



Running Sheet for Operation Charlie-Oswald

Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
Item 1 0730hrs 20/09/06	Kinghorn	Briefing regarding all tasks conducted. Members present – Task 1 – Murdoch/Singleton (witness) Descend down DAP 2 and locate deceased laying point. Murdoch to sink auger in sand of deceased laying point to identify DB location. Mark points A and B on wreck and make appraisal of all conditions. Auger Task 2 – James/Doyle/O’Brien to descend down shot and land in deceased laying point. Set up square around deceased laying point. Set photo markers. Measure points A,B,C. Task 3 – Kinghorn/Law Descend down DAP 2 and run flight line from DAP2 across deck as discussed with DS Campbell Task 4 – Reid/Cornish Video and photographs
Item 2 0920hrs	Kinghorn	At sight.



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Item 3 1010 hrs	Kinghorn	<p>Murdoch/Singleton Divers Reid – Dive Supervisor Law – Attended</p> <p>Left Surface - 1005 On Bottom - 1007 Left Bottom - 1015 On Surface – 1025 (Safety Stop completed)</p> <p>Viz – 10-15m Max depth 28.5m</p> <p>-Went down diver access point 2 which brought onto leading edge of bow of Yongala. Observed witness SINGLETON proceeded immediately to point where deceased was located. Point was located and identified to MURDOCH. Deceased laying point was marked with 2 x auger's. A line attached from the augers to to surface which was marked with surface float. Float visible on surface.</p> <p>-Photo Marker 6 was placed directly underneath bow by SINGLETON. (Marker 6 is to be used as a reference point. Marker 6 is visible from the deceased location point. (MURDOCH sighted)</p> <p>- Photo Marker 7 placed at extent of fallen front mast head on starboard side by SINGLETON. Visible from deceased laying point by MURDOCH.</p> <p>- A swim was conducted between the deceased laying point and marker 6 and 7.</p> <p>- Depth of deceased laying point 28.5mt. SINGLETON states that conditions similar to the day. Also has reasons as to identifying deceased laying point.</p>



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Item 4 1100	Kinghorn	<p>Divers – James/Doyle/O’Brien Dive Supervisor - Ried Attendant - Law</p> <p>Left Surface - 1104 On Bottom - 1105 Left Bottom - 1119 On Surface – 1127 (Safety Stop completed)</p> <p>Descended down DAP 2. Around bow to starboard side. Search for square that was dropped from surface and located approximately 10 metres from deceased laying point. Moved to deceased laying point. Stretched and set square. Photo markers laid at each point of square. Photo marker “1” was laid at the deceased laying point in centre of square. Photo markers 2,3,4,5 was marked at each corner of the square. Refer to diagram in KINGHORN note book. Notes at time by JAMES.</p> <p>Compass bearing conducted by JAMES from photo markers 2 – 4, 286 degrees.</p> <p>Measurements taken from photo marker 1 to photo marker 2 (3 metres). DOYLE dumb end. JAMES conducted reading of 3 meters at marker 2.</p> <p>Photo marker 1 -4. DOYLE dumb end at 1 and JAMES conducted reading at photo marker 4 (5.4 metres)</p> <p>Photo Marker 1 – 3. DOYLE at dumb end at photo marker 1. JAMES conducted reading at photo marker 3 (6.2 metres)</p>



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Item 4 cont.		<p>Photo Marker 1 – 5. DOYLE at dumb end at marker 1. JAMES conducted reading at photo marker 5 (5.4 metres)</p> <p>Reading taken from 1 – 7. DOYLE remained at dumb end of marker 1. JAMES conducted reading at marker 7 (8.7 metres)</p> <p>Measurement taken from photo marker 1 – 6 (6 being bow). DOYLE at dumb end photo marker 1. JAMES took reading at photo marker 6 (17.1 metres).</p> <p>O'Brien recorded information to underwater slate. All information recorded was checked by JAMES as accurate.</p> <p>Diagram recorded by JAMES in note book H022449 pages 55-58. (Kinghorn)</p>



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Item 5	Kinghorn	<p>Divers – Kinghorn/Law Dive Supervisor - Ried Attendant - Murdoch</p> <p>Descended down diver access point 2 onto deck of Yongala. Clipped off heritage line to diver access buoy line. Ran heritage line at depth of 15 metres along the mid deck area of wreck. Tied off behind 2 x poles located at the rear (stern) of port holds. Returned back to point at which DAP2 could be seen.</p> <p>Descended down to ocean floor and located deceased laying point in square. Noted by KINGHORN and LAW that after laying heritage line and moving to deceased laying point from reading statements there appears to be no answer as to how the victim ended up where she was?? More information may come in following days after conducted drift dives.</p> <p>Compass points taken from photo marker 1 (deceased laying point) to photo marker 7 by KINGHORN 180 degrees</p> <p>Compass point taken from photo marker 2 (deceased laying point) to photo marker 6 by KINGHORN 260 degrees</p> <p>Measurement taken from points 7 – 6 (Mid ship – bow) Dumb end swam by KINGHORN to photo marker 6. Read at photo marker 6 by LAW as 16.2 metres. Left Surface - 1207 On Bottom - 1208 Left Bottom - 1223 On Surface – 1226 (Safety Stop completed)</p>



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Item 6		<p>Divers – Cornish/Reid Dive Supervisor - Murdoch Attendant – O'Brien</p> <p>Left Surface - 1322 On Bottom - 1323 Left Bottom - 1337 On Surface – 1348(Safety Stop completed)</p> <p>Descended down DAP 2 onto deck of wreck. General video footage taken by REID of heritage line and other aspects.</p> <p>CORNISH conducted photographing from digital camera Cannon Powershot A75 compact digital (Dive Squad camera with housing).</p> <p>Photo 1 – Looking from port bow back up DAP 2 line. Photo 2 – Showing DAP line meeting bow with heritage line connection looking aft. Photo 3 – Heritage line going aft. Photo 4 – heritage line aft Photo 5 – Heritage line looking looking towards bow. Photo 6 – General photo of photo marker 7 taken parallel from wreck towards the bow. Photo 7 – Picture of photo marker 2 (irrelevant) Photo 8 – Picture of photo marker 2 – 4 Photo 9 – Picture of photo marker 5 looking back towards the hull across deceased laying point.</p>



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Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
Item 6 cont		<p>Photo 10 – Picture having photo marker 3 looking towards the bow where photo marker 7 is. (Poor viz so REID remained at marker 7 with lighting from video).</p> <p>Photo 11 – picture looking from bow of wreck to the vicinity of square showing marker number 6.</p> <p>Photo 12 – Showing photo marker 6 in general proximity to the bow.</p> <p>Photo 13 – Showing marker 6 looking back towards marker 7.</p> <p>Photo 14 – Picture of marker 4. Mistaken</p> <p>Photo 15 – Picture of marker 1 looking back towards marker 7.</p> <p>Photo 16 – Close up of auger bit at marker 1.</p> <p>Photo 17 – Shot of bottom from marker 1 – 7.</p> <p>Photo 18 – Shot from corner of marker 2 towards the vicinity of marker 6.</p> <p>Photo 19 – Shot mistaken.</p> <p>Photo 20 – Shot taken from marker 7 to heritage line.</p>
Item 7 1510 hrs	Kinghorn	Briefing conducted on return trip to land regarding success of operation so far and duties still required. Review of operation. Identified that extra task is required to measure between mooring points 903 and 904 to deceased laying points.
Item 8 1700	Kinghorn	Back in port. Pack up and recharge cylinders and return to accommodation.
Item 9 2130	Kinghorn	Briefing in room 8 Bessell Lodge with all dive crew and OLDHAM regarding tomorrows brief.
Item 10 0600 21/09/2006	Kinghorn	Leave accommodation and attend on boat. Pre departure checks, store gear accordingly.
Item 11 0655	Kinghorn	Depart Port.



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Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
Item 12	Kinghorn	<p>4 x tasks to be carried out</p> <p>Task 1 – Carry out simulation utilizing heritage line followed by 3 x drift patterns across the deck. KINGHORN use deceased gear. LAW re-enacting suspects dive path. During simulation when KINGHORN falls, LAW is to hand dumb end of tape o KINGHORN and swim to photo marker 1 and take measurement. Alternatively if KINGHORN lands on sand CORNISH to mark spot with photo markers.</p> <p>Task 2 – Take various video and camera footage. REID/CORNISH</p> <p>Task 3 – If photo markers laid and measurements not taken, take measurements from where landing markers laid to deceased laying point. As well as continue with taking of video and photographic stills. JAMES/DOYLE.</p> <p>Task 4 – Replicate the suspect's time to surface utilizing dive squad dive computer as well filming of replication. MURDOCH/OBRIEN</p>
Item 13 0700	Kinghorn	Exhibit box opened, lock cut and deceased diving gear removed and held by KINGHORN for preparation for diving. Held in secure office on board.



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Item 14 1000	Kinghorn	<p>Divers – MURDOCH/OBRIEN Dive Supervisor - REID Attendant – Law</p> <p>Left Surface - On Bottom - Left Bottom - On Surface – (Safety Stop completed)</p> <p>At scene. Due to early arrival Task 4 was conducted. MURDOCH/OBRIEN descend down DAP 2 and onto square. Simulation conducted by MURDOCH ascent to surface. Video film taken by O'Brien. MURDOCH take a series of stills.</p> <p>Photo 21 – shot of auger at marker 1 showing jesus line attached Photo 22 – shot of marker 1 and the auger with a shackle disconnected. Photo 23 – shot from marker 2 across to marker 4. Photo 24 shot of number 2 telling where previous photo taken. Photo 25 – shot of number 4 in place. Photo 25 – shot of 4 -3 Photo 26 - shot of marker 3 Photo 27 – shot of marker 3 – 5 Photo 28 – shot of marker 5 Photo 29 – shot of marker 5 – 2 Photo 30 – shot of number 2 Photo 31 – shot of marker 2 – 7 Photo 32 – shot of marker 7</p>



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Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
		<p>Photo 33 – shot taken at marker 7 of forehead mast Photo 34 - taken from 7 looking back at 2 Photo 35 – 7- looking at centre of grid (1) Photo 36 – 7 looking at marker 4 Photo 37 – shot at number 4 confirming number 4 Photo 38 – shot of 4 looking towards marker 6 (not sighted) Photo 39 – from seabed to bow. Photo 40 – shot looking back at marker 4 Photo 41 – shot of grid in general Photo 42 – shot taken on accent closing in on bow. Photo 43 – shot taken in line of bow Photo 44 – looking from bow up to 10 metre buoy DAP 2 Photo 45 – looking back at bow from mid water. Photo 46 – taken mid water toward DAP 2 Photo 47 – DAP 2 closing in on sub surface buoy. Photo 48 – Close up of submerged pink buoy and cylinder. Photo 49 – shot taken from pink buoy to surface</p>



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Item 15 1040	Kinghorn	<p>Divers – KINGHORN/LAW/REID/CORNISH/ Witness SINGLETON Dive Supervisor - MURDOCH Attendant – DOYLE</p> <p>Left Surface - 1112 On Bottom - 1114 Left Bottom - 1127 On Surface – 1135 (Safety Stop completed)</p> <p>KINGHORN wearing deceased BCD, First stage regulator, Second stage regulator, weights. Both integrated clip weights and integrated weights already inside BCD. Tank used was 88 cylinder blue (dive squad/ with J valve not in use). LAW kitted with measuring tape, REID conducting filming, CORNISH conducted digital still shots.</p> <p>Divers descend down DAP 2. KINGHORN/LAW conducts simulation of dive path. KINGHORN/LAW conduct bear hugging incident. All filmed by REID and series of still shots taken by CORNISH.</p> <p>A drift exercise was carried out by KINGHORN wearing deceased gear with No air in BCD. First simulation was conducted along heritage line approximately mid way along the line heading back to the DAP2. DAP 2 was in sight. Drift exercise was filmed by REID. 2 x drift exercises resulted in KINGHORN drifting directly down into the port holds. On the first drift dive KINGHORN hit the deck of wreck with minimal drifting. Dumb end of measuring tape held by KINGHORN whilst LAW took measurement to photo marker 1. First drift dive landing point to marker 1 measured at 16.60mt. Again drift dive conducted</p>



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Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
Item 15 cont		<p>Half way along heritage line facing DAP 2. Measurement conducted at drift laying point to photo marker 1 was 16.70 metres. Both drift dives filmed by REID.</p> <p>KINGHORN proceeded to photo marker 1 and lay in same position as deceased (depicted in photos taken on day of incident).</p> <p>SINGLETON stated at completion of dive that conditions underwater were near identical with day of death. However current was a little bit stronger over the top of wreck today than that of incident day.</p> <p>CORNISH take a series of photographs Photo 50 – photo of heritage line Photo 51 – test shot Photo 52 – shot of bear hug simulation Photo 53 – shot of drift dive simulation coming to ground Photo 54 – shot of drift dive coming to ground Photo 55 - shot of marker 7 (indicating prior shot, marker 7 was below) Photo 56 – shot taken mid deck towards marker 1 (KINGHORN re enactment) Photo 57 – shot taken near marker 7 toward marker 1 (KINGHORN re enactment) Photo 58 – confirmation shot for previous photo Photo 59 – shot taken from where previous shots taken back towards DAP 2 Photo 60 – test shot Photo 61 – shot taken closer towards bow to marker 1. Photo 62 – outrigger hull to ground Photo 63 – Picture showing in foreground a diver and in background marker 1 re enactment. Photo 64 – long distance shot unknown (with square) Photo 65 – shot from bow showing DAP 2 to surface.</p>



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Item 16	Kinghorn	<p>Divers – JAMES/DOYLE Dive Supervisor – MURDOCH Attendant – O'BRIEN</p> <p>Left Surface - 1215 On Bottom - 1217 Left Bottom - 1230 On Surface – 1237(Safety Stop completed)</p> <p>Descend on DAP 2 to the bow. Ran video and still footage along the heritage line. DOYLE ran video recording. JAMES took a series of photographs.</p> <p>Photo 65 - shot from ? to marker 6 Photo 66 – shot at start of heritage line Photo 67 – shot continuing along heritage line. Photo 68 – shot of pole starboard side. Photo 69 – looking back along midship along heritage line toward DAP 2 Photo 70 – shot of marker 1. Photo 71 – shot from 1 – 4 Photo 72 – shot from 1 – 5 Photo 73 – shot from 1 -2 Photo 74 – shot from 1 -5 Photo 75 shot from 1 -4 Photo 76 – shot of marker 4 Photo 77 – shot of bow Photo 78 – shot of 1 – 7 Photo 79 – close up of marker 7.</p>
Item 17 1630	Kinghorn	Back in port. Proceed to clinical forensic medicine unit Townsville. KINGHORN had weight and height measured. Weight 77.5 kg, height 167 cm.



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Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
Item 18 22/09/2006 0600	Kinghorn	At port. Load boat. Depart port. Briefing held re conducting of first dive. Task 1 – KINGHORN/LAW to replicate drift pattern. 1 from bow, 1 from 10mts 90 degrees to starboard bow and one from centre of heritage line. REID to conduct videoing of drift pattern. CORNISH to conduct still photographs.
Item 19 1000 hrs	Kinghorn	Preparation of gear on back deck.



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Item 20 1030 hrs	Kinghorn	<p>Divers – KINGHORN/LAW/CORNISH/REID/witness SINGLETON Dive Supervisor – MURDOCH Attendant – O'BRIEN</p> <p>Left Surface - 1056 On Bottom - 1058 Left Bottom - 1113 On Surface – 1126(Safety Stop completed 8 min @ 3mts) Duration 17 minutes.</p> <p>KINGHORN/LAW descended down DAP 2 to bow of boat. KINGHORN conducted drift which resulted in direct decent to the ocean floor. Adjacent to bow tip. Measurement taken by LAW from laying point to marker 1 (deceased laying point) 7.7mts.</p> <p>KINGHORN/LAW returns to bow. A measurement of 10 metres 90 degrees from bow on starboard side taken. At 15 metres a simulation of bear hug was carried out LAW/KINGHORN. Filmed by REID.</p> <p>A drift dive was then conducted at the above point. The laying point was measured at 7.2m on the opposite side of square.</p> <p>KINGHORN ascended to heritage line and conducted drift pattern again (same as yesterday). A measurement taken 16.6 mts on cargo hold (nearly same place as yesterday) to marker 1. LAW conducted measurements. All filmed by REID.</p> <p>KINGHORN then lay at marker 1 replicating deceased.</p> <p>Several photographs taken by CORNISH.</p>



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Item No. Date and Time	Officers name Log No.	Event (Include all persons spoken to including vehicles and descriptions)
Item 21		<p>Photo's by CORNISH</p> <p>Photo 80 – shot shows KINGHORN landing on bottom at first drift dive taken from bow.</p> <p>Photo 81 – shot same position with LAW commencing measurements</p> <p>Photo 82 – shot same position law heading to take measurement.</p> <p>Photo 83 – shot showing KINGHORN with LAW at marker 1 measurement.</p> <p>Photo 84 – Picture of the bow where previous photos taken.</p> <p>Photo 85 – shot shows KINGHORN/LAW moving to second drift simulation at 10 metres from bow and commence bear hug simulation.</p> <p>Photo 86 – shot KINGHORN/LAW at 10 metre mark from bow out.</p> <p>Photo 87 – shot of bear hug simulation LAW hugging KINGHORN.</p> <p>Photo 88 – shot showing KINGHORN commencing second drift.</p> <p>Photo 89 – shot shows KINGHORN on bottom after drift.</p> <p>Photo 90 – shows KINGHORN on bottom holding measuring tape. LAW at marker 1 taking measurements.</p> <p>Photo 91 – Shot showing marker 7</p> <p>Photo 92 – Shot showing marker 1 (LAW) to third drift dive simulation laying point.</p> <p>Photo 93 – Shot shows picture shows KINGHORN from behind looking towards marker 7.</p> <p>Photo 94 – shot same as above however can see marker 7.</p> <p>Photo 95 – repeat shot but KINGHORN corrected position.</p> <p>Photo 96 – same shot</p> <p>Photo 97 – shot of cargo hold where you can see heritage line above.</p> <p>Photo 98 – shot taken from cargo hold area towards marker 1 (KINGHORN simulating deceased)</p> <p>Photo 99 – shot indiscriminant shot.</p> <p>Photo 100 – general shot showing KINGHORN at marker 1 reenacting deceased. Taken from cargo hold.</p> <p>Photo 101 – Same as above</p> <p>Photo 102 – shot taken from bow looking towards hull on port side of laying point.</p> <p>Photo 103 – Continual clockwise pan from previous shot.</p> <p>Photo 104 – as above</p> <p>Photo 105 – as above</p> <p>Photo 106 – as above</p>



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Item 22	Kinghorn	<p>Divers – JAMES/DOYLE/MURDOCH/OBRIEN Dive Supervisor – REID Attendant – LAW</p> <p>Left Surface - 1158 On Bottom - 1200 Left Bottom - 1215 On Surface – 1220 (Safety Stop completed)</p> <p>Descended down DAP 2.</p> <p>MURDOCH descended with buoy line and went to marker 1. Slack on line pulled in by MURDOCH.</p> <p>On surface KINGHORN was dropped off at Mooring point 1, CORNISH at deceased diver buoy which was pulled taught by MURDOCH under water. Metal photo markers were held up to get reading off. Tender ACV 2 remained at DAP 2 whilst LAW on board ACV tender 1 situated itself at Vessel mooring 5. LIDAR measurements taken from mooring 5 to mooring 1 was 135.8 mts. Mooring point 5 to deceased buoy 43.6mts. Mooring 5 to DAP 2 67.2mts.</p> <p>DOYLE descended down DAP 2 to bow and onto deck. Traveled along wreck towards stern along heritage line. Past heritage line and continued for approximately 25 mts, Continued with video footage and returned to surface.</p> <p>JAMES followed path of DOYLE.</p> <p>OBRIEN assisted MURDOCH with line and getting to marker 1. At completion of task collected all remaining photo markers and prepared for pack up.</p>



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