

SOUTH



AUSTRALIA

FINDING OF INQUEST

An Inquest taken on behalf of our Sovereign Lady the Queen at Adelaide in the State of South Australia, on the 18th, 19th days of February and the 25th day of March 2004, before Wayne Cromwell Chivell, a Coroner for the said State, concerning the disappearance of David John Gill.

I, the said Coroner, find that, David John Gill aged 34 years, late of 9 Minchinbury Terrace, Marion, South Australia died at Outer Harbour, South Australia on or about the 27th day of November 2002.

1. Introduction

- 1.1. At 10:07pm on Wednesday, 27 November 2002 a 'MAYDAY' call was received in the office of the Water Operations Unit of the Special Tasks and Rescue Group, South Australia Police. Senior Constable Darryl Wright spoke to a male person whose voice sounded 'panicked and unsure' (Exhibit C9, p2).
- 1.2. Senior Constable Wright ascertained from this and subsequent transmissions that a male person had fallen overboard from a trimaran, at a point about four nautical miles North of the outer shipping channel marker from Outer Harbour, known as the 'Black Pole'.
- 1.3. There were two men left on the boat. They told the police that they had lost sight of the man who had fallen overboard.
- 1.4. As a result of this information being received, Senior Constable Wright initiated a very extensive air and sea search for the missing person.

- 1.5. The person who had fallen overboard was David John Gill, aged 34 years, who was the owner of the trimaran 'Meg'. Unfortunately, despite the extensive efforts made to locate Mr Gill, he could not be found.

2. **Background**

- 2.1. David Gill was, in his mother's words, a 'very adventurous' man (T53). He had travelled widely and was keen on many sports, including riding motorcycles, when he was younger. His mother said he was 'very fit' (T53).
- 2.2. Mr Gill had only been sailing for just over two years. He had previously owned an 18 foot trailer-sailer, in which he had learned sailing from a friend. He purchased Meg, a 34 foot trimaran, in early 2002.
- 2.3. Mr Gill was a member of the Garden Island Yacht Club. On the afternoon of 27 November 2002, he invited his friend Craig Datson and a fellow member of the club, David Milledge, whom he knew less well, out for a sail.
- 2.4. Mr Datson and Mr Milledge had not met each other prior to that evening.
- 2.5. They left the yacht club at about 7:30pm. Mr Datson described Mr Gill as 'happy, as always' (T9).
- 2.6. They negotiated the channel using the motor, and then set the sails. Mr Datson said that they were not going anywhere in particular. Mr Gill had recently had the vessel on the slipway, and was keen to see how it would perform.
- 2.7. Both Mr Datson and Mr Milledge said that each of the men on board had two or three stubbies of beer during the evening.
- 2.8. After sailing for some time, the men decided that it was time to turn around and head back to shore. Mr Milledge gave a very clear description of what happened, from his point of view, when he gave oral evidence:

'A: We were standing at the back of the boat watching the fluorescence in the water, we were saying that as the boat goes you can see a trail behind it, so were actually at the back looking down and watching that. It was the first time I had ever seen, so it was quite intriguing. He was shining the spotlight down at the hulls and we were watching how fast the boat was going through the water, it was pretty loud back there, the water rushing with three hulls and because we were a fair way out, he said 'It's probably best if we turn around and head back' and it was probably - as I

turned around Dave went to walk off, Craig went to walk off on the left side of me and the esky was sitting up on there. I was watching Craig because he had to step over the esky, hoping that he wouldn't slip and fall over because there was no safety rails on that side at the back of the boat. As I was watching Craig step over, it was only about two seconds that it took, he turned around and said to me 'The torch is in the water' so I looked behind me and I saw the torch floating in the water and I stuck my head around the side where Dave would have walked forward and yelled out 'Dave, you've dropped your torch' and then Craig said 'No, he's on the torch'. I looked back again and I could see that the torch was actually pointing at the boat and I could sort of see the glow from his jacket, so I knew he was holding on to it.

...

Q. What did you do once you realised that it was Mr Gill apparently in the water with the torch.

A. I shot straight back to the cockpit and just said to Craig 'We've got to turn the boat around, we've got to go back' and I grabbed the auto pilot and ripped it off the tiller, and my first feeling at that stage - Meg, when you've got to tack to turn the boat, to turn to the left, if it hits head on into a wave, virtually it stops in its tracks and it is very hard to turn around and you've got to drive it. We hadn't had a chance to try that and Dave had wanted to try that, because the boat was going a lot better, and he was hoping that this might help because the boat had been slipped and it might turn a lot easier when we've got the speed up. I said to Craig 'We've got to do a tack, I don't know if it's going to work, we haven't tried it yet' so we did a tack and it stopped so we had to drive it back around the opposite way to the right and at all times I never took my eyes off the light. We brought the boat back around so it was on the opposite side of him where - here's the boat and he's fallen off, brought the boat around, brought it back around behind him, so he had the seas and the wind and that, if he swam towards the boat it would be easier for him. Because the boat turned up into the wind and it stopped, all I did was just turn the key and start up the motor, and just motor up alongside him. I went to the turn the key and all the lights went out, we realised we had a flat battery.

Q. Did you take the sails down.

A. Yes we did.

Q. When in the scheme of things did you do that.

A. I tried to start the boat, it wouldn't start - because the boat was heading to the wind, the sails were just flapping so the boat wasn't under any power at the time. Craig was up the front with a Dolphin torch yelling out to Dave, we could still see the light in front in the water. Yes, then when the light went out we didn't see him after that and because the boat wouldn't start the sails weren't really a problem at the time, so we shot down and called the coast guard on channel 88 and gave them the coordinates as to where we were. Then we dropped the sail - we went to get the anchor and drop the anchor. The anchor was up the front but there was nothing hooked to it, and I said to Craig 'There's got to be another anchor around here' so I opened up the hatch and there was an anchor in there. I pulled it out and it had some chain on it, I pulled out the chain and there was no rope on the anchor. I found a big ball of rope which was brand new and it still had the string around it holding it

altogether, so I had to go back to the cabin to get a knife out to cut that, then hook the rope to the anchor and chuck it all over the front. Then we pulled the sails down and went looking for the batteries in the boat to get the motor going. We knew he had two batteries on board. The auto pilot, because the auto pilot had been on for a while and it seemed to be working hard that night, it flattened the battery, and the battery we had going at the time was only a small one and I have since been told that it was flat and he had it on solar charge all day. When we found the battery, Craig switched them over and the motor started first shot, so we upped the anchor and we tried to work our bearings out and just tried to get back to where we were sort of drifting. We were just zig-zagging and looking and Craig was up the front with the Dolphin torch which really wasn't do anything. The nav lights on the boat seemed to put more of a glow over the water, so we were only travelling at about 1-2 knots, just zig-zagging just trying to look.

- Q. I believe the emergency call was actually made by Craig but you gave Craig the -
- A. I called out first. I went back to the GPS and I yelled out the coordinates to Craig who relayed them through on the radio.
- Q. Did you have any difficulty reading the coordinates on the GPS.
- A. I had a hard enough time working out my own GPS and this one here's different to mine. I'd only just purchased one myself at around the time and I was trying to work mine out but I knew the coordinates on there. I kept making sure the thing was turned on because every time we tried to start the motor the power would go out and the GPS would turn off. I turned the power back on and I was getting Craig to help me press the buttons except I didn't know which buttons were to turn the thing back on but I wanted to make sure it was on all the time because it kept a track of where we were and what we were doing.
- Q. I appreciate it's difficult but are you able to say how long it was between you first seeing the light in the water and you making the first emergency call where the GPS position was given.
- A. I know Dave - well the light to go out was about 15 minutes - 16 minutes.
- Q. I believe you also considered throwing a buoy into the water, is that right.
- A. Yes. There was no rope on it and if we just threw it into the darkness he wouldn't have seen it and we would have lost it.
- Q. So you actually located a buoy and saw that it didn't have a rope on it.
- A. Yes. It was one of those round ones and it was sitting on the actual - the roof of the cabin toilet.
- Q. At any time when Mr Gill was the water, did you hear him say anything or call anything.
- A. When we brought the boat around and Craig was yelling, 'We'll get there soon, mate. Relax. Take it easy,' I think I heard him say, 'Hurry up.' And that was about all. Because the wind was blowing towards us then but I didn't hear anything else.
- Q. In that time that you were turning to look at Craig Datson step over the esky, did you hear anything then.
- A. No, didn't hear a thing. Didn't yell out. There was no bang. Nothing.

Q. Is there anything else that you think would be helpful for his Honour to know about the events on the yacht that night to explain what might have happened to Mr Gill.

A. I just think he just slipped and fell in between the outside hull. Probably pin-dropped down, I'm not sure.

Q. I think in your statement there comes across a sense of frustration on your part that when you were trying to take these steps, for example to get the anchor down or to throw the life buoy that you weren't able to -

A. Just everything we touched was just going against us.

(T37-38 and 41-44)

2.9. Mr Datson's account of what happened is substantially similar. He was facing forward at the time it happened and did not see or hear Mr Gill fall overboard either. He said it was not until he looked towards the stern of the boat and saw the torch in the water 50 to 75 metres behind the boat, that he was aware that Mr Gill had fallen in (T15).

2.10. Mr Datson said that he heard Mr Gill yelling on several occasions. Although he was not completely sure, he thought that the last thing he heard Mr Gill say was something to the effect of 'I'm in trouble' (T20).

3. **The search**

3.1. Senior Constable Wright told me that Senior Constables Day, Hodder and Menz were present in the office when they received the mayday call. He said that all four of them heard the male person (who was Datson) give global positioning system (GPS) coordinates 34°45'.400S, 138°21'.901E. Senior Constable Day recorded these coordinates, and Senior Constable Wright repeated them back over the radio (Exhibit C9, p2).

3.2. The police ascertained the following facts during the radio transmissions:

- The male voice was 'panicky';
- A person had fallen overboard;
- They were about four nautical miles North of the Black Pole;
- The GPS coordinates were as above;
- The vessel was a 34 foot trimaran;
- The incident had occurred about ten minutes prior to the call;
- They had tried to turn the vessel around but were having trouble handling it;

- The person overboard had a torch but that went out, became submerged or they lost sight of it shortly after he fell in;
- 3.3. Senior Constables Day and Wright plotted the coordinates on a marine chart and noted that the location was in fact three nautical miles North-West of the Outer Harbour entrance beacon and three nautical miles West of the Black Pole. The fact that the caller thought he was North, rather than West of the Black Pole reflected a common error according to Senior Constable Wright, and did not detract from the reliability of the GPS coordinates (Exhibit C9, p2).
 - 3.4. Constables Day and Menz were immediately tasked to Police Launch 3 which was stationed at the North Haven Marina, so that they could proceed to the location given.
 - 3.5. Radio calls were made to ascertain if there were any other vessels in the area but none replied.
 - 3.6. The Police Communications Centre (ComCen) was notified and advised of the search and that Senior Constable Wright was assuming the role of Search and Rescue Mission Coordinator (SARMC).
 - 3.7. The Search and Rescue Helicopter was called.
 - 3.8. The Australian Volunteer Coastguard and the South Australian Sea Rescue Squadron were also activated.
 - 3.9. Senior Constable Wright said that he spoke to the vessel again at about 10:35pm at which point the male person sounded even more panicky. He said that the two men left on board had lost battery power, had no lights, no electronics and the mobile phone was not working. They were not familiar with the vessel and doubted that they could accurately navigate it. Wright advised him to anchor the boat and to continue monitoring the radio.
 - 3.10. By 10:43pm Police Launch 3 was *en route* to the coordinates given. By this time the winds were from the South-South East at 15 knots, and there was a slight 'chop' on the sea surface.
 - 3.11. Australian Search and Rescue (AusSAR) advised ComCen at about 10:55pm that they had detected an Emergency Position Indicating Radio Beacon (EPIRB) activation. At

about 11pm, Senior Constable Wright spoke to Mr Milledge and ascertained that they had activated the EPIRB. He advised them to leave it on until they had been located.

- 3.12. By 11pm the Search and Rescue Helicopter, Polair 52, was in the area of the GPS coordinates given, and were commencing to search. At 11:05pm, Police Launch 3 was also in the area and commencing search.
- 3.13. Shortly before 11:18pm, Polair 52 located the trimaran and directed Police Launch 3 to the location.
- 3.14. Senior Constable Wright directed that the surface vessels search particular locations having regard to surface currents and tide.
- 3.15. Having regard to the temperature of the water, Senior Constable Wright made the following comments in relation to Mr Gill's chances of survival:

'Time Frame for Survival is discussed in the NATSAR manual Figure 3.1. When used in conjunction with other known factors such as age, fitness and medical history, Figure 3.1 acts as a guide for estimating survival times in water. At this time of year in this part of St Vincent Gulf water temperatures range from 13 to 15 degrees Celsius. From the table depicted below it can be seen that a typically clothed person in water at those temperatures could be expected to remain conscious for as little as one hour and up to six hours. The information provided by the other occupants of the vessel state that Mr Gill was in his early thirties, was clothes in long pants, a shirt and jacket, had no shoes, was of a large build but described as 'fit'. There was no information available as to any medical history. Although he had consumed some alcohol which would tend to decrease the time frame for survival, based on the information available it was my belief that Mr Gill could have remained conscious towards the upper end of the scale. (Exhibit C9, pp8-9).

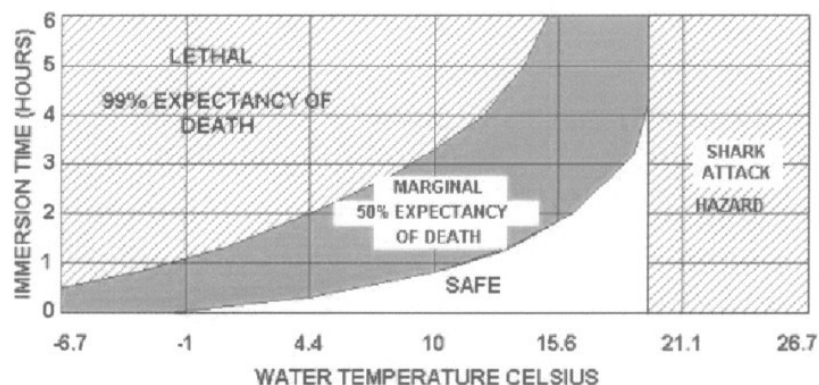


Fig 3.1 Water Chill Without Anti-Exposure Suit

Figure 3.1 depicts the life expectancy of survivors immersed in water wearing typical clothing. The survival times indicated in Figure 3.1 are for uninjured survivors; Survival time for injured persons is decreased proportionally to their injuries. This graph is a guide for estimating life expectancy, but it should be realised that there will be exceptions. For example, a female will generally survive longer than a male due to the fatty tissue layer underlying the skin, which acts as an insulator. Also fat people will tend to survive longer than thin people do and those in good physical condition will survive longer than those in poor physical condition. The spread of time indicated in the marginal portion of the graph is the period in which survivors will usually lose consciousness and then drown.

On the basis of those calculations, he estimated that Mr Gill was likely to survive for between two and six hours or possibly more (T80).

3.16. As to the surface search, Senior Constable Wright said:

'Between 11:36pm and 11:58pm a total of 16 vessels, five from the Royal Volunteer Coastguard, 10 from the South Australian Sea Rescue Squadron and the Metropolitan Fire Service vessel 'Gallantry' had 'logged on' and made their way to the muster point. At about 12:06am Police Launch 3 took control of the search and at 12:12am the vessel search commenced.'

(Exhibit C9, p10)

3.17. That search continued until 5am using a search pattern coordinated by Police Launch 3. Nothing was located which was relevant to Mr Gill's disappearance.

3.18. During the early morning, the search area was extended, having regard to the fact that the flood tide commenced at 2:12am. This meant that the target would be moved at a rate of up to 2 knots in a Northerly direction.

3.19. A fixed wing police aircraft was brought into the search and was allocated a search area.

3.20. At about 4:45am the surface vessels had completed their search area and, using nationally accepted probability data, Senior Constable Wright estimated that, since the area of probability had been covered once by the helicopter, once by the surface vessels and twice by fixed wing aircraft, there was a probability of detection of 98% (Exhibit C9, p14). For that reason, the vessels were directed to return to the North Haven Marina, to refuel and refresh the crews. The aircraft were recalled for the same reason.

3.21. At 6:45am Polair 52 recommenced their designated search area and by 6:50am a total of 12 search vessels had resumed and were making their way to their designated areas. At 7:29am, the police fixed wing aircraft recommenced its search area.

3.22. Sergeant Robert Badenoch took over as SARMC at 7am. On reviewing the search calculations made by Senior Constable Wright, he agreed that they were appropriate (Exhibit C20, p2).

- 3.23. The search continued by surface vessel, fixed wing aircraft and helicopter, and at 9:03am a hovercraft commenced to search shallow water areas surrounding the mangroves of Barker Inlet and St Kilda.
- 3.24. Senior Sergeant McDonald of the Water Operations Unit had removed the GPS from Meg that morning, and had been following the track line recorded on that instrument in Police Launch 3. At a certain position, the GPS track indicated a sharp turn which the searchers concluded was the point close to where Mr Gill had fallen overboard and Messrs Datson and Milledge had turned the vessel to try and find him.
- 3.25. When this position was plotted on the charts it was in fact 3 nautical miles North of the position given by Mr Datson over the radio the previous evening. Notwithstanding that differential, the location was still within the surface vessel and aerial search areas, and made no difference to the effectiveness of the search (see Exhibit C10, p4).
- 3.26. Sergeant Badenoch also calculated the probability of detection of Mr Gill, if he had remained on the surface of the water, at 98% (Exhibit C10, p5).
- 3.27. The search was discontinued at 4:55pm on 28 November 2002.
- 3.28. A further search was conducted on Friday, 29 November 2002 by the Polair helicopter, again nothing was sighted.
- 3.29. Presence of a shark
At 5:45pm on Thursday 28 November 2002, police received a telephone call from Mr Phil Ackland, who had been fishing the previous evening in the general area where Mr Gill disappeared.
- 3.30. Mr Ackland told me that he had been fishing with a friend at a ground known as the 'Fairway Hole'. He said that they had been at that spot for about five minutes and had set their lines when he saw a large white pointer shark swim past the back of the boat. Mr Ackland had immediately decided to leave the area, when he again saw the shark approach the boat and pass beneath it. He could see the front of the shark on one side of the boat and the rear of the shark on the other side from his position in the cabin. He said that the shark then banked and swam alongside the boat. He was able to estimate that it was about two feet shorter than his boat, which was 19 feet long.

- 3.31. Mr Ackland pulled up his anchor and made his way back to St Kilda. On the way he passed a light-coloured trimaran which was sailing under full sail in a Northerly direction, about one kilometre East of their position. No doubt, this was 'Meg'.
- 3.32. When Mr Ackland learned that someone had gone missing from the trimaran, he telephoned the Coastguard who referred him to the police. Mr Ackland's actions were conscientious and helpful.
- 3.33. Having regard to Mr Ackland's information, and in particular the GPS coordinates he supplied, Senior Constable Wright plotted his position and noted it was approximately 1.9 nautical miles East from the location first given by Mr Milledge, and about 3 nautical miles from the point located by Senior Sergeant McDonald on Police Launch 3 (T86-87).
- 3.34. I accept the evidence of Senior Constable Wright and Sergeant Badenoch and find that if Mr Gill was still on the sea surface during the currency of the search, there is a very high degree of probability that he would have been found. It is therefore appropriate to find, on the balance of probabilities, that he was no longer on the sea surface during the search, for reasons which I will presently discuss.

4. The CIB investigation

- 4.1. When Police Launch 3 pulled alongside the trimaran, they noted the presence of blood on the deck. Mr Milledge and Mr Datson were instructed to remain with the vessel, and a Crime Scene Examiner and detectives from the Port Adelaide Criminal Investigation Branch (CIB) were notified.
- 4.2. Senior Constable Jonathon Halliday, in company with Detective Sergeant Schulz and Senior Constables Hannam and Gallagher, attended at the North Haven Boat Ramp and, together with a Crime Scene Examiner, Senior Constable Fechner, they inspected the vessel. The 'numerous small red stains' were photographed and sampled for later analysis. The rest of the vessel was searched and no evidence of suspicious circumstances was detected.
- 4.3. Mr Datson was spoken to later that afternoon, and he told Senior Constable Halliday that he had injured his toes during the panic and confusion following Mr Gill's

disappearance, causing them to bleed. He consented to providing buccal swab samples which were later analysed. Mr Milledge also supplied samples.

- 4.4. The statement of Mr Chris Hefford, Forensic Scientist (Exhibit C4a), establishes that the blood from the boat deck came from Mr Datson.
- 4.5. On the basis of this evidence, I accept Mr Datson's evidence as to how the blood came to be present on the deck of the vessel, and find that there were no suspicious circumstances in relation to Mr Gill's disappearance.

5. Safety issues

- 5.1. A number of safety issues which had a bearing upon the tragic outcome have come to light as a result of the investigation into Mr Gill's disappearance. These include:

- There was no safety fence around the boundaries of the deck of the vessel which might have prevented Mr Gill falling overboard. At various points around the edge of the deck, stainless steel fences had been installed, but there were substantial gaps between these fences. It would have been prudent to have strung stainless steel cable between the stainless steel posts, which would have acted as a safety barrier. Mr Milledge commented:

'The only thing I didn't like about the Meg, and I've seen a few other - the same, is they don't have the fence rail around them. I know he was meaning to put one around it. I always used to say sometimes, 'You should put a fence around it,' and he goes, 'I'm going to get the cable for it soon.' Because on my own boat I make sure they're always on and they don't come loose and they don't fall off. I saw a bloke the other day take his off. I said, 'You're crazy.' Because that's what they're for, they'll save your life. My own boat I've had it where I've had to lean across the deck to grab a sheet and my boat's lurched to one side and I've rolled and the only thing that's stopped me from going over the side is the safety fence. It happened to me twice that day it happened to me. It was just lucky the thing was there.' (T44)

- When Mr Milledge attempted to start the engine on Meg after he had been unable to get to Mr Gill's position under sail, he was unable to start it because the battery was flat. This created a delay until they could find another battery and start the engine so that they could move the vessel back to Mr Gill's position. By that time, his torch had gone out and they could no longer see him;
- When Mr Milledge went to throw the life preserver to Mr Gill, there was no rope attached to it. Mr Milledge then searched for a rope but was unable to find one.

This also created a delay and no doubt added to the general sense of panic on the vessel;

- When Mr Milledge went to find the EPIRB, he was unable to find it. He eventually found it in the toilet inside its box;
- When they were instructed over the radio to drop the anchor, they found an anchor with some chain on it but no rope with which it could be attached to the vessel. It was then necessary to search for a rope which Mr Milledge subsequently found and unwrapped, using a knife he had to obtain from the galley;
- When the police officers searched the vessel they discovered:
 - There were four life jackets in the galley area stored under a bench seat which, although still serviceable, did not comply with the Australian Standard;
 - Four packets of flares were located in the toilet area. These were out of date although the majority would still have worked;
 - The decks appeared to have been freshly painted with a blue 'deck tread' paint which gave a good grip under foot;
 - There was railing at the bow and stern of the centre hull and at the stern where the deck extended outwards to the outer hulls, leaving the rest of the yacht without any side railing or wires.

5.2. Senior Constable Jacobs commented:

'Overall the yacht appeared to be in good working order.'

(Exhibit C3a, p3)

5.3. The installation of a safety rail or wires around the boundary of the decks of the vessel might have prevented Mr Gill falling overboard.

5.4. The other defects noted above, in particular the flat battery, lack of rope on the life preserver, lack of rope on the anchor and the inability to locate the EPIRB, all made it much more difficult for Messrs Datson and Milledge to reach Mr Gill and assist him once he had fallen.

5.5. This incident represents a tragic reminder that:

- Even though a vessel may be in good working order, and carry the appropriate equipment, it was not adequately ‘set-up’ to go to sea, even for a relatively innocuous voyage such as the one on which these men were engaged;
- Clearly Mr Gill, as the skipper of the vessel, did not foresee the need to use any of the emergency equipment on the vessel. For that reason, he did not brief Mr Datson or Mr Milledge about the location of the life jackets, ropes, EPIRB, batteries, etc in case such an emergency occurred.

6. Findings

6.1. On the basis of the evidence before me, I am able to find, on the balance of probabilities, that David John Gill died during the late evening or early morning of 27/28 November 2002 after he had accidentally fallen from the vessel Meg.

6.2. I therefore find that Mr Gill died on or about Thursday, 27 November 2002.

6.3. As to the cause of death, there seem to be two possibilities. Firstly, it is possible that Mr Gill drowned soon after his immersion in the cold sea water, and that his body went below the surface of the water so that it could not be located. Secondly, it is possible that a shark was involved in his disappearance, either before or after he drowned.

6.4. There is no evidence before me as to which of these possibilities is the more probable. I am therefore unable to make a specific finding as to the cause of Mr Gill’s death.

7. Recommendations

7.1. There is no need, in the circumstances of this case, for a review of the safety regulations applicable to small vessels going to sea. Mr Gill had all the requisite safety equipment aboard ‘Meg’ that evening.

7.2. The problem was that the equipment referred to was not set up adequately. The life preserver was not tied to a rope, nor was the anchor, the passengers were not briefed about the location of ropes, the EPIRB, flares, etc. The battery was flat. Mr Gill had not strung safety wire around the perimeter of the vessel.

- 7.3. All these factors suggest to me that Mr Gill was complacent about safety issues in the context of a seemingly innocuous and short voyage. He did not expect anything to go wrong. He was not a believer in ‘Murphy’s Law’.
- 7.4. Such complacency cannot be legislated against. All that I can usefully recommend is that regulatory authorities, yacht clubs, indeed any person or body in authority should continue to urge those people using boats, whether recreationally, occupationally or otherwise, not to be complacent, and to treat every trip as potentially dangerous unless adequate and thorough safety measures are taken.

Key Words: Disappearance; Sailing Boat; Drowning; Shark Attack

In witness whereof the said Coroner has hereunto set and subscribed his hand and

Seal the 25th day of March, 2004.

Coroner