

Sailing Incident – Death of a Yachtsman

1 May 2004, Melbourne

Outlined below is an 'open' copy of a report set to Yachting Australia's Safety Committee and the Yachting Australia Offshore Keelboat Policy Committee by **Colin Chidgey**, Yachting Australia's Competition Manager.

Incident Report- Death of a Yachtsman - 1 May 2004, Melbourne

Background

1. A yachtsman has died, apparently after falling overboard from a racing yacht. The summary of events below has been compiled from information available at the moment, and is provided to give background to actions required, rather to be a complete narrative of the event. Factual major issues are:

- Mr Paul was not wearing a PFD
 - the race was being conducted by a recognised club
 - the boat did not have lifelines
2. The yachtsman, Graeme Paul, was the skipper of an Adams 10, Adams Den, competing in the Association Cup conducted by the Royal Yacht Club of Victoria on Saturday 1 May 04. The boat was, I believe, racing in Category 6 configuration. The boat did not have lifelines, which are a recommendation for Category 6. Paul was not wearing a PFD. All other crew members aboard the boat were wearing PFDs.
3. The weather on Saturday was variable, with breezes ranging from 10 to 30 knots.
4. The boat was running (under spinnaker?), when a stronger gust hit her. She broached and two crew members went over the side. One was recovered, or recovered himself onto the boat, but Paul, as the skipper, physically took the tiller with him when he went over. Contact was lost with him because of the boat's inability to immediately manoeuvre to recover him. The crew aboard the Adams dropped an anchor, and other

boats rallied (after radio contact?) to attempt to recover Paul. Another Challenge (a Sydney 38 with an open transom) recovered Paul.

Actions

5. **Yachting Australia Safety Committee.** Are to review the submission for the 2005-2008 Special Regulations concerning the wearing of PFDs and safety harnesses made after the meeting of 27/28 Mar 04. This should entail consideration of the submission using the following as a guide:

- For all categories of racing which are conducted at night the obligatory wearing of a PFD Type applicable to the race category between official Sunset and official Sunrise should be Mandatory.
- For Categories One, Two, Three and Four the obligatory wearing of PFD Type 1 and safety harnesses between official Sunset and official Sunrise should be Mandatory, and additionally be Recommendations for daylight hours.
- For Categories Five to Seven (inclusive) the wearing of a PFD Type applicable to the race category should be recommended during daylight hours.

6. **Yachting Australia Offshore Keelboat Policy Committee (OKPC).** The use of PFDs and harnesses on offshore boats is on the agenda for the consideration of the Committee at its meeting 22 May 04. Offshore delegates should liaise with their state delegates to the Safety Committee to ensure their submissions and decisions are fully representative of the state membership.

7. **MYA Executive Officers.** Should ensure that all parties, eg, trailable yacht associations, sportsboat associations, multihull associations, etc, who may have an interest in the responsibilities for the wearing of PFDs and harnesses have had the opportunity to provide input to their Safety Committee and OKPC delegates.

Letters to the Editor

Stansbury

Eb Tied

27 February 2004

As a printer on the old Adelaide News I vividly remember colourful stories about *Jedda* from journalists Marty Ryan and Jack Ryan (no relation). She was purchased by another journalist, Cyril Burley, after her reconstruction. More I know not. Just a link in a chain which I hope may jog other memories and complete the history of this vessel.

Eben Ballantyne

101 Gulf Point Drive
North Haven SA 5018
13 March 2004

We may be able to outline to some degree the Black Soo *Jedda's* activities in the 1970s. We purchased *Jedda* in August 1973 from the previous owners, represented by Brian Sutherland, we are not sure how long after the collision with *Straats Singapore*.

Jedda was registered as a British ship (not unusual in those days), and, of course, we knew about the sinking and restoration. The outboard system as described had been replaced by an inboard motor that had no reverse. We raced *Jedda* Inshore and Offshore in

the 1973-74 and 1974-75 seasons. We also enjoyed cruising in the Gulf with our then teenagers Amanda and Mark. This was followed by racing and cruising our first *Redback*, a Spencer 30 Half-tonner from 1975 to 1980, but that is another story.

We sold *Jedda* before Easter 1975, and the last we heard of her was that she was taken to the Small Boat Club by Barry Shanahan, who, it seems, represented the new owner, Barbara Bennett.

Ah, the old *Jedda* days! We had great fun in our first keelboat.

Brian and Jan Snowden

PS Our present *Redback II* is a Farr 11.6 metre [38 ft 3 in], now berthed at the back door of our over-the-water townhouse at North Haven. It is *not* the Farr 38 design referred to on page 45 of the March *Squadron Quarterly*. *Redback II* was launched in 1984 with a stainless steel 'cage', housed in the keel stub, which distributes keel bolt loads up to the hull structure integral with the keel stub configuration — just to make sure.

[For registration of yachts before the advent of the Australian Registry, see the *Quarterdeck* column. — Ed.]

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