

DETECTIVE SENIOR CONSTABLE GRAY

Q1 It's an electronically recorded interview between Detective Senior Constable Stuart Gray and Mr Shayne Hansen, at Burnie CIB, on Monday, the 15th of March, 1999. Also present, seated to my left, also seated opposite me, is Senior Constable David Upston, from the New South Wales Water Police. Time by my watch is now 3.23pm. As I've explained to you, Shayne, Senior Constable Upston and myself are here to speak to you in relation to the boat Naiad, which was entered in the 1998 Sydney to Hobart race. Now for the purposes of, of the interview, could you please state your full name?

A Shayne Hansen.

Q2 Your date of birth?

A 19th of the 3rd, '67.

Q3 And your current address?

A 16 Wattle Avenue, Emu Heights, Burnie.

Q4 And your occupation?

A Trades assistant at Elphingstons .....

Q5 O.K. Now you recall that some time on the 28th of December, at Eden, I interviewed you?

A Yeah, yeah, that's right.

Q6 And that was in relation to the incident involving the Business Post Naiad in the 1998 Sydney to Hobart Yacht Race. O.K. Now, as I said to you a few minutes ago, before the interview, we're here to speak to you in relation to some more detailed information about the

Naiad - - -

A Mm.

Q6 - - - and the knowledge that you might have in relation to the following questions I'm going to ask you. Now, first of all, you crewed on the boat. Is that correct?

A Yeah, that's right, fore deckhand.

Q7 Fore deckhand. Now you had known Mr Guy for some time?

A Yeah, well, about four years.

Q8 O.K. Just for the record, that's Bruce Guy. And had you sailed with him before?

A Yeah, yeah, I've done a west coaster with him, two Melbourne to Burnie races and various offshore races on the coast here.

Q9 O.K. Now, was that on the actual Naiad boat?

A Yeah, all on Naiad.

Q10 O.K. Now, are you aware of any lead that may have been removed from the boat in the previous three to four years?

A Yeah, there's been a bit taken out, I couldn't tell you how much it was.

Q11 All right.

A Like, when he was fitting it out, when he bought the boat, it was a bare shell inside - - -

Q12 Yeah.

A - - - and with the fit out, that he was putting in and he took a little bit of lead to sort of counteract it, keep it around the same stability and everything and didn't drag us down so much.

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Q13 O.K. If I say there may have been a couple of hundred of kilograms of lead taken out, would you be aware of that?

A Yeah, well, if you know, that's probably, I, I couldn't really tell you.

Q14 O.K.

A I wouldn't know about that side of it.

Q15 Well do you know when this occurred?

A A few years ago.

Q16 All right. O.K.

A Basically when he would have started this fit out, I guess.

Q17 All right.

A I, I just remember him saying he took a bit of lead out of it.

Q18 All right. Have you, did you, so you have the experience of sailing, sailing with, in the boat, with the lead, before it was taken out?

A Yeah, I probably did.

Q19 O.K.

A Yeah, I'd say I did, probably the first Melbourne to Burnie race.

Q20 All right.

A See, I don't think he'd had the boat that long then, probably only six months or something and there wasn't much of a fit out in it then, so -

Q21 All right.

A Yeah.

Q22 And you had the benefit of sailing in it after the lead was taken out?

A Yeah, well, yeah, yeah, ..... since basically then

Q23 All right.

A Three years.

Q24 Did you at any stage notice any difference in its stability, or it's, or it's the weight ..... in the water?

A No, no, nothing at all, it's probably a little bit quicker down wind, if anything.

Q25 All right.

A Apart from just the design of it, I mean, racing against the boats we've raced against for years, like Bacardi and all those sorts of boats from Melbourne and that, it's always, it's always very similar, coming in times and things like that were always similar, close, so -

Q26 Yeah.

A I guess if the boat was more sluggish, or anything, it wouldn't have been as fast and you'd have been a lot more off the pace but -

Q27 Yeah.

A That's saying, no, I don't think there was any .....

Q28 Now are you aware what, what category race the Sydney to Hobart is?

A Yeah, category 1.

Q29 All right. Are you aware of the stability requirements for category 1?

A 110, 115 per cent, isn't it? Yeah, .....

Q30 Yeah.

A Yeah.

Q31 If I told you that the category 1 minimum was 115 degrees, would that sound right to you?

A Yeah, that's around the area, yeah.

Q32 O.K.

A I think that's the minimum requirement, isn't it?

Q33 Yes.

A Yeah.

Q34 Yeah. Now are you aware of what the stability rating of the Naiad was when you sailed in the 1998 Sydney to Hobart?

A It would have been around that, it'd have to be around that to get the entry in.

Q35 All right. O.K, then.

A So that, yeah, well, they wouldn't accept it if it wasn't.

Q36 All right. O.K. Now are you aware that Mr Guy had a measurement done of the boat on the 18th of the 7th, '98?

A I knew he, I knew he had one done but I don't know what it was, yeah.

Q37 All right. O.K.

A He's had one done every year.

Q38 All right.

A For the last couple of years.

Q39 O.K. That's fine.

A 'Cause actually when he put his entry in, I think he had to get another measurement done, and it wasn't done, and he put his old rating on it, and sent that in, and then the boat got measured, then they sent the new one in.

Q40 All right.

A Yeah, that's about as far as I know.

Q41 And do you know where that was measured that?

A It'd be Launceston, I'd say.

Q42 All right.

A ..... or somewhere.

Q43 All right. O.K. Do you, do you know who the measurer was at the time?

A I don't know his name, there's, there's a designated person up there who does all the IMS and AMS, and all that sort of thing.

Q44 All right.

A Yeah, ..... or something like that.

Q45 Have, have you ever been present whilst the boat was being measured at all, or a boat has been measured at all?

A Me, no, no, I've never seen one done.

Q46 So you're not familiar with the measurement system at all?

A No, no, the only thing I've been involved with is when we took the mast out and weighed it for the measurement, that's about the only thing I've had to do with measurement side of things, it's usually a mid

week thing.

Q47 When - - -

A And obviously .....

SENIOR CONSTABLE UPSTON

Q48 You'd be at work most of the time.

A Mm.

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Q49 When the boat was, when the mast was taken out, was there any alterations made to the mast or any of the section at all, or maybe the, the rigging?

A I think the only thing that was changed was the waterproof thing, you put on top of the deck, apart from that, like the rigging is still the same, 'cause it'd all been refurbished - - -

Q50 Yeah.

A - - - and they just took it out over one day, weighed it and put it back in.

Q51 Mm.

A Apart from that everything was just how it'd come out of the boat.

Q52 Is, is that mast a, a deck mounted mast or does it - - -

A No.

Q52 - - - go through to the keel?

A No, through to the keel.

Q53 O.K. So when that was mast was done, do you know when that was? When they measured it?

A Gees, September/October when we had it out.

Q54 Of, of last year?

A Yeah.

Q55 All right.

A Yeah, when we took it out and weighed it, yeah.

Q56 All right. Did - - -

A It was during - - -

Q57 Sorry.

A It was during the winter months before that, I'd say that Mitch would have had a look at it and done what had to be done to it, I think he welded a couple of cracks up in it and - - -

Q58 All right.

A - - - that's was about, that was about it, checked all the rod rings, dye tested it.

Q59 Yeah.

A All that stuff.

Q60 Did Bruce ever tell you that, or mentioned to you that the stability rating was at the rate required for a CAT1?

A No, we never, I never discussed that with him.

Q61 M'mm.

A I just thought that, that it had to be up to CAT1 to be in the race personally, I, I don't think they'd accept you otherwise.

Q62 Yeah. O.K. Anything else you'd like to say?

A No, I don't think so.

Q63 O.K. The time is now 3.31pm. This interview is concluded.



INTERVIEW CONCLUDED