



MAGISTRATES COURT *of* TASMANIA

CORONIAL DIVISION

Record of Investigation into Death (Without Inquest)

Coroners Act 1995
Coroners Rules 2006
Rule 11

I, Olivia McTaggart, Coroner, having investigated the deaths of David Kleyn and Luke James Corcoran

Find, pursuant to Section 28(1) of the *Coroners Act 1995*, that:

- a) The identities of the two deceased persons are David Kleyn, date of birth 12 April 2000, and Luke James Corcoran, date of birth 24 April 1997.
- b) Mr Kleyn and Mr Corcoran died in a motor vehicle crash, in which Mr Kleyn was driving, and Mr Corcoran was the front seat passenger.
- c) Mr Kleyn and Mr Corcoran died of multiple blunt force injuries sustained in the crash.
- d) Mr Kleyn and Mr Corcoran died on 5 July 2024 at Guildford, Tasmania.

In making the above findings, I have had regard to the evidence gained in the investigation into both deaths which includes:

- The Police Reports of Death for the Coroner;
- Affidavits confirming identity;
- Opinion of the forensic pathologist regarding the cause of the deaths;
- Toxicology reports of Forensic Science Service Tasmania;
- Affidavit of Julia Kleyn, wife of Mr Kleyn;
- Affidavit of Candice Corcoran, wife of Mr Corcoran;
- Affidavit of a representative of Creative Concreting and Construction Proprietary Limited, including service records of the Mazda;
- Dashcam footage of the crash from the vehicle behind the Mazda;
- Affidavits of witnesses and motorists at the scene;
- Affidavit of the driver of the Toyota, the other vehicle involved in the crash;

- Affidavits of attending and investigating police officers, including body worn camera footage and scene photographs;
- Affidavit and report of the crash investigator, Constable Sven Mason;
- Affidavit of Transport Safety and Investigation Officer,
- Tasmania Police records and information; and
- Medical records for both deceased.

Mr Kleyn and Mr Corcoran

Mr Kleyn was 24 years of age, was married and lived in Youngtown. He was born in Michigan and held dual American and Australian citizenship. He is the father of a young daughter who had not been born the time of his death. He was a concreter by trade and had been working for Creative Concreting and Construction Proprietary Limited for approximately two years before his death. He was in good health, held a full Tasmanian driver's licence and did not take any medications.

Mr Corcoran was 27 years of age, was married and lived in West Launceston. He has one child with his wife and two other children from previous relationships. Following completing school, he had a variety of jobs. For approximately five months before his death, he was employed as a labourer with Creative Concreting and Construction Proprietary Limited. He was healthy, did not take medications, and held a full Tasmanian driver's licence.

Circumstances surrounding the deaths

At 11.00am on 5 July 2024, Mr Kleyn and Mr Corcoran concluded their work shift at Renison mine on Tasmania's west coast.

Shortly after concluding duty, they commenced the drive back to their respective home addresses in Launceston in a Mazda utility owned by their employer. Mr Kleyn was the driver and Mr Corcoran was the front seat passenger. Both were wearing their seat belts. No other persons were within the Mazda. Mr Kleyn was familiar with driving the vehicle.

At about 12.35pm, Mr Kleyn and Mr Corcoran were travelling on the Murchison Highway at Guilford. At that location, the highway comprises only two opposing lanes. Dashboard camera footage from the vehicle travelling behind the Mazda shows that the Mazda slid horizontally, passenger-side first, fully into the oncoming lane. In this position, it crashed into a Toyota Hilux utility towing a trailer driving fully within its correct lane, in the opposite direction. The impact was severe and, tragically, both Mr Klein and Mr Corcoran died instantaneously as a result of their injuries. The Toyota driver sustained non life-threatening injuries.

Toxicological examination conducted upon Mr Kleyn's blood detected the presence of a very small quantity of alcohol in his blood (0.014g/100mL). It appears that Mr Kleyn may have consumed an alcoholic drink at some point on the journey home. I do not consider that this fact played any part in the crash. No illicit drugs were detected in his system.

Toxicological examinations conducted upon the Toyota driver's blood did not detect the presence of any alcohol or illicit drugs.

The Mazda, Toyota and trailer were inspected by a qualified Transport Safety and Investigation Officer, and found to be in compliant condition. Relevantly, the tyres on the Mazda displayed a good, clear tread pattern.

Investigations found that at the time of the crash, the Mazda and Toyota were travelling well below the speed limit of 100km/h, at about 80 km/h and 64 km/h respectively. There was no evidence that the driver of either vehicle was using a mobile phone or distracted in any other way.

The crash investigator reported that this crash occurred during an unprecedented period of cold weather in Tasmania with numerous weather warnings in place, including warnings of slippery and hazardous driving conditions. At the scene of the crash, the highway had been in shadow due to adjacent trees and the air temperature was approximately 2°C. Attending police officers, and others at the scene, found that the road was slippery due to ice. Friction testing by investigators the following day in similar conditions revealed that the road surface was so slippery, and the friction so low, that the vehicle tyre would slide by itself after an initial drag.

I am satisfied that a full and thorough investigation has been conducted. I accept the findings of those investigations and I find that the predominant factor in the crash was the icy and slippery road conditions which caused Mr Kleyn to lose control of the vehicle.

Comments and Recommendations

Under the *Coroners Act* 1995, I am not mandated to hold a public inquest into the deaths of Mr Klein and Mr Corcoran. I am also not satisfied that it is desirable to hold an inquest.

The deaths of these two young men returning home from work is a tragic event. Although Mr Kleyn was driving in a responsible manner and below the speed limit, the speed was likely still excessive for the road conditions. This case highlights the need for extreme care by motorists when encountering hazardous driving conditions.

The circumstances of the deaths of Mr Kleyn and Mr Corcoran are not such that require me to make any recommendations pursuant to section 28 of the *Coroners Act 1995*.

I extend my appreciation to Constable Sven Mason, crash investigator, for his thorough investigation and report.

I convey my sincere condolences to the family and loved ones of Mr Kleyn and Mr Corcoran.

Dated: 10 February 2026 at Hobart, in the State of Tasmania.

Olivia McTaggart
Coroner