

SENIOR CONSTABLE STEVENSON

Q1 This is an electronically recorded interview between Senior Constable Jason Stevenson and Peter William Keats at the Eden Police Station on the Monday, the 28th of December 1998. Also present sitting to my left is Detective Senior Constable Gray. Mr Keats, do you agree the time now according to wristwatch is about, it's almost 7.57, or it is 7.57pm?

A That would be near enough.

Q2 Yeah. Just to let you know our interview is being recorded on three cassette tapes as I speak to you, and any information you can give to me will be recorded on those tapes. O.K. And at the end of the interview you get given a copy of one of those tapes, and I keep one and one gets sealed away. Do you understand that?

A Right.

Q3 What I'll get you to do now, I've got printed out there for you a paragraph which is the usual preamble we put in a typed statement, and since this one's being recorded on tape I'd prefer, I'd like you to, if you could, read that paragraph out for the tape, please?

A "This statement made by me accurately sets out the evidence which I would be prepared, if necessary, to give in court as a witness. This statement is true to the best of my knowledge and belief, and I make it knowing that if it is tendered in evidence I shall be liable to prosecution if I have wilfully stated anything which I know to be false or do not believe to

be true".

Q4 And your age?

A I am 54 years of age.

Q5 Mr Keats, for the purpose of the interview, interview, can you just state your full name, please?

A My full name is Peter William Keats.

Q6 Could you spell your surname?

A K-E-A-T-S.

Q7 And your current home address?

A 27 Laird Road, Burnie, Tasmania.

Q8 And your date of birth?

A 23rd, 10, '44.

Q9 Are you currently employed?

A No.

Q10 O.K. So your occupation, are you a pensioner or -?

A Semi-retired.

Q11 Semi-retired.

A Yes.

Q12 O.K.

A Sorry.

Q13 No, that's fine. Now, I understand you were involved in the Sydney to Hobart Yacht Race on board the boat Business Post Naiad. Is that correct?

A That is correct.

Q14 Can you tell me what your position was on that boat?

A I was navigator, cook.

Q15 And can you tell me what your role is within those positions?

A Navigator is to navigate the boat, keep an eye on the weather, listen to the weather forecasts, pass that information onto the rest of the crew, pass position onto the rest of the crew and discuss with them our positions and where we should be going - - -

Q16 Yeah.

A - - - to our best advantage.

Q17 Yeah.

A In the meantime, or in between time, sorry, and also do the compulsory radio skeds at the given times.

Q18 Yeah.

A Keep an ear on the radio, at all times on the safety channel, and feed the crew.

Q19 Yeah. O.K. Now prior to starting out on Saturday, that was the 26th, Boxing Day - - -

A That's right.

Q19 - - - did you have a weather forecast for any amount of time for the race?

A Yes, we did, we had the Bureau of Met, gave us a package of weather forecasts with the latest forecasts in written form.

Q20 Yeah.

A And prognosis for the next 48, 52 hours of weather, actual weather maps. With no printed matter explaining the detail, that was left to your own individual interpretations of what, what might happen.

Q21 O.K.

A Yes.

Q22 Are you able to remember from that information given to you by the weather met, or whatever it was you called it, what you deciphered the weather patterns to be for the next 48 hours?

A Yes, deciphered basically, north east to start with, moderate, freshening north easterly, tending north westerly, and radio reports going down the coast and then they started to forecast storm warnings which I considered was a possibility. They were saying the low was deepening, and I was watching the barometer, and it was certainly going down, so, yes, it was certainly looking to become reasonably severe.

Q23 O.K. I'd just like you now, just if you could go over your experience with sailing and whatever, what races you've been in, or as best you can let us know now?

A I've been sailing for 30 years, in that 30 years I've sailed dinghies for 20, 20, 22 years and I've sailed off-shore for well, six or seven years, done Sydney to Hobart before, I've done several Melbourne, three Melbourne, Burnie races, three Melbourne races, I've done the west coast race, and I've done the Melbourne, Devonport race.

Q24 O.K.

A All off-shore.

Q25 Now are you able to tell me what you know about the dimensions and features of the boat, specifics of it?

A The boat is a Farr 40, which is 40 feet long, it has a beam of, it's near 14 feet I think - - -

Q26 Yeah.

A - - - I don't quite remember that exactly. It's laid out in configuration, bunks down each side, there's the engine in the middle, there's cooking facilities one side, there's a fridge the other side beside the mast, has a head-forded mast, double-bunk forward and back, which is never used when we're racing.

Q27 Yeah.

A Navigation desk is under the cockpit,
..... to be on either fuel
tack, you can, the navigator always sits on the windward side, behind the navigating desk is lockers, is crew lockers, and one locker is shared by two crew members, and behind that is sail stays.

Q28 O.K. Are you able to now just go through the crew names for me, the other members of the crew, yourself and the other eight?

A Right. Bruce Guy, Shane Hansen, Mathew Sheriff, Phil Skeggs, Steve Walker, Rob Matthews, who have I missed?

Q29 That was seven.

A Tony Guy.

Q30 That's eight, we're still missing one?

A Missing me, are you?

Q31 No, you're there.

A Don't know who,

Q32 Jim Rogers.

A Yeah. Jim Rogers, yeah, Jim Rogers.

Q33 Now those eight fellows that were in the crew with you

on this time, have you had much experience sailing with them as a team?

A Yes.

Q34 Can you tell me about that?

A Had three years sailing experience with them on that particular boat.

Q35 Yeah.

A Had more years sailing, or sailing together with both Steve Walker and Shane Hansen.

Q36 Yeah.

A Had probably seven or eight years together with those two particular people. Come from my area, and we've done a lot of sailing together - - -

Q37 O.K.

A - - - on various boats. Yeah.

Q38 Yeah. No problems. All right. Peter, what I want you to do now is, like I explained before the interview, is just, I want you to, in your own words, take your time, tell me what you can from the time the race started at Sydney on Saturday, just what motions you went through and what happened up until you were rescued I suppose, so in your own words.

A Right. The race started in a light north, light north easter of about 12 to 15 knots. The crew was settled, all well settled down, we were a bit late for the start which was fine, which we wanted to be, keep out of the ruck of boats, it was the owner's first time as the helmsman of his own boat, he had sailed it before with

other boats, but it was the first time with his own boat, so he didn't want to be involved in anything. We had a good beat out of the Heads, we were probably mid fleet by the time we rounded the seaward mark. We didn't immediately hoist a spinnaker, we headed out to sea a little bit, to clear Botany Bay. We hoisted the spinnaker about 2 mile down the track, when we were out far enough to clear Botany Bay. At that stage the wind was probably 15 knots, east north east, and we were deciding that, yes, we would hold the runline. At that stage we had a runline set for Jervis Bay, approximately 10 miles out to capture the currents favourable at that stage, we'd checked the currents on the way up, so we had an idea where the good currents were, and, well, and the temperature of the water. And as we got further down towards Botany Bay the wind freshened, I suppose we got up to 18, 20 knots, as we got down further, the wind freshened a bit more, we changed kites, went from three quarter ounce to one and a half ounce kite. We were clocking speeds regularly of 12 to 15 knots, everyone was settled down, the guys were changing watches at that stage.

Q39 Yeah.

A We had a break, I was plotting courses, organising tea, give the guys a hot meal every night, that was under way. By nightfall the wind had freshened and swung more behind us, more northerly, we decided that, or they decided they would drop the spinnaker and put a

headsail up and pole that out. By this time the wind was 25 to 30 knots, and running under a pole, main pole headsail. Got down near, we got down past Jervis Bay, and we were outside the runline, decided that we would jibe it, fix a sail from side to the other, so we could come back in and close the coast a bit more. We knew there was a westerly change coming at some stage, it had been forecast on the radio, and watching the clouds, watching the sky, at that stage we had a thunderstorm go round us, it went down the coast, out to sea and then back up around us, it dropped the wind down a bit, we still maintained good speeds, we still maintained the same sail that we had up. As we got down further, the front came through with drizzly rain, with not a lot of wind in it. The guys had reefed the main down, we had three reefs in the main, and a number four And considering the wind was coming through in gusts for a while you'd have not much breeze and then you'd get a gust of three or four minutes. Probably 30 knots, 15 to 30, somewhere in that vicinity.

Q40 Yeah.

A So there was a bit of discussion amongst the crew whether we would take a reef out or not.

Q41 Yeah.

A At that stage we were still getting the, the sked times, we were getting the weather warnings, they were issuing storm warnings for coastal waters below

Merimbula. We kept on going and all was looking fine, and then they called out there was some rolley cloud coming in so we, that's probably it, watch it. And that's, well, yeah, I'm not quite sure of the, the stage that they actually reefed, I think they might've taken a reef out and then put a, put a, put a reef back in again, but it had three reefs in. And that freshened the breeze a bit up to 40 knots, that was quite manageable.

Q42 Yeah.

A Still going well, still maintaining the boat speed, still maintaining the boat control. Got down further and I heard a report from Foxtel Ranger that they had 60 to 70 knots across the deck, they were approximately at that stage 11 mile in front of us, or thereabouts, I can't exactly say without my notes, which I won't have anyway, somewhere in that vicinity, so I told the, told the guys what they had. The problem with that was the position Foxtel Ranger gave was queried by Telstra command, Telstra control, which was the mother ship.

Q43 Yeah.

A And it was queried by another boat and it was cross, cross queried for about half an hour, exactly where she was, one minute she was inshore, the next minute she was out to sea, they finally resolved she was inshore, by that time we'd covered another four to five mile. And the wind was starting to freshen considerably, gusts to 40, 45 knots. At that stage they pulled the

number 4 headsail off, and put up a storm gib. I think for a while we ran without a jib at all, just under the three, three reef main, and then, that was right, under the three reef main, and it was fairly, fairly ordinary at that stage, we were getting up to 60 knot gusts, and it looked like the main had shred it itself and we were doing that for probably about half, three quarters of an hour, was saying it should come off, and he had a discussion with the guys out on deck and they said no, it'll tear worse if they try to get it down in that wind strength. Well, we carried on for a bit longer and then we got a little bit of a lull, and the guys up on deck ripped the main off altogether. the baton, lost a baton and headboard started to disintegrate, they pulled it off anyway, and then put up a number, or put up a storm gib. At this stage I'm downstairs listening to the wireless, down there listening to the calls coming through of people in difficulties, that were turning back, logging that so I had a record, logging their positions they needed assistance, we could go and give them assistance or maybe go and give them assistance, any boats in our immediate vicinity. And I'm saying to Bruce that we should slow the boat down, the boat was going too quick for the conditions, it was jumping around lot, and bouncing off the waves, and I considered it, I considered that it was just going too quick for safety. And he agreed, and

there was some discussion about turning back, he asked me how far it was to Flinders Island and how far back to Gabo.

Q44 Yeah.

A At that stage it was about 38 mile back to Gabo and 138 to Flinders. He talked to the crew on deck and they said, no, they would prefer to keep going, 'cause if you turn around we wouldn't, the angle the wind was coming at that stage, we wouldn't close the coast anyway.

Q45 Mm.

A We'd go straight back up north. So we continued on for another half hour, I was logging calls all that time, I can't tell you what those were, I just logged them in as they came in, Bruce was getting more and more concerned and he asked me what I thought, and I said, "Well, I think we need to slow the boat down". He said "I agree". He said, "I think we should turn back". I said, "Well that's your decision". He talked to the crew and the crew didn't, I don't, really don't know what was said up on deck.

Q46 Yeah.

A I was down below, a lot of shouting going on above the wind. So, he pulled the storm gib off, and ran on bare poles for a while. Doing that we didn't really have any steerage, the tiller was hard down, the boat was maintaining a direction rely on the hull, we were still doing four or five knots forward but without

any actual steerage. And then a big wave hit us and just rolled us over. I was thrown somewhere, and got up under a sail and I'm frantically trying to get out from under a sail, and the boat came upright again, I could see daylight, so I thought, good, we're reasonably all right. I went out to inspect the damage, at that stage the mast had broken, banging against the side of the boat, a call was put out for the hacksaw, fetched the hacksaw, before that, sorry, three guys were over the side.

Q47 Yeah.

A All safety harnesses, they yelled out for reinforcements to pull them back on board, I went up and helped pull them back on board. Pretty heavy, with wet clothes and everything. We got all them back on board and settled down and I went down to see what I had operating on the navigation table. One of the guys who had been over the side came down, and said have we got spare aerials, I said, "Yes, up the back, I'll get 'em". I grabbed the spare aerials and pulled those out. At that stage I sent out a Mayday, it wasn't answered for a few minutes, I tried on VHF channel 16, and 4483, and then I hit the volume up bottom on the high frequency set and I got transmission, I could suddenly hear Telstra control, they couldn't hear me.

Q48 Yeah.

A The, a boat standing not far away called Yendys took my transmission and I said, well, this is our position,

this is what's happened, we're sending a Mayday, and this stage I activated the EPIRB. And then the boat was cleaned up, the mast was pulled, the mast was cut where it had to be and pulled up on deck, lashed to the deck. All the ropes pulled on to the boat. And then we said, righto, we'll see if we can start the motor, so, we proceeded to give the motor a turn over, it eventually started, and we proceeded to head back the way we'd come at the best possible angle to try and get back into Gabo. Worked out an approximate course for that, gave it to them, which they couldn't steer because of the wind and wave conditions.

Q49 Yeah.

A The approximately 300, 280 to 300, which was not bad anyway.

Q50 Yeah.

A They took that on, off they went, heading back. Meantime I've kept in radio contact with Yendys and proceeded to give them our position every 15 minutes until the GPS went off. That went off about half an hour later, so I had to restart that, in the meantime I pulled the handheld GPSs out, and I couldn't get any signal on those, I had two of them, and I just couldn't come up with a satellite connection. At one stage I was thrown down onto the bunk, I had to pick meself up and carry on, that was fine, all the time Bruce and I were listening to the radio and keeping in contact with the boats near us. that's right, then a, a

plane flew over, from the engine a plane flew over, checked us out, and I said to Telstra control we were under way, we'd stabilised and would prefer a boat somewhere near us to stand by us, please. And they said, "Well, how urgent is it?" I said, "Well, it's not critical, but I would like someone to stand by us". At which point they didn't give me a reply, it was passed onto Telstra control. And that, we proceeded along that lines for the next hour or so, and the sea getting worse and worse, the boat was bouncing around, even on the motor, it's very hard to control it. And all the time I was plot, trying to plot our position and the GPS kept going down, I kept restarting it, and gaining a good signal so I had a position, then we lost contact with Yendys. Sorry, before we lost contact with Yendys I requested a helicopter at approximately 7.00pm, and they said, "Why? Have you got any injured people on board?" I said, "Yes, I've got one very seasick person". I said, "I've got two people near, or at least one person starting to", what happens when you, into the initial stages of hypothermia.

Q51 Yeah.

A Which was me, because I didn't have a lot of gear on, and being out, the boat, deck, helping out, got saturated, I went back down below, quite, quite cold, losing the feeling in my fingers, and I said, "I've got two other guys that have been over, three other guys that have been over the

side". And I said, "I don't know what injuries they have". And I said, "I'd prefer to, probably to be taken off".

Q52 Yeah.

A And I talked to Bruce at this stage, I said, "Well look, I've organised, I've asked for a helicopter". He said, "Well, we, we've got to get the boat back". I said, "Well, to me the crew's more, more of a concern than the boat". I said, "If we can get a helicopter out here, I think the crew should be lifted off". So, it was left at that. And Telstra control came back and said they had passed on to sea safety camera, and that's the last, basically the last I got from Telstra control, not quite the last. We re-established contact with another boat, I can't tell you what it was, I think it was Midnight Rambler, but I'm not sure. Bruce managed to contact them, give them our position, they relayed that, Telstra control got that. At this stage it was dark so we, obviously weren't going to get a helicopter out, and no-one seemed very interested so, there was nothing more I could do. And then we lost contact, and in the last 20 minutes to, 20 to 40 minutes before we rolled I lost complete contact with anyone.

Q53 Yeah.

A I kept calling and asking any boat near us to relay our position, at that stage I'd got the GPS up again, I had our position, I was plotting, I was plotting our position

every couple of minutes just to make sure that I had an updated position. In case I could get I called repeatedly on 4483 and I couldn't raise anyone. I tried VHF 16, I couldn't raise anyone on that, even though we'd put an emergency on the VH, VHF, we've already done that. We hadn't put the emergency on the HF, we were still getting reasonable signal out of the We had been, I could still hear Telstra control. All that whole time I could still hear Telstra control without a problem, I understand they couldn't hear me, but that's fine, I, so I was still getting a signal in.

Q54

Right.

A

I must've been getting some signal out, but, I guess, I don't know what the other blokes were doing but I, maybe, maybe there was no-one near us, I don't know, close enough to pick up the signal. We went down a couple of waves and then we, two guys were on deck changing watches amongst the other eight, one of the guys was lying in his bunk, he, he was in shock, he really got very, very cold when he went over the side and he was in part shock, just trying to get warm, he wasn't doing anything apart from lying there trying to get warm, that was fine so the other guys sort of tried to revolve around that. Two guys kept going up every, I don't know 30 to 40 minutes, you know, changing over, trying to keep some sort of control on the boat. And then, all of a sudden another big wave just picked the

boat up and rolled it, this time it stayed upside down for, I don't really know how long, it seemed like an eternity. Everyone downstairs was running around, a couple of us guys had headlights on so we did have light. At that stage we lost the motor, we lost everything, diesels don't run good upside down, so then we just blacked out, up until that time everything was working all right, some things were all going O.K. There was a rush then to we had the hatch boards and the door, we had the slide, the hatch slide shut, we were then trying to open them in case we had to dive up. We weren't quite sure what was going to happen, we just wanted to be able to get out if we had to. And then slowly the boat rolled right back up again. And we all sort of breathed a sigh of relief, at that stage we got one life raft up out of the hatchway, and someone pulled the cord and it inflated, it wasn't meant to, we only just wanted to get it out there, ready to pull the cord. The cord had inadvertently got pulled, it inflated, I went up and I was just holding it there, at that stage there was a call from the back of the boat, there's a guy in trouble he wanted someone to help with CPR, so I yelled out to Shane, I said, "Shane, I think you've got a first aid certificate come up here quick, we need someone down here to help with CPR". So he came up and went down, I don't know what happened down the back of the boat, I couldn't see. The other guy, Rob Matthews

had got back on the boat himself, I don't know how, but he had, and Phil Skeggs and two chaps up on deck at that stage when it rolled. That was Rob's second immersion for the night, or the day. He managed to save himself and they got Phil back up on the boat, and started CPR. I don't know how long they kept going, I don't know.

Q55 Yeah.

A And they finished, they gave up. I was on deck all that time holding the life raft, organising to tie it onto the boat so it didn't fly away. Got that sorted out, went downstairs, said, well look, we've got to bail some water out of the boat. In the meantime one of the guys has said to me what, "What do you think about throwing a sail over the, from the boat, to act a sea anchor?" I said, "Yeah, damn good idea, let's do it". So he grabbed a sail and took it up, tied it on, I said, "Well, it's not really enough". I said, "Why don't we, why don't we grab one of these spinnakers, all packed in nice big square bags", I said "that, that'll be heavy and if it flows out it will act as a good sea anchor". So a couple of the guys down below heaved it up, and we heaved that out on deck and in the meantime and got a rope and tied it to the front of the boat, and then we tied it to the spinnaker bag, and between the two of us we managed to throw the spinnaker bags, spinnaker bag with spinnaker over the side, which was very heavy, 'cause it was full of

water. We got that over the side and it seemed to stabilise the boat. pole to it was lying approximately, well, not quite bow on, but halfway between bow and side on, it seemed to stabilise the boat from rolling in the waves as much. couple of guys still sitting on deck, in shock I think, like all of us, I said, "Well, look, we've got to bail a bit of water out". So we started to bail some water out, and then, said, well what about some flares. So we, flares up and let the flares go, we let three handheld orange flares go, and we let three parachute flares go.

Q56 Yeah.

A At that stage I don't know what the wind strength was, no idea, it was really strong because the parachute flares just took off. One of the guys said, "Let, let's do a head count". So we did a head count, and I didn't hear what came from down below, I've got a hearing problem in one ear, I don't hear that well out of the other, but, a lot of shouting, a lot of noise, I couldn't hear a lot, I just assumed everything was fine, everyone was accounted for.

Q57 Yeah.

A Apart from Phil who was, who they were still working on, well, I think they might've give up at that stage. And, so we then started bailing out water, which was good for me, because I was frozen stiff, I said I've got to have a jacket, so one of the guys handed me up

a jacket, I put that on, just to stop the wind, they threw me a sea rope, I put that over me legs, even though I had thermal pants on my legs they were wet through.

Q58 Yeah.

A I was starting to get quite cold. And we started bailing buckets of water out and I got the feeling back in my fingers, we did that for probably half, three quarters of an hour. Got the water down reasonably well, and the guys said, "Well, we'll leave what water's in there, get the boat light on the water, it's likely to roll". At that stage I didn't even know what had happened to Bruce, I just assumed he was lying in a bunk downstairs and everything was all right. And then probably about an hour later, or may have even been longer, I don't know, I said something to Steve about Bruce and he said, "He's in his bunk, he's in the bunk". I don't think I found out till it had all settled down downstairs, at about 11 o'clock that night, that Steve turned and said to me, he said, "Bruce had a, went into fits and", he said, "I think he had a heart attack and died". I said, "Thanks very much". At that stage our EPIRB was still activated. There's no more we could do, no point in firing off more flares, there didn't seem to be any action, any searchlights anywhere. And we just sat down in the boat, couple of them lied down and, most of us sat on the windward side, inside the boat and tried to get up

out of the water and try and keep warm, and just dozed in between waves, we, we, we heard every wave that hit the boat.

Q59 Yeah.

A Quite concerned we were going to perish, we still had the life raft on board, we bought the other life rafts down below, in the process of bringing the second life raft down below it got activated so we had to push that up through the hatch, before it activated down below, otherwise we'd never get it out. The guys managed to do that, at this stage I wasn't real helpful, with one bad leg and, quite, quite sore on the side. And so they got that out and Steve said, "Well I'll tie it on the back of the boat, and it'll help push, the wind'll help push boat around". I said, "Yeah, sounds good, mate". And someone said, "Well, what if it rubs on the?" I said, "Don't worry about it". I said "Let's just keep it on there". About half an hour later he went out and, he must've put it over the side, it went over the side, I don't know, but anyway, it ended up over the side, he said, "Well they're both over the side, they're both sitting there, they're both tied on, they're both sitting comfortably". I said, "Right, O.K. as long as they're there, in case we've got to get off in a hurry".

Q60 Yeah.

A We made up a grab bag of any goodies we could find on the boat, ready to throw into one of the life rafts,

any drinks, food, and that type of thing, we threw that in a big bag, put it on deck, ready to go. At that stage the boat seemed fairly stabilised, there wasn't a lot of water coming in, water level was not rising so, we'll, we'll do the right thing, we'll do what they always say to do, stay with the boat. At least they might find us, so, that's what we did till about 6.30, 7.00 this morning, the 28th, a twin-engine plane flew over us, we let a flare go, handheld flare and a parachute flare, he circled round us and came back over low, did two or three passes over us and then headed off. And we didn't know whether he was gunna drop a life raft system or not, at this stage we didn't have any life rafts, they'd somehow during the night they'd broken free. And we didn't have a life raft at all. No communication, no anything. It, it seemed O.K, we waved and let them know that we were there, and probably about quarter of an hour later there was a chopper over us.

Q61 O.K.

A Proceeded to signal to us to one by one hop in the water and they would pick us up. And we proceeded to do that, we didn't quite know, I don't know what the guy, the first guy said when he got in the chopper he obviously told them how many there were and how many deceased there were on board.

Q62 Yeah.

A And what to do about it, and they just wanted to pick

the guys up that were alive and leave it at that, I don't know what was said there, I wasn't party to that. We proceeded back to here to Merimbula.

Q63 All right. I only have a couple of quick questions on that. Do you have any idea who it was you were talking to on the boat, Yendys?

A No idea at all.

Q64 No idea?

A No, sorry.

Q65 Assuming it could've been their navigator?

A I really don't know. I would assume it would be, but it's fatal to assume anything

Q66 That's all right. Is that a general role of a navigator to be the radio operator - - -

A Yes.

Q66 - - - on board a boat?

A Yes, yeah, well, yes, it is, it, he normally is.

Q67 Yeah. All right. Now, have you been involved in a rollover like that before?

A Never.

Q68 Do you know of Bruce's boat ever being involved in a rollover?

A I don't know, no.

Q69 As a result of this accident, what injuries have you suffered from?

A I've got two broken ribs, a lot of bruising over my body.

Q70 O.K.

A A slight graze on the kidney, which they're not too concerned about, it's been checked out and they're quite happy.

Q71 All right.

A Just a bit of blood in my urine this morning.

Q72 O.K.

A But other than that I'm fine.

Q73 Do you have any background knowledge on whether Bruce had any heart problems or other blood pressure problems or similar -?

A I knew he had a blood pressure problem.

Q74 All right.

A Yes.

Q75 Do you know what he was, treatment or anything like that he was receiving?

A He was taking a tablet per day for it. I reminded him the morning before to take a tablet.

Q76 Yeah.

A He said, "Good, thanks". And he took a tablet.

Q77 O.K.

A Yeah, yeah, that's about right.

Q78 Anything else you want to say about what's happened?

A I just think all the guys are wonderful, and everyone tried to do something, as they could. Yeah, no, I haven't got anything to say.

Q79 O.K. That will complete our interview, Mr Keats. Do you agree the time now on my watch is about 8.36pm?

A Yes.

Q80 O.K. That's the end of the interview.

INTERVIEW CONCLUDED