?

A Not off the top of my head but it is written on the bottles and it is written in the manuals for each individual bottle size.

Q152 Right. And you don't in fact fill the bottles here, do you, on the premises?

A No, no. They are sent to FFE which is, they're an approved filling station and they've been doing it for years.

Q153 All right.

A And they always do our bottles. We, we do not do our own bottles.

Q154 So they, they come to the premises sealed and I understand with a certificate.

A Yes.

Q155 Right. And do you check that, those seals and certificates each time?

A I check the certificate against the life raft, against the bottle and then I weigh the bottle and bang. Yes, it agrees with that - - -

Q156 Right.

A - - - thank you very much and then I take their word for it from there.

Q157 And then you in fact then place on the firing mechanism yourself?

A Yes, correct.

Q158 O.K. And they're checked each time and in fact they are re-usable?

A Yes, yes. Now, most of the cylinders are re-usable, all the cylinders, sorry, are re-usable but some of them have what you call a bursting disc in there which is not re-usable. Once that bursting disc has gone, you unscrew that then you screw another one just down in very loosely which goes up to Bernie at FFE and it just sits in there, just so that he's got the, the bursting disc and then he will apply the CO2 and the nitrogen and he will tighten it all up as he's doing it per his operation instructions and per Australian standards.

Q159 Mm. All right.

A And then that's all sealed and it'll come back to us.

Q160 Just prior to the commencement of the interview when we were being shown the life rafts upstairs, I think we mentioned something about a life raft not inflating a number of years ago, two years ago, could you - - -

A Yeah.

Q160 - - - enlighten us on that a bit more?

A What, what it was, was I actually made a mistake on a life raft, it was actually a, a cylinder we found that was, was empty and that was like I was saying one we found with just some filings in it. I sent it up to FFE, they found some filings in it, and I sent it over to RFD and they actually have that cylinder and it's been under investigation with them and they send me another one to replace it so that we can keep our customer going. So I don't know at this stage what the result is on that, because they were sending that away. Now whether they've sent that to RFD in England or not, I do not know.

Q161 Was that particular life raft and cylinder used in an emergency situation or was it inflated as a result of being a survey

A No, it's, the, the cylinder was actually found as a result of the survey with a normal cylinder check.

Q162 Right. So the life raft and cylinder weren't used in an emergency situation?

A No, no.

Q163 O.K.

A No. The life raft and everything was checked upstairs.

Q164 O.K.

DETECTIVE SENIOR CONSTABLE GRAY

Q165 Time on my watch is now 4.18pm. This interview is now concluded.

INTERVIEW CONCLUDED



306-308 CHESTERVILLE ROAD,
MOORABBIN, VICTORIA 3189
AUSTRALIA
PHONE (03) 555 5211 FAX (03) 553 4380

CERTIFICATE OF APPROVAL AND COMPETENCE

This is to Certify that OWEN HOOD

EMPLOYED BY QUIN MARINE

89 ST. VINCENT STREET, PORT ADELAIDE SA 5015

HAVING BEEN FULLY EXAMINED AS TO HIS COMPETENCY

IN REGARD TO THE SURVEYING, TESTING, INSPECTION, MINOR REPAIRS

AND MODIFICATIONS.

OF THE FOLLOWING: ROARING FORTIES INFLATABLE LIFERAFTS, ROARING FORTIES

AND S.M.A. INFLATABLE LIFEJACKETS, DENTRAC INDUSTRIES ME/PETREL

INFLATABLE LIFERAFTS & LIFEJACKETS.

IN THE FOLLOWING CATEGORIES:

U.S.L. COASTAL REGULATIONS

A.Y.F. REGULATIONS

C.A.A. REGULATIONS

IS DULY GRANTED OUR APPROVAL NUMBER 54 AND IS NOW QUALIFIED TO PERFORM THE DUTIES LISTED ABOVE AT ANY SERVICE CENTRE NOMINATED AND APPROVED BY SAFETY MARINE AUSTRALIA. THIS CERTIFICATE IS VALID FOR A PERIOD NOT EXCEEDING THREE YEARS SUBJECT TO THE HOLDER REMAINING IN THE EMPLOYMENT OF A SERVICE CENTRE NOMINATED AND APPROVED BY SAFETY MARINE AUSTRALIA.

ISSUE DATE 12TH SEPTEMBER 1997 ISSUED BY

TRAINING OFFICER [Signature] SURVEYOR

SAFETY MARINE AUSTRALIA
306-308 CHESTERVILLE ROAD
MOORABBIN VICTORIA 3189
PHONE (03) 555 5211 FAX (03) 553 4380

RFD

RFD LIMITED

GODALMING
SURREY
ENGLAND
GU7 1LH

CERTIFICATE OF APPROVAL AND COMPETENCE

REGISTERED NUMBER AUST 56 DATE OF ISSUE 3 MAY 1996

This is to Certify that OWEN HOOD

EMPLOYED BY QUIN MARINE

89 ST VINCENT STREET, PORT ADELAIDE SOUTH AUSTRALIA 5015

IS AUTHORISED TO UNDERTAKE:

1. Survey, Testing, Re-Certification and Minor Repairs only of:
RFD, ME, SEASAVA, MM, SURVIVA, AVIATION LIFERAFTS & RFD LIFEJACKETS.
2. Survey, Testing, Re-Certification and Major Repairs of:
.....
3. Training and Certification of Personnel on behalf of
RFD Limited covering the following products;
.....
.....

SIGNED
TRAINING INSTRUCTOR



.....
TRAINING AND SERVICING MANAGER

THIS CERTIFICATE IS VALID FOR A PERIOD OF THREE YEARS FROM THE DATE OF ISSUE AND IS AUTOMATICALLY CANCELLED IF THE HOLDER CEASES TO BE EMPLOYED BY THE ABOVE NOMINATED COMPANY OR IF THE COMPANY IS NOT IN POSSESSION OF A CURRENT SERVICING AGREEMENT DULY SIGNED AND AUTHORISED BY RFD INFLATABLES LIMITED.

VIKING

LIFE-SAVING EQUIPMENT

CERTIFICATE

No. 1517



Mr. Owen Hood
Quin Marine Pty. Ltd.
5015 SA, Port Adelaide
Australia
Authorized VIKING servicing station No. 317

This is to certify that Mr. Owen Hood hereby has achieved VIKING authorization to carry out the following:

- servicing of VIKING life rafts
- issuing of VIKING certificates of re-inspection

This certificate is valid until: **5 June 2000**
Date of first training: **5 June 1998**
Date of training: **5 June 1998**
Place of course: **Wiltrading (WA) Pty. Ltd.
Fremantle, Western Australia**

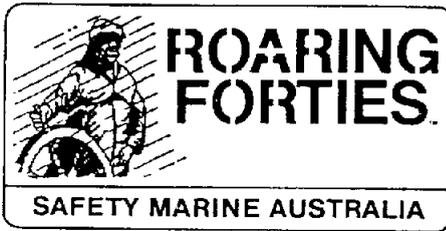
Katty Tørnæs
Managing Director

John Deleuran
Instructor

John Deleuran
Service Manager

Esbjerg, 17 June 1998





306-308 CHESTERVILLE ROAD,
MOORABBIN, VICTORIA 3189
AUSTRALIA
PHONE (03) 555 5211 FAX (03) 553 4380

CERTIFICATE OF APPROVAL AND COMPETENCE

This is to Certify that OWEN HOOD

EMPLOYED BY QUIN MARINE

89 ST. VINCENT STREET, PORT ADELAIDE SA 5015

HAVING BEEN FULLY EXAMINED AS TO HIS COMPETENCY

IN REGARD TO THE SURVEYING, TESTING, INSPECTION, MINOR REPAIRS

AND MODIFICATIONS.

OF THE FOLLOWING: ROARING FORTIES INFLATABLE LIFERAFTS, ROARING FORTIES

AND S.M.A. INFLATABLE LIFEJACKETS, DENIRAC INDUSTRIES ME/PETREL

INFLATABLE LIFERAFTS & LIFEJACKETS.

IN THE FOLLOWING CATEGORIES:

U.S.L. COASTAL REGULATIONS

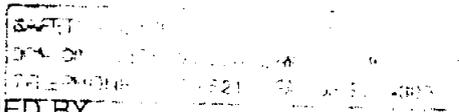
A.Y.F. REGULATIONS

C.A.A. REGULATIONS

IS DULY GRANTED OUR APPROVAL NUMBER 54 AND IS
NOW QUALIFIED TO PERFORM THE DUTIES LISTED ABOVE AT ANY SERVICE CENTRE
NOMINATED AND APPROVED BY SAFETY MARINE AUSTRALIA. THIS CERTIFICATE IS
VALID FOR A PERIOD NOT EXCEEDING THREE YEARS SUBJECT TO
THE HOLDER REMAINING IN THE EMPLOYMENT OF A SERVICE CENTRE NOMINATED
AND APPROVED BY SAFETY MARINE AUSTRALIA.

ISSUE DATE 12TH SEPTEMBER 1997 ISSUED BY

TRAINING OFFICER. [Signature] SURVEYOR





INSPECTION SCHEDULE FOR INFLATABLE LIFERAFT

Raft No: _____		Date latest Inspection: _____		Date of Manufacture: _____		Order No: _____	
CONTROL OBJECT		√	REMARKS	CONTROL OF OBJECT		√	REMARKS
Raft internal:				Raft external:			
Entrance ladder				Canopy			
Quoit with line				Water collecting system			
Grab line				Reflective tape			
Safety knives with holders				Aerial out-let			
Closure for canopy opening				Seam/protecting covering tape			
Canopy				Top light include battery compl.			
Seam/protective covering tape				Boarding ramp			
Marking/instruction				Entrance ladder			
Inside light include battery compl				Relief valves with stoppers			
Water collecting system				Banjo bolt for upper buoyancy tube			
Collecting bags for rain water				Banjo bolt for lower buoyancy tube			
Fastening for emergency packs				Inflation valves			
Instruction for use of raft				High pressure hoses with fittings			
Topping up valves				Protection for inflation system			
Viewing ports				Markings			
Aerial support				Grab line include fastening patches			
Rubber band fastening for arch tube				Crows foot/bride incl. patches			
Thwart, arch, center strut				Other fastening patches			
Buoyancy tube and floor fabric				Rubber band for entrance			
Bilge arrangement				Safety knife with holders			
Radio transmitter type				Buoyancy tubes and floor seams			
Transmitter No:				Righting system			
Transmitter battery data/test				Stabilizing pockets			
Radar reflector/type				Liferaft released by:			
Log card signed				Load test			
All repairs completed				Suspension straps/patches:			
All mods carried out				Shackle			
Counter sign:				Steering lines with patches			
Container:				Bowsing lines with patches			
Bursting band/tape external				Container line ind. pocket			
Bursting tape (valise) internal				Pocket for steer/bowsing lines			
Painter line/bag (inside)				RES:A.593(17)	DATE:		SIGN:
Length of painter inside				NAP - TEST			
Length of painter outside				FS-TEST			
Marking on container				GI TEST			
Lining in container				LOAD TEST			
Workfg bands removed				APPROVAL			
Painter line connected				MODF accord to doc.			
shackle positioned KF/DKF				MODF carried out			
Working bands removed				MODF			
Cunter sign				Performed by:			
LEAKTEST	pressure	pressure	other	CO2 cylinder no:		1.	2.
RAFT	lmm/hg	l Mbar	pressure unit	CO2 cyl hydro test/dom:		kg:	kg:
	Start on:	Off on:	Leak diff < 5%	Gross weight kg		kg:	kg:
Stretch test upper				Tare wight kg		kg:	kg:
Stretch test lower				CO2 contents kg		kg:	kg:
Upper tube/arch				N2 contents kg		kg:	kg:
Floor tube				Type HRU			
Floor 1				Serial no			
Opening pressure	Opening pressure			Release pressure before cleaning			
:for upper tube OK	:for lower tube OK			BAR			
boarding ramp closing pressure	Thwart closing pressure			Release pressure after cleaning			
Closing upper OK	Closing lower OK			BAR			
				Weak link			
				Identification plate/Log card			
Start Temp: deg	End Temp: deg			Temp diff: deg			
REMARKS/RECOMMENDATIONS							

Yrs	Emergency Pack equipment	Solas	Solas-DOT AUST	AYF	Coastal USL	Check	Replace	Replace qty	S/Code of items	PRICE
3	Rocket Flares P red	4.0	4.0	2.0	N/A				F340100	
3	*Polar Handflare MK4 red	6.0	6.0	4.0	2.0				F341500	
3	Smoke signals Orange	N/A	N/A	2.0	1.0				FFLA001	
3	Smoke Canisters	2.0	2.0	N/A	N/A				F342100	
4	Food rations(qty p/person)	1	1	1	1				LR320RAT	
5	Water per ltr(qty per person)	1.5	1.5	0.5	1.0				LR470WAT	
	First Aid Kit Part A	N/A	N/A	1.0	1.0				LR199KIT	
2	First Aid Kit Part B	1.0	1.0	1.0	1.0				LR199KITB	
2	First Aid Kit Solas	1.0	1.0	N/A	N/A				LR199KITS	
	Repair Kit	1.0	1.0	1.0	1.0				LR201KIT	
2	Repair Kit Green Cement	2.0	2.0	2.0	2.0				LRGC20G	
	Torch	1.0	1.0	1.0	1.0				LR395TOR	
	Torch batteries spare	2.0	2.0	2.0	2.0				LR041BAT	
	Torch bulb	1.0	1.0	1.0	1.0				LR485BUL	
2	Water proof matches	N/A	1.0	N/A	1.0				FFLAM025	
UBD	Cvalume Lights	N/A	6.0	N/A	6.0				LR255LIG	
2	Sun Screen	N/A	N/A	2.0	N/A				LR084CRE	
	Marker Dye	N/A	N/	2.0	N/A				FLJL004	
	Drinking vessel	1.0	1.0	1.0	1.0				LR449VES	
	Whistle	1.0	1.0	1.0	1.0				LR475WHI	
	Bailer (25)	1.0(2)	1.0(2)	1.0	1.0				LR017BAL	
	Leak stopper set(1-3-5)	1.0	1.0	1.0	1.0				LR379STO	
	Fishing Kit	1.0	1.0	1.0	1.0				LR200KIT	
	Sponges (per person)	2 total	1.0	1.0	1.0				LR343SPO	
	Plastic bags(per person)	5.0	5.0	5.0	1.0				LRJB0110	
	CARD D.O.T.S.C plastic	1.0	1.0	1.0	1.0				LRIC0801	
	Instruction manual IA:	1.0	1.0	1.0	1.0				LR238LEA	
	Heliograph 2"/4"	1.0	1.0	1.0	1.0				LR183HEL	
	Survival manual latest vers	1.0	1.0	N/A	N/A				LR828MAN	
	Thermal Protective Aids	2(25 3)	2(25 3)	N/A	N/A				Thermpro	
	Radar reflector	1.0	1.0	N/A	N/A				LRMREF01	
	Deflation keys	2.0	2.0	2.0	2.0				LRID0204	
	Valve plugs	2.0	2.0	2.0	2.0				LR295PLU	
	Pump/Bellows	1.0	1.0	1.0	1.0				LRSP#304	
UBD	Sea sick tablets(per person)	6.0	6.0	6.0	6.0				LR396TAB	
	Paddles	2.0	2.0	2.0	2.0				LR307PAD	
	Valise/paddle bag	1.0	1.0	1.0	1.0				LR502BAG	
	Sea anchor/drogue	2.0	2.0	1.0	1.0				LR319DRO	
	Rescue line & Quoit	1.0	1.0	1.0	1.0				LR317QUO	
	Knife(25)	1.0(2)	1.0(2)	1.0(2)	1.0(2)				LR202KNI	
5	BATTERY L20 Blue	2	2	2	2				LR1B0204	
5	BATTERY SURVIVA	2	2	0	0				LR696BAT	
5	BATTERY LITE GB VIKING	2	2	0	0				LRV0120051	
5	BATTERY 2 DAN VIKING	2	2	0	0				LRV0120059	
	EPIRB exchange	N/A	1.0	N/A	N/A					
	EPIRB test in life raft	1.0	1.0	1.0	1.0				LRPIRBTEST	
	SALCOM BEEPA TEST	1	1	1	1				Epirb Test	
	Clear sheetplastic	4.5	4.5	3.0	3.0				LRPLASHT	
	Plastimo black adhesive	1	1	1	1				LR10297	
	Strip banding SURVIVA	6	6	3	3				LRMSTRO4	
2	STRIPSEAL BEAUFORT	2	2	1	1				LR962STR	
	75mm Seal strip	N/A	N/A	1.0	1.0				LR362STR	
	4"Seal Strip	3.00	3.00	2.00	2.00				LR363STR	
	PAINTER LINE WHITE	1.00	1.00	1.00	1.00				LRLG2600	
2	H2O RELEASE	1.00	1.00	1.00	1.00				LR328REL	
	REFILL CYC GAS	1.0	1.00	1.00	1.00				LR12-15CYL	
	Thanner bursting disk	1.00	1.00	1.00	1.00				LRV20013	
	Thanner safety clip	1.00	1.00	1.00	1.00				LRDIS120	
10	CYL hydrotest & fill	1.00	1.00	1.00	1.00				Hydrotest	
	Bag Vacuum Pacific	N/A	N/A	1	1				LRMBAG10	

INSPECTION SCHEDULE FOR INFLATABLE LIFERAFT- cont

Yrs	Emergency Labels equipment	Solas	Solas DOT AUST	AYF	Coastal USL	Check	Replace	Replace qty	S/Code of items	PRICE
	Label RFD small Logo			2	2				MLAB03	
	Label launch proc	1	1						MLAB04	
	Label Surviva Capacity	1	1						MLAB05	
	Label Attach Opline'	1	1	1	1				MLAB06	
	Label to Operate	1	1	1	1				MLAB08	
	Label Top	1	1	1	1				MLAB19	
	Label Epirb		1						MLAB20	
	Label No Drugs	1	1	1	1				MLAB21	
	Label Do Not Roll	1	1						MLAB22	
	Label Person	1	1	1	1				MLAB23	
	Label Surviva	2	2	2	2				MLAB24	
	Label Beaufort Logo	1	1	1	1				MLAB25	
	Label Beaufor Capacity	1	1	1	1				MLAB26	
	Label RFD Logo Large	1	1						MLAB27	
	Label Solas	1	1						MLAB28	
	Label Coastal/AYF			1	1				MLAB29	
	Label Launch Large	1	1						MLAB30	
	Label Seasava			1	1				MLAB38	
	Label Pacific			1	1				MLAB43	
	Label RFD 1998			1	1				MLAB44	
	Label Next Service			1	1				MLAB45	
	Label RFD Plastimo			1	1				MLAB46	
	Label SeaSava Large			1	1				MLAB59	
	Certificate Liferaft									
	Certificate Aviation									
	Log Card Rfd/R40's	1	1	1	1				LRCARO90	
	Label Roaring Forties			1	1				LR209LAB	
	Label Return Service RF			1	1				LR226LAB	
	Label Launch RF			1	1				LR204LAB	
	Label Do Not Roll Viking	1	1	1	1				LRVLAB011	
	Label Rest Signs Viking	1	1	1	1				LRV0220632	
	Label Last Service Viking	1	1	1	1				LRVLAB010	
	Label Viking	1	1	1	1				LRVLAB026	
	Label Next due Viking	1	1	1	1				LRVLAB029	
	Label Launch Viking	1	1	1	1				LRVLO220034	
	Label Transfer Viking	1	1	1	1				LRVLO241600	
	Log Card Viking	1	1	1	1				LRV0220038	
	Survival Inst Viking	1	1	1	1				LRV0220080	
2	Davit Load Test	1	1	N/A	N/A				LOAD TEST	
10	Ness Addition Pressure	1	1	N/A	N/A				NAPTEST	
10	Floor Seam Test	1	1	N/A	N/A				LRFST01	
10/5	Gas Inflation Test	1	1	N/A	N/A				LRIGITEST	
	HRU Service Test	1	1	1	1				LRBS025	
	Radar Reflector Test	1	1	N/A	N/A				LRRRTEST	
	GME EPIRB	N/A	1						MT250C	
	Pains Wessex Epirb	N/A	1						RB2	
	RFD Salcom Epirb	N/A	1						BEEPA	

PURCHASE ORDER NO. 030868/30H

Quin Wholesale Pty Ltd
.C.N. 007 749 340
7-89 St Vincent Street (PO Box 384)
Port Adelaide SA 5015

TELEPHONE : 0 8 8447 1277
INTNL PHONE : 61 8 8447 1277
FAX : 0 8 8341 0567
INTNL FAX : 61 8 8341 0567

Quality Endorsed Company
NZ 1007, ISO 9002, AS 3902

F D (AUSTRALIA) PTY LTD
29 HERALD STREET
MELTENHAM VIC 3192

DATE: 6/11/98

OR: SUPPLY THE FOLLOWING IN GOOD ORDER AND CONDITION. WE (OR OUR CUSTOMERS) RESERVE THE RIGHT TO VERIFY GOODS UPON
AND RESERVE THE RIGHT TO NOT ACCEPT GOODS WHICH DO NOT MEET SPECIFIED REQUIREMENTS.

QTY	No	Description	Qty
		PACIFIC06 LIFERAFT PACIFIC 6 PERSON COASTAL	1.00 each
		PACKED TO AYF REGULATIONS IN VALISE LPA065	7

*** PLEASE SEND INVOICE WITH GOODS ***

PLEASE ADVISE UPON RECEIPT OF THIS ORDER IF GOODS ARE UNABLE TO BE SUPPLIED WITHIN 48 HOURS. BACK ORDERS WILL ONLY BE
ACCEPTED IF APPROVED BY CONTACT NAME APPEARING ON THIS ORDER.

IF YOU HAVE A QUERY PLEASE CONTACT: Awen Hood

EVERY INSTRUCTIONS: IPEC ROAD, A/C OB8244
PO TO: Quin Marine Pty Ltd 77-89 St Vincent Street Port Adelaide SA 5015

BUYER'S SIGNATURE: [Signature]

BUYER'S QUOTE SALES TAX REGISTRATION NUMBER: SA 5772002

SIGNATURE OF PERSON AUTHORISED TO QUOTE: LEANNE GILLIES

SIGNATURE OF PERSON AUTHORISED TO QUOTE: [Signature]