

LEGEND:

V. 1	=	Telstra Control (main person)
V. 2	=	Loki.
V. 3	=	CYC Base
V. 4	=	Telstra Control (female)
V. 5	=	Weather forecaster
V. 6	=	Telstra Control (male)
V. 7	=	Sydney.
V. 8	=	Jubilation
V. 9	=	Young Endeavour
V.10	=	Canonmaris
V.11	=	Another Telstra Control (male)
V.12	=	Niord
V.13	=	Tilting.
U.Y.	=	Unidentified yacht.
.....	=	Cannot decipher
(s.l.)	=	Sounds like
- - -	=	Interjection

V. 1 Anyone copy? Loki did you copy Waitangi?

V. 2 Nothing's heard from the Watangi but when you were trying to call Veto, Veto, I did hear somebody trying to reply. Over.

V. 1 Yeah. Roger to that. I might give Veto another go. Veto, Veto, Veto, Veto, Veto, Veto. Telstra Control give me your latitude only, latitude only. And Wide Load, Wide Load, Wide Load, Telstra Control. Any sightings Wide Load? If the yachts Veto and Wide Load

are listening but not able to transmit I will alert all of our competitors to the safety schedule page 1-3 in the sailing instructions paragraph 4-3 and alert them that this evening if I hear nothing earlier we intend to execute that situation. I repeat if we hear nothing from the yachts Veto and Wide Load we intend to execute the safety schedule 4-3 on page 1-3 of the sailing instructions. I would like all yachts to read that and follow out the instructions as per the sailing instructions. That completes the sched, well, I'm sorry it was so long but starting up again it's a bit awkward but next time I assure you it'll be quicker. Here we go now with the important weather.

V. 3 Telstra Control, Telstra Control, CYC Base.

V. 1 CYC Base, go.

V. 3

V. 2 CYC Base, this is Loki, over. CYC Base, CYC Base this is Loki, Loki, over.

V. 3 CYC Base

V. 2 Romeo-Quebec to turn on their mobile phones, is that right

V. 1 Loki, go.

V. 2 Radio control has asked for the three boats to turn on their mobile phones as well, over.

V. 1 Roger, that's a great idea. The yachts Veto, Veto, Waitangi II, Waitangi II, and Wide Load, Wide Load if you're receiving we ask you to turn on your mobile

phones, turn on your mobile phones to help in transmission, over. Going now with the weather.

U.Y. over.

V. 4 Did you say Waitangi II, Waitangi II?

V. 1 Yeah.

V. 4 Have you had this morning?

V. 1 Yeah. We haven't got the

V. 4 So you've got tonight?

V. 1 No, who?

V. 4 I thought you said Waitangi II.

V. 1 No, I said Waitangi II seems way out.

V. 4 Oh, O.K. then.

V. 5 All yachts, all yachts here is a repeat of the weather issued at 12.20 hours on the, the 28th of December. The synoptic situation, there is a low of 984 hectopascals centred 350 nautical miles east of Swansea at midday, Monday and expected to accelerate away to the south, south east. Warnings, repeat warnings. There is a strong wind warning for south east Tasmanian coastal waters between the south east cape and Tasman Island.

V. 1 are you going to do the weather first.

V. 5 Forecast for next 24 hours. 38 degrees south to 41 degrees south, west to south west winds, 20 to 30 knots easing to 15 to 25 knots this evening, then 10 to 20 knots tomorrow.

V. 1 Half resigned.

V. 6 Huh?

V. 1 We've had half resign.

V. 6 Is that half is it?

V. 1 Yeah.

V. 6 It's a quiet time in Hobart

V. 1 the other half. Oh, well.

V. 6

V. 1 We might be looking to set that bloody record at
Customs House.

V. 5 Seas 3 to 4 metres abating to 2 metres tomorrow
morning. West to south west swell. 2 metres across in
south to south east swell, 2 to 3 metres. Isolated
light showers, visibility fair to good. 41 degrees
south to Tasman Island. South west winds of 15 to 25
knots tending westerly of 15 to 20 knots this evening.
2 to 3 metres seas abating to 1 to 2 metres tomorrow.
South to south east swell near 3 metres. Fine, good
visibility. Tasman Island to Cape Roule, south west
winds 25 to 35 knots easing to 20 to 30 knots later
today and shifting westerly. West to north west winds,
15 to 20 knots tomorrow morning, 4 to 5 metre seas
abating to 3 metres later today then 1 to 2 metres
tomorrow. A south west swell to 2 metres crossing a
south east swell of 2 metres. Isolated light showers,
visibility fair to good. Cape Roule to Hobart, south
west winds, 15 to 20 knots tending west to north west,
12 to 17 knots this evening. Then north west similar
speed early tomorrow. 1 to 2 metre seas decreasing

overnight to 1 metre with a 2 metre southerly swell. Fine with good visibility. The outlook for the further 48 hours, continuation of the moderate to fresh westerly air flow which will be established by early Tuesday. Weak fronts are likely to pass the south coast of Tasmania rather than cross it. Sea breezes in shore Tasmania's east and south east coast and that ends the weather.

V. 1 That completes the weather. What I will do at this stage as further radio instructions. We will go to 6-2-2-7 in the event that we can pick up those couple of yachts. I then will go back to 4-4-8-3 for any traffic. I repeat we are now going 6-2-2-7 for a few minutes to see if we can pick up any of those stray yachts. I then will be returning 4-4-8-4 for traffic. Going now 6-2-2-7.

U.Y. 3-3

V. 4 3-3.

V. 3 Telstra Control, Telstra Control.

V. 1 CYC Base, go.

V. 3

V. 2 CYC Base this is Loki, over. CYC Base this is Loki, Loki, over.

V. 1 CYC Base on the landline, is it?

V. 2 Go ahead CYC Base, this is Loki.

V. 6 Sydney, all there.

V. 1 Sydney, go ahead. It's there, Sydney, Sydney.

V. 3 Jubilation, CYC.

V. 8 Telstra Control, Jubilation, Telestra Control
Jubilation 6-2-7.

V. 1 Jubilation here is Telstra Control. I did copy that,
I'll just, give me a roger that Wild, not Wild One, the
Wide Load has retired to Ulladulla. If you can give me
the ETA over?

V. 8 ETA 2300 hundred hours tonight. ETA 2300 hours
tonight.

V. 1 Roger to that. We've got Wide Load retiring to
Ulladulla with an ETA 2300 today's date. The only
rascals now really are, well, Veto will be the only one
for the missing the two scheds. Veto, Veto, are you
there?

V. 8 Telstra Control, Jubilation.

V. 5 Jubilation are calling you now.

V. 1 Jubilation, go.

V. 8 We're on 6-3-7, Ian. is listening 4-4-8.

V. 1 He's got the sailing instructions. Waitangi, Waitangi,
are you there?

V. 8 Jubilation, negative to that.

V. 1 Loki and I can give you instructions and take
traffic. Found 4-4-8-3 Veto and as per the radio
instructions we will execute - - -

V. 6 He's got it there.

V. 1 - - - page 1-3 at the appointed hour. I'll get all
yachts to read up the instructions, page 1-3, section
4-4 the initial search procedures.

V. 6 Good afternoon Young Endeavour, what's happening?

V. 9 (NO AUDIBLE REPLY)

V. 6 I'll go mark it for you if that's it.

V. 1 Thanks very much for your attendance ladies and gentleman. Under the circumstances a very good sched. Any traffic for Telstra Control?

V. 6

V. 5 (Mobile phone conversation) Yes yes. I think that's what we just received here, actually.. Thanks a lot indeed, we've been trying to get through too, but the phones have been engaged. Yeah. I'll use your mobile again? Yeah. Can I just check the other number, 0-3-6-2-2-4 and there's another number which the 0-3-6-2-2-4 and what's the number you gave me the other day instead of your mobile? Yeah, I'm sorry, I couldn't hear that. Yes, yes. Yeah. That's end numbers, is it? 3-9-2-6. O.K, Mark, thank you.

V. 10 Telstra Control this is Canonmaris, do you read?

V. 1 Copy you four by four, Dick.

V. 10 Telstra Control this is Canonmaris. As you are probably aware I've mentioned a couple of times on the radio we have on board our boat here the son of, or his father was on Winston Churchill. He's quite distressed and I'd just like to mention that three of the crew are my best friends and I would like to get some answers to a few things, so we have some idea what sort of is going, what has been going on and what will go on to see if these, the crew can be returned to land. I'll just, I'll just pause there for a minute because I'm

not sure that when I previously tried to get some of this, I'm not sure that you answered it, it had to come through the club, over.

V. 1 Canonmaris, Canon, that is probably an affirmative on account of the various factors. However I will speak to the necessary parties and I will come back to you personally within a half an hour and give you an update over.

V. 10 Canonmaris. The sort of things that we're interested in knowing and I assume quite a, a few other people in the fleet would be. What time did they let you know they were in trouble? What was their position? What did they report? What and who has been looking for the crew, planes or did, did the destroyer arrive and what is the future program and action? And probably number 6 is the most important of the whole lot. I hope that's not too much for you Lou, but it's, it, we're sort of a little bit in the dark over this and it's just, it's not a good way to be. There's plenty of other action going on last night. It was very, very good the way you did it and we'll let you know we'd all liked what you were doing there last night, it was very, very good and everybody you know, understood what, what was happening. And actually this thing, it just doesn't seem to have you know, gone like that. Canonmaris over.

V. 1 Let me just put it straight to you. On board the Young Endeavour we are under two sections. We have Telstra

Control, which is doing the scheds. We also have the, the ship, the Young Endeavour under the command of Neil Callatly and I can assure you all of the officers were monitoring and proceeding via VHF and Young Endeavour themselves and myself as well were in the search and search pattern for, just one moment, how long were we searching for Winston Churchill?

V. 6

V. 1 13 hours.

V. 6 From, from, nearly 18 to 11.00 until

V. 1 We were just counting the hours. Approximately 7 to 8 hours that Young Endeavour was in a search pattern in the area suggested, over.

V. 10 Telstra Control. O.K. I, I didn't mean to say that people weren't, hadn't done anything, I, I'm you know, that would be wrong for me to think that because but the thing that we, we don't know here, we, we, we don't sort of hear anything, we don't hear what's happened, that's the first time I've heard of all that. Now the other thing is, is, is the search still going on? Are they, is there further things being done or is it all just being you know, forgotten or left under the carpet? Over.

V.11 Still going on? Isn't it?

V. 6 Yeah, as far, yeah, as far as we know.

V. 1 Yeah. I can assure you that it is not being swept under the carpet, that's certainly not the case. As I say I will come back to you with a personal report. I

will speak to the man in charge of the whole section,
I'll ring him in - - -

V. 6 Hobart.

V. 1 In Hobart as soon as I've completed the sched. And if
you standby on this channel, I'll come back and fill
you in and I'll fill in the, obviously the rest of the
competitors in the Sydney to Hobart Yacht Race. The
search has definitely not stopped. As I say there were
two systems going last night. We had 4-4-8-3 with
probably six or seven incidents. And we had the
Winston Churchill incident was being conducted on the
VHF frequency and that was being conducted personally
by the, the officers of the Young Endeavour, over.

V.10 O.K. then. Canonmaris standing by. Well, thank you.
if you can do anything to help or we would all
appreciate it here, very, very much, standing by.

V. 1 Roger to that. All your comments are, well founded and
I can assure you we'll be back to you within half an
hour. Any other traffic for Telstra Control?

V.12 Telstra Control, Telstra Control this is the yacht
Niord in Eden, do you read, over?

V. 1 What's that?

V. 4 Niord.

V. 1 Kingura's still listening. That will certainly be no
problem. Kingura has had an engine problems, I, I
asked him yesterday not to do too much transmission.
Go ahead with your message and I'll ring Kingura now
for you, over.

V.12 Telstra Control, this is Niord. Would you just relay a message to Jerry Snyders onboard Kingura that his wife, Annette, is awaiting his arrival in Eden, over.

V. 1 That's Jerry who?

V. 12 Snyders. Seirra-November-Yankee-Delta-Echo-Romeo.

V. 1 Roger, I've got that, Jerry Snyder. Just standby. Kingura, Kingura, Kingura, here is Telstra Control, Telstra Control.

V. 11 are you calling them?

V. 6 Yeah, yeah.

V. 5 (Mobile phone conversation) 8-1. Yes. 8-8-1, O.K. I, has all the normal channels, O.K. We've also, have you, have your people been listening to us on the radio? Yeah. They've, they've, just now they, they've just we're getting persistent questions, if you stand by shortly we will get a chance to

V. 1 Yes, go Tilting.

V.13 We have an appointment to make a telephone call to The Age at 4 o'clock every afternoon for a report from the Is it possible for you to connect us through your station there without interrupting any more important traffic, over?

V. 1 Ladies and gentleman, listening watch for Telstra Sydney Hobart conditions are a little bit

TAPE STOPS MID SENTENCE