



Special Commission of Inquiry into the Ruby Princess

EXHIBIT 94

Second statement of Stephen Howieson dated 16 June 2020 (including annexures)

Special Commission of Inquiry into the Ruby Princess cruise ship

Statement of Stephen Howieson dated 16 June 2020

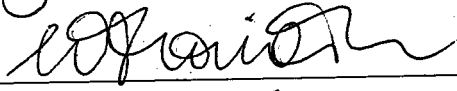
1. This statement made by me accurately sets out the evidence which I would be prepared, if necessary, to give in a Court as a witness. The statement is true to the best of my knowledge and belief.
2. I am employed as an Operator in Vessel Traffic Services (VTS) for the Port Authority of New South Wales (Port Authority).
3. Exhibited to me at the time of signing this statement and marked "SH1" is a paginated copy of my NSW Police Statement dated 30 April 2020 (Police Statement).
4. I refer to paragraph 24 of my Police Statement where I stated that *"[i]t's common practice and courtesy for the agent to inform me that they have arranged an ambulance"*. By using the words *"inform me"*, I intended to identify that from time to time I receive telephone calls from ship's Port Agent informing me that they have arranged an ambulance (or ambulances) to meet the ship when it docks. It is not a Port Authority requirement for Port Agents to provide notification to VTS of medical disembarkations or ambulances meeting arriving ships however occasionally the Port Agent will telephone VTS to provide this information. I did not receive a telephone call from a Port Agent in respect to the medical disembarkations of passengers from the Ruby Princess arriving on 19 March 2020.
5. I have been shown a copy of an email sent at 4:10 pm on 18 March 2020 from Bibi Tokovic, Port Agent of Carnival Australia entitled with the subject line *"**updated arrival time** RUBY PRINCESS 19 MAR 20 - Programme - OPT"*. A copy of that email is exhibited to me at the time of signing this statement and marked "SH2". I was not included in the list of recipients to this email (and did not receive a copy of this email from any person at Carnival Australia nor did I receive it from any person at the Port Authority). I first saw this email in the course of preparing this Statement.
6. I refer to paragraph 38 and the transcript of my call with Cameron Butchart at 11:03 pm on 18 March 2020 at pages 39 - 40 of my Police Statement. The phone number of "Franz Odamat" is listed in Scenario 6 of the scenario matrix spreadsheet. I am now informed that the correct spelling of his surname is "Odermatt". At the time of signing my Police Statement I believed that Mr Odermatt was employed by New South Wales Health. I am now informed that Mr Odermatt is employed by the Department of Agriculture Water and Environment.
7. I received the COVID-19 Response Scenario Matrix in an email sent from Sarah Marshall on Saturday, 14 March 2020. My first shift after Ms Marshall sent that email commenced at 5:30 pm on Tuesday, 17 March 2020. Although I cannot specifically recall reading that

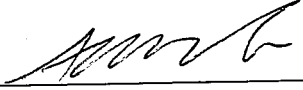
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email during that shift, I believe it likely that it was during that shift that I first read the email and saw that it had an attachment. Exhibited to me at the time of signing this statement and marked "SH3" is a copy of that email. I did not receive training on the use of COVID-19 Response Scenario Matrix. I felt that I could adequately follow the Scenario Matrix and did not require instruction on how to use this document.

8. I refer to paragraphs 10 to 18 of my Police Statement. Exhibited to me at the time of signing this statement and marked "SH4" is a copy of a chart outlining the VTS area for Sydney Harbour and Botany Bay as approved by the Australian Maritime Safety Authority (and sourced from the Port Authority's website). I sent the email with the six bio-security questions to the Ruby Princess at 7:20 pm on 18 March 2020 at which time I estimate that the Ruby Princess cruise ship was located between one hundred and twenty nautical miles from the Sydney Pilot station (it was approximately five hours and forty minutes until the Ruby Princess was booked to take a pilot - at 1:00 am on 19 March 2020 - and I understood twenty-two and a half nautical miles per hour to be the service speed of the Ruby Princess). As the Ruby Princess cruise ship was not in the VTS area for Sydney Harbour and Botany Bay at the time I sent the request, I did not understand my request to be a request made by me under Marine Order 64.

SIGNED at Sydney

Signature of deponent 

Signature of witness 

Name of witness Amy Beaumont

Address of witness Level 4, 20 Windmill Street, Walsh Bay

Capacity of witness Solicitor, NSW

**Exhibit SH1 to the
Statement of Stephen Howieson dated 15 June 2020**

A handwritten signature in black ink, appearing to read "R. Howieson", located in the bottom right corner of the page.



STATEMENT OF A WITNESS

In the matter of: Strikeforce BAST

Place: Sydney

Date: 27 April 2020

Name: Stephen HOWIESON

STATES:

1. This statement made by me accurately sets out the evidence that I would be prepared, if necessary, to give in court as a witness. The statement is true to the best of my knowledge and belief and I make it knowing that, if it is tendered in evidence, I will be liable to prosecution if I have wilfully stated in it anything that I know to be false, or do not believe to be true.
2. I am [REDACTED] years of age.
3. I am an Operator for the Port Authority of New South Wales, Vessel Traffic Services (VTS). From time to time, I am also required to act as Duty Manager for Vessel Traffic Services (VTS). I have been employed in this role for 10 years as at November 2020.
4. On 22 April 2020, I commenced this statement with Detective Sergeant Michael O'BRIEN and Detective Senior Constable Adam CHURCHILL of the New South Wales Police Force, completing paragraphs five (5) to eight (8) below.
5. On the 18 March 2020, I commenced my shift as Duty Manager for VTS at approximately 1730 hours. I was conducting this shift in our Back Up Facility in Walsh Bay. Also, in the VTS Facility that night were two other VTS operators, Steven HARDING and Tracey GRADY. As the Duty Manager, I was the Senior person in the Facility that night. In the event I was required to report up about something, I would report to Cameron BUTCHART.
6. When I commenced my shift, I received a handover from the off going Duty Manager. During the handover, I am told what ship movements to expect during the shift and if all correspondence is completed or if any is still outstanding. In the event that there was

Witness:

Michael O'BRIEN
Detective Sergeant
StrikeForce BAST
30 April 2020

Signature:


Stephen HOWIESON
Stephen HOWIESON
30 April 2020

**Statement of Stephen HOWIESON
In the matter of Strikeforce BAST**

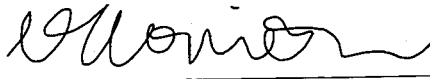
correspondence outstanding, I would chase it up in preparation for the movement. I knew from that handover that the Ruby Princess Cruise Ship was expected at 0100hrs on 19 March 2020 at the Pilot Boarding Ground. The Pilot Boarding Ground is where the Ship's Pilot would go out to meet the ship, usually climb a ladder up the outside of the ship to go on board and assist the Ship's Master with safe navigation into Sydney Harbour. It is 4 nautical miles east of Hornby Light at South Head. At this time, the Ruby Princess was booked in to dock at the Overseas Passenger Terminal at approximately 0215hrs on 19 March 2020.

7. Over the course of this shift, I made and received numerous phone calls, sent and received numerous emails and made and received numerous radio transmissions that either related to, or were directly with, the Ruby Princess. I conducted these communications using methods that I believe were electronically recorded as they took place by systems maintained by the Port Authority of New South Wales. Specifically, I used the VTS Facility landlines that are recorded, the VHF radio which is recorded and Port Authority email which is stored. These systems are automatic and I have no control of, or access to, these systems or recordings, except to play back radio transmissions. I cannot alter or delete any recordings. I did not use any other method of communication including my private mobile phone or email account, mobile communication applications, or any other work issued mobile phones including the VTS work mobile.
8. Due to the extent of the communications I was part of in relation to this matter, I believe that I will be able to provide a more accurate account of the sequence of events if I were able to refresh my memory from the recordings previously mentioned. I would like the opportunity to do so and to resume this statement in the coming days.
9. On the 27 April 2020, I resumed this statement with Detectives O'BRIEN and CHURCHILL, after having had an opportunity to review the communication recordings and a number of documents which appear to be transcriptions of those communications. In each of those recordings, I recognised my own voice and heard the voice of other individuals. I recognised each of the recordings as conversations that I had participated in on the 18 and 19 March 2020 as part of my duties as Duty VTS Manager for the Port Authority of New South Wales. Each of these conversations were related to the cruise ship, the Ruby Princess. I compared the documents provided with the recordings and also my own independent recollection of the

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Michael O'BRIEN
Detective Sergeant
StrikeForce BAST
30 April 2020

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Stephen HOWIESON
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conversations. I made certain corrections to the documents and can now say that the documents are a true and accurate reflection of the recordings according to my recollection of the conversations.

10. About 1920 hours on the 18 March 2020, I sent an email to the 'Ruby Captain'

██████████@princesscruises.com, 'Ruby Bridge' ██████████@princesscruises.com, SY_VTS, and ██████████@carnivalaustralia.com with the subject line 'BIO SECURITY DECLARATION'.


This email was asking the vessel to provide a declaration in relation to six bio-security questions. The procedure required by Port Authority of New South Wales is that this declaration is required to be submitted six hours prior to the scheduled time of Pilot boarding at the Sydney Pilot Boarding Ground which is four nautical miles east of Hornby Light. This meant that the declaration should have been received by 1900hrs 18 March 2020.

11. The six questions required to be answered in this declaration are:

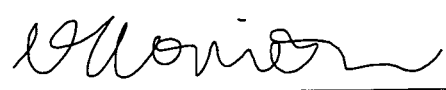
- What were the last 5 ports of call?
- Are there any ill passengers or crew on board?
- Are any crew members showing symptoms of COVID-19 on board?
- Has the vessel been in mainland China, Iran, Republic of Korea, or Italy in the last 14 days? What date did the vessel depart these countries?
- Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days?
- Are there any crew or passengers who have left, or transited through, mainland China, Iran, Republic of Korea, or Italy less than 14 days ago?

12. These questions are required to be asked of every commercial sea-going vessel which requires a pilot to enter the Harbour, or would if not exempted. Port Authority Management have required us to ask these questions, or slight variations of them, since late January or early February 2020. There have been various versions of these questions but they all have had the same general intent. I keep a copy of the current version of the questions in a template and apply them to each email as I send it.

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Detective Sergeant
StrikeForce BAST
30 April 2020


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Stephen HOWIESON
30 April 2020

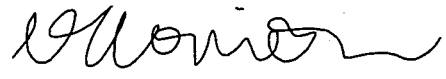
**Statement of Stephen HOWIESON
In the matter of Strikeforce BAST**

13. At 2003 hours on the 18 March 2020, I received an email reply from the Ruby Princess to the SY_VTS email address which was apparently signed off by F.Savarese, 1st Officer. This email was also addressed to 'Ruby Captain' [REDACTED]@princesscruises.com, [REDACTED]@carnivalaustralia.com, 'Ruby Staff Captain 1' [REDACTED]@princesscruises.com, 'Ruby Bridge' [REDACTED]@princesscruises.com and 'Ruby Senior Doctor' [REDACTED]@princesscruises.com.
14. In this email, we were told the last five ports of call as places that I recognise as being in New Zealand, we are told **yes** there are ill passengers, **no** to whether there are any crew members with COVID-19 symptoms, **no** to whether the vessel has been in any of the listed ports, and that **no person** has been in contact with a proven COVID-19 case in the last 14 days and that **no** crew or passengers have been through the listed countries. The standard procedure is that if a vessel returns an answer of 'Yes' to any of the last 4 questions or states that they have been in any of the locations listed, then I have to escalate the matter to the Duty Harbour Master who, on this shift was, Cameron BUTCHART. It is not unusual to have sick passengers on board a cruise ship but I would certainly report up if they were showing COVID-19 related illness.
15. At 2030 hours on 18 March 2020, an email was sent from the 'Ruby Bridge' [REDACTED]@princessCruises.com to [REDACTED]@portauthoritynsw.com.au and also cc'd is [REDACTED]@princessCruises.com and [REDACTED]@carnivalaustralia.com. This email related to the vessel characteristics and to report any defects to the vessel which would affect pilotage. This is a standard requirement for all vessels that are piloted or exempt from pilotage and has to be sent to Sydney VTS a minimum of four hours prior to arrival at the Pilot Boarding Ground.
16. Whilst making this statement, I was played a portion of a recording that I had previously listened to which is identified by the filename 20200318094602-[REDACTED]-179318-1169953. I recognised it as the recording I used when I reviewed a document titled, in part, **Transcript of 846pm call from Staff Captain to S HOWIESON**. I recognised my voice and that of another person who I believe to be the Staff Captain of the Ruby Princess. I remember receiving this call whilst working as the VTS Duty Manager on 18 March 2020.

Witness:


Michael O'BRIEN
Detective Sergeant
StrikeForce BAST
30 April 2020


Signature:


Stephen HOWIESON
30 April 2020

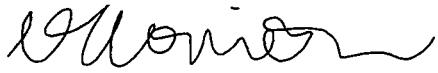
**Statement of Stephen HOWIESON
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17. During this call the Staff Captain was confirming that we had received his bio-security declaration (that is, answers to our six questions), that he was OK to take a Pilot on board his ship at 0100 hours and to have his ship alongside the wharf at about 0230 hours. I acknowledged receiving his bio-security response and that he had some ill passengers on board but none who had been through any of the countries on the list. By this, I am referring to the countries that were listed in our six bio-security questions email, in relation to COVID-19. We finished the call with a general discussion regarding the weather and operational matters.
18. It struck me as a little unusual that the Staff Captain of a ship contacted VTS via phone in relation to the six bio-security questions. Normally, arrangements would be made via two emails and a VHF radio call. If there were any difficulties it would generally be addressed in a phone call from the Ship's agent rather than the ship itself. The normal emails and radio call would be:
- a) an email from the ship at some point around six hours away from the Pilot Boarding Ground with a reply to our six bio-security questions.
 - b) an email stating they were four hours from the Pilot Boarding Ground and to provide vessel specifics relating to ships handling and movement to which we would reply with confirmation and instructions for requirements for the Pilot boarding ladder.
 - c) a VHF radio transmission notifying us that the ship was five nautical miles from the Pilot Boarding Ground.
19. At 2052 hours on 18 March 2020, I sent an email to SY_Shiftmasters, SY_Cutter Masters, SY_Pilots and Sarah Marshall, which was simply forwarding the Ruby Princess' response to the six bio-security questions previously emailed to them.
20. At 2109 hours on 18 March 2020 and again at 2111 hours that date, I sent an email to 'Ruby Captain' [REDACTED]@princesscruises.com, 'Ruby Bridge' [REDACTED]@princesscruises.com and [REDACTED]@carnivalaustralia.com in reply to their previous email at 2030 hours. These emails related to the vessel characteristics and to report any defects to the vessel which would affect pilotage.

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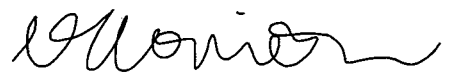
21. Over the course of my entire shift on this date, there were around twelve (12) scheduled ship movements occurring in Sydney Harbour and Port Botany which I was required to monitor and co-ordinate. In addition to these scheduled movements, I am required to monitor the movements of all vessels 30 metres in length or above and also supervising the two to three VTS operators. This meant that my attention and focus was not exclusively on the Ruby Princess. Prior to the scheduled arrival of the Ruby Princess, I also had to oversee the completion of the departure of the Ovation of the Seas and the arrival of the Sun Princess as well as the commercial vessels moving in Port Botany.
22. Whilst making this statement, I was played one of the recordings I previously listened to which is identified by the filename **20200318113534-anonymous** [REDACTED] **-323921-1169988**. I recognised it as the recording I used when reviewing a document titled, in part **Doc 46 – Transcript of 1035pm call from NSW Ambulance**. I recognised my voice and that of another person who I now believe to be Peter DILONARDO, a supervisor for NSW Ambulance. I remember receiving this call whilst working as the VTS Duty Manager on 18 March 2020. Before this incident, I have never had cause to listen to any communications recorded in relation to my work. I have never seen the format used by the system to create the filenames of the recorded calls. I can say by looking at the recording filename, that the filename seems consistent with the first eight numbers representing the date in the format year, month, day. The next six numbers are consistent with the time of the call, being in the format hour, minutes, seconds. Using my independent recollection of events, I believe this time stamp to be recorded as about one hour later than the actual call time. The word "anonymous" in the filename, I believe is a reference to the originating number of this incoming call not being identified by the system and the number [REDACTED] is a reference to the phone number of the VTS Duty Manager's desk, in the format of international dialling code (61), area code (2) and the local number. I do not know what the remaining numbers in the filename mean. I believe all the filenames of the recordings use this format and that is generated by whatever system the Port Authority of NSW uses to record the calls made to and from the VTS Facility.
23. When I received this call, I remember thinking that if it related to the corona virus then it was pretty serious but also that I was guarded because I didn't know who it was that was calling. I have never had any calls from anyone claiming to be the Ambulance Service or the Ambulance

Witness:



Michael O'BRIEN
Detective Sergeant
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Radio. I was also concerned because he asked me about the Voyager of the Seas and, to the best of my knowledge, that hadn't been refused entry as he claimed. This made me feel more unsure of who I was talking to and who he was saying he was, because I expected him to be a bit more sure of his facts. I knew that Voyager of the Seas wouldn't have been refused because we didn't have a berth for her anyway. The caller also said that he had a call from Carnival Cruises and I immediately thought he was referring to the series of ships with Carnival in their name, such as Carnival Legend, Carnival Spirit, Carnival Splendour, as these ships arrive in Sydney quite often and use the Oversea Passenger Terminal to berth. I knew that none of these particular ships were arriving. I was having trouble working out which ship he was talking about as he couldn't give me the actual name of the vessel. Looking back at it now, I can see that it was also confusing as he was referring to times as the time the ship would be docked. We use times to reflect the time that the Ship's Pilot would meet the ship at the Pilot Boarding Ground which is four nautical miles east of Hornby Light. For example, when I say that there's no Carnival cruise coming in at 02.30 hours, I mean that there's no ship with Carnival in it's name arriving at the Pilot Boarding Ground outside Sydney Heads at 02.30 hours.

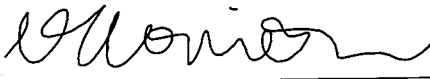
24. When the caller said that they had been called by someone named "Bibi" from Carnival, I remembered that there was a Ship's Agent that we deal with named Bibi but I couldn't remember who she worked for. In the course of my duties, there are about a dozen different agents that I deal with that specialise in Cruise Ships. We regularly deal with the agents and it would be quite common for the agent to arrange an ambulance to meet a Cruise Ship. It's common practice and courtesy for the agent to inform me that they have arranged an ambulance. I would say that, even before the whole COVID-19 pandemic, every week or so an agent informs Sydney VTS that there is a medical emergency on board and they require ambulance assistance. Sometimes it's even just after a ship leaves the dock and they either have to come back or the Water Police get involved to help. This made me even more confused about why I was getting a call from someone saying they were the ambulance when the agent hadn't told me anything about a medical emergency.

25. Towards the end of the call, I checked our computer system and saw that there was only one other ship coming in to Sydney that night. This ship was the Ruby Princess. I checked who

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Michael O'BRIEN
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Signature:



Stephen HOWIESON
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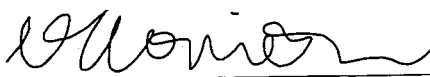
the representative was for this ship and saw that it wasn't Bibi, but someone named "Arnaldo". I've dealt with Arnaldo before. This made me feel less confident that the call was genuine and in the authenticity of what they were saying. The computer system that I refer to is the Sydney Harbour Integrated Ports System or SHIPS. When I looked up the information at the time, I was given a simplified version of the information on the screen as this printout is a completed movement record for the entire docking process.

26. Even though I still wasn't certain the call was genuine, I thought I had to do some more follow up to make sure that our staff were safe. That is, that our pilot was safe getting on board and that our cutter crew and the linesmen were safe dealing with the vessel. I wanted to do some checking to see if it could be the Ruby Princess that we were talking about.
27. I decided that I wanted to check up details at my end and bounce it off someone senior to me before giving out any more details to someone I didn't know and we ended the call.
28. Whilst making this statement, I was played a portion of a recording that I had previously listened to which is identified by the filename **10-44 18-03-2020- [REDACTED] 323922-1169990**. I recognised it as the recording I used when I reviewed a document titled, in part, **Transcript of 1044pm call from S Howieson to C Butchart 30 April 2020**. I recognised my voice and that of another person who I know as Cameron BUTCHART who was, at that time, the Duty Harbour Master for the Port Authority of NSW. I remember making this call whilst working as the VTS Duty Manager on 18 March 2020.
29. During this call, I was letting Cameron know that I had received a call that I thought was unusual and was quite suspicious of who was calling and why. We discussed the information exchanged during the call and we were trying to work out if it was a genuine call. One of the things we discussed was the name Bibi. I thought this was the name of an agent of a cruise ship, and that she was definitely affiliated with cruise ships. When the person calling himself 'Peter' used the name Bibi, I had mixed thoughts as he had used a name I knew was associated with cruise ships but then he didn't have other information that I thought he would have had if he had spoken to a cruise ship agent as they know their stuff.
30. I told Cameron that the caller had said to me that Bibi had told them that there were two cases of corona virus on board a Carnival cruise but the caller couldn't tell me which ship, only that it

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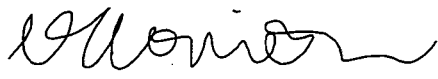
was coming in at 0230 hours the following morning. Cameron said to me that, "That's the one... that's the one we thought it was, I've been onto them all day and they haven't, haven't, haven't admitted it." I didn't know what he was referring to when he said this and I don't know who he meant when he said, "we thought it was". I asked him, "The Ruby Princess?" and I did this because 'Peter' had asked about the time 0230 hours because I guess that would be the time the Ruby Princess should be alongside the wharf. Cameron said that it had been, "leaked in by Valerie", and I didn't know what he was referring to by this. I also mentioned to Cameron the unusual call from the Ruby Princess's bridge. I thought that call was unusual more because it was outside the usual procedure rather than being suspicious of who was calling. I did tell Cameron that I thought 'Peter' may have been a reporter. Cameron started talking about someone else with the name Bibi, but I didn't know who he was referring to. We discussed that it was unusual for NSW Ambulance to call us.

31. Later during the call, we discussed that whilst Bibi is an agent for carnival, the agent listed on our SHIPS system as the agent for the Ruby Princess was Arnaldo, not Bibi. I mentioned that the person claiming to be 'Peter' could just be name dropping someone they know who works for Carnival. I asked Cameron, "Why? What did Valerie say?" and this was in relation to where he said earlier, "It gotten leaked in by Valerie." Cameron replied, "She, they don't normally say this, but there's a few potential sick ones on there. You know what I mean... that's interesting." And I said, "...that's what he's reported in his thing but it was basically exactly the same as last night. No one had transited through any of the hot spots..." By this I was referring to the reply from the Ruby Princess to our six bio-security questions email where they'd said they had sick people but that none of those had been through the countries of high risk for corona virus.
32. We left the conversation with Cameron asking me to try to get a copy of the MARS Declaration from the ship and that he was going to try to call 'Peter'.
33. At 2255 hours on 18 March 2020, I sent an email from the SY_VTS address to Cameron BUTCHART's work email address, [REDACTED]@portauthoritynsw.com.au. This email was forwarding the answers to the six bio-security questions from the Ruby Princess. This was the six email questions relating to health on board.

Witness:


Michael O'BRIEN
Detective Sergeant
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Signature:


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34. At 2259 hours on 18 March 2020, I sent an email from the SY_VTS address to 'Ruby Bridge' [REDACTED]@princesscruises.com. This email reads "Good Evening, please send a copy of your vessels MARS declaration to Sydney VTS prior to your pilot boarding time. Failure to do so will result in a delay to your pilot boarding. Regards Steve Howieson, Vessel Traffic Services Operator."
35. Whilst making this statement I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318120337-[REDACTED]-323927-1170000**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC62 - Transcript of 1103pm call from C Butchart**. I recognised my voice and that of another person who I know as Cameron BUTCHART who was, at that time, the Duty Harbour Master for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 18 March 2020.
36. During this call, Cameron and I are still unsure of the genuine nature of the caller from NSW Ambulance. In relation to health on board the ship, Cameron asks me if, "they have actually said on the declaration there's a sick person." This is referring to the six bio-security questions email that we send all incoming ships about their health declaration. This is for the safety of our staff who will have dealings or contact with the ship.
37. I reply, "Yeah," and then quote back the question and their answer, "Are there any ill passengers on board? Yes." But I also tell Cameron that they answered "no" to the other health questions we asked.
38. In this call, Cameron asks me for a phone number for Franz ODAMAT. I believe Mr ODAMAT to be the Port Authorities contact with NSW Health and is used if we need to escalate anything to Health. This is a recent thing and came in after the need to send the six bio-security questions email about health on board a ship. I looked it up in a spreadsheet which I guess could be called the scenario matrix. I think it was a product of Sarah MARSHALL's and came from the Crisis Management Team. I had to look through my emails to find it.
39. In our SHIPS system there is a section referred to as "Pratique". This section deals with the bio-security declaration of the vessel and it being granted entry by the appropriate government department. This is separate to the six bio-security questions email that I refer to and has been

Witness:


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30 April 2020

Signature:


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**Statement of Stephen HOWIESON
In the matter of Strikeforce BAST**

a requirement for at least as long as I've been in this line of work. In my experience as a VTS Operator, I have never had to deal with a situation where a vessel was refused Pratique. I have had rare occasions where the Pratique section had not yet been granted for a vessel whose scheduled arrival was within 24 hours and I have had to chase this up. This is shown on our SHIPS system as a red coloured 'P', which changes to a black coloured 'P' when it is granted. On those occasions, where the Pratique field is not yet granted, I would refer the matter to the Ship's Agent, who would ensure that it gets followed up and resolved. With regard to the arrival of the Ruby Princess, I cannot remember the Pratique field showing as not yet granted. I say this as if I had seen it as not being granted so close to the scheduled arrival time, I would have contacted the Ship's Agent to follow it up.

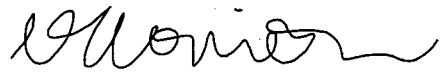
40. If the Pratique field is not yet granted and cannot be resolved by the Ship's Agent in time, then it is one of the grounds that we could deny a booking. Other reasons would include if services such as Tug Boats or Linesmen aren't available or if weather conditions are too dangerous for the Pilot to safely board. Since we've been asking the six bio-security questions, an adverse answer to the questions would also result in a booking being denied until something could be put in place to minimise the risk to the boarding Pilot.
41. It is my usual practice to have the SHIPS screen open throughout my shift and to check it regularly. This is due to the fact that the system is open to be changed by various external stakeholders. For example, a Ship's Agent could change the arrival time to push it back or bring it forward, and this is something that I would need to know. If I don't have the system actually open on my screen, I won't get the audible and visual alerts of a change having been made which would then require my approval or acknowledgement. Changes to the booking, such as alterations to the arrival time, would result in the alert being displayed on my screen however most don't. For example, if the Pratique status changes, I don't think we get any alert but if a linesman becomes unavailable, I know we don't get an alert in that case. The only indication that I would have that one of those changes had been made might just be that the entry in that field changes or that the colour of the entry in that field changes.
42. Whilst making this statement, I was then played a recording that I had previously listened to which is identified by the filename **20200318120636- [REDACTED] -179344-1170005**. I recognised it as the recording I used when I reviewed a document titled, in part

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Michael O'BRIEN
Detective Sergeant
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Signature:



Stephen HOWIESON
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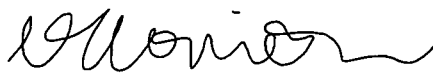
DOC47 - Transcript of 1106pm call from C Butchart. I recognised my voice and that of another person who I know as Cameron BUTCHART, who was, at that time, the Duty Harbour Master for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 18 March 2020.

43. During this call, we discussed the Ruby Princess and the fact they reported they had people on board who were sick. When I say to Cameron in this call that, "we tried to raise them before but we couldn't get them", I am referring to a previous attempt to call the Bridge of the Ruby Princess via VHF radio and to which no reply was heard. I also told Cameron that I had asked them online for their MARS Declaration. When Cameron says, "That booking is currently denied", I took that to mean that the movement would not be happening unless I was otherwise instructed. The Duty Harbour Master is able to refuse a vessel movement and I assumed that this is what occurred and that we needed their agent to provide more information regarding the sick people before the movement would be re-considered. I asked Cameron, "If that bloke rings back, what should I say to him?" I was referring to the person claiming to be Peter from the Ambulance Service. We were also talking about this person when we were spelling out a surname during the call.
44. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318121244- [REDACTED] 179345-1170007**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC55 - Transcript of 1112pm call from C Butchart**. I recognised my voice and that of another person who I know as Cameron BUTCHART who was, at that time, the Duty Harbour Master for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 18 March 2020.
45. In this call, we again referred to the authenticity of the person claiming to be Peter from the Ambulance and how he got our number. We also discussed that we couldn't get in contact with the Ship's Agents Bibi or Val (who I knew to be Valerie BURROWS, the head agent for Carnival) and that Arnaldo was listed on the SHIPS system as the contact agent. Cameron took his number from me and was going to try to contact him.

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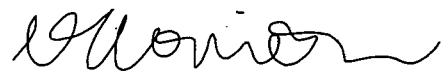
46. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **Terminal Ch 12 South Head 18-03-2020 23-19-20**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC67 - Radio from S Howieson to Ruby Princess 1119pm**. I recognised my voice in this recording and that of a person I believed was an Officer of the watch on the bridge of the Ruby Princess. I remember having this conversation via VHF Radio whilst working as the VTS Duty Manager on 18 March 2020.
47. I believe that immediately prior to me saying what is recorded, I would have had to call over the radio for the Ruby Princess using normal radio etiquette to commence a radio conversation. This is to ensure they are receiving properly before transmitting the intended information. I informed them that the Ruby Princess had been denied entry into Sydney Harbour and that we required their MARS Declaration and to speak with their agent as soon as possible.
48. Whilst making this statement, I was then played a recording which is identified by the filename **Terminal Ch 12 South Head 18-03-2020 23-20-30**. I used this recording when I reviewed a document titled, in part, **DOC92 - Radio from Ruby Princess to S Howieson 1120pm**. I remember that I spoke over the radio that night with a person with a female sounding voice and quite a strong accent. I believed this person to be Officer of the Watch on the Bridge of the Ruby Princess. I remember establishing radio contact with the Ruby Princess and then having this conversation via VHF Radio whilst working as the VTS Duty Manager on the 18 March 2020.
49. I understood from what she told me that she had understood my request for the MARS Declaration and further information and that we needed to speak to their agent. The term "well copy", is generally used in radio transmissions to mean message received and understood.
50. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318122810- [REDACTED] - 179348-1170013**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC48 - Transcript of 1128pm call from S Howieson to A Kretzig**. I recognised my voice and that the call was made to the mobile phone number that was on the SHIPS system

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record for Arnaldo KRETZIG as the Ship's Agent for the Ruby Princess. I remember making this call whilst working as the VTS Duty Manager on 18 March 2020.

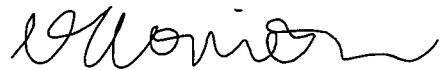
51. This call went straight through to voicemail and I heard a recorded voice say, "Arnaldo." I made this call knowing that Cameron was trying to call him and I had just asked the ship to call him. I wanted to see for myself if he was answering just in case the others couldn't get through.
52. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318123602- [REDACTED] 179349-1170015**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC56 - Transcript of 1136pm call from S Howieson to Lawrence**. I recognised my voice and that of another person who I know as Lawrence from Ausport Marine Services. Ausport provide the linesmen who moor the ship alongside the wharf. I remember making this call whilst working as the VTS Duty Manager on 18 March 2020.
53. In this call, I was notifying Ausport that their services would not be required at 0100 hours for the Ruby Princess as we required more information regarding the bio-security declaration and as a result the ship had been denied. When I referred to the bio-security declaration I meant the MARS Declaration as opposed to the six bio-security questions email. When I refer to it being a "carbon copy", I can't remember what I was referring to.
54. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318124251- [REDACTED] 179351-1170019**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC49 - Transcript of 1142pm call between Staff Captain and S Howieson**. I recognised my voice and that of another person who I believe to be the Staff Captain of the Ruby Princess. The position of Staff Captain is effectively the 2IC or 2nd in Charge of the Ship. I remember participating in this call whilst working as the VTS Duty Manager on 18 March 2020.
55. In this call, we discussed that we needed more information about the sick people on board, including what type of illness they were suffering and that we needed a copy of the MARS Declaration. I told them that they could not come in at 0100hrs but if they provided the required

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information, we may be able to bring them in at 0300 hours. This refers to the time at the Pilot Boarding Ground. We agreed that I would send them an email with what information was required and that they would call back when they have all the information. We also discussed that I needed to speak with their agent but haven't been able to contact them. From the Staff Captain's response, I took it to mean that they hadn't been able to contact their Ship's Agent either. I found this a little surprising as it is not normal for a ship to be unable to contact their agent. It is usual procedure that a ship would email VTS regarding their four hour notice of arrival and they would call us via VHF radio to notify that they are five nautical miles from the Pilot Boarding Ground. Generally, most other contact would be through the Ship's Agent and it is extremely rare to be discussing issues directly with anyone on board the ship via phone calls.

56. About 2345 hours on 18 March 2020, I recorded the denial of entry to the Ruby Princess into the SHIPS computer system. I also typed into the system that the reason for the denial was, "more information required."
57. At 2352 hours on 18 March 2020, an email was sent by Cameron BUTCHART to me at SY_VTS. Emma FENSOM and Robert RYBANIC were cc'd to this email and it was titled RE: BIO SECURITY DECLARATION. This email asked me to deny the booking in SHIPS, continue to try to raise them on VHF to advise them their booking was denied and to have their Ship's Agent contact VTS urgently, email the ship and ask what the symptoms of the sick passengers are, are they crew or passengers, and to ask for a copy of the MARS Declaration and to keep him updated.
58. About 2355 hours, I asked VTS Operator Tracey to get our Pilot, Sam CHELL, to call me on the landline when he was finished piloting the Sun Princess.
59. Whilst making this statement, I then played a portion of a recording that I had previously listened to which is identified by the filename **20200318125905- [REDACTED] - 323937-1170020**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC51 - Transcript of 1159pm call from M White to S Howieson**. I recognised my voice and that of another person who I know as Martin WHITE who was the Duty Pilot on shift.

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He is responsible for allocating pilots for ship movements. I remember making this call whilst working as the VTS Duty Manager on 18 March 2020.

60. In this call, Martin rang me and we had a discussion regarding the situation with the Ruby Princess. The denial for entry meant that Martin would possibly have to make changes regarding the Pilot required, who would have to be cancelled and possibly sent later. During the call Martin asked me, "Is Sam alongside yet?" He was referring to our Pilot, Sam CHELL, who was piloting the arrival of the Sun Princess at the time. Martin also says at one point, "The Skip on that Ruby Princess, he is a bit of a shonk. I think he made a false declaration last time, I think." I took that to mean that he was referring to the visit by the Ruby Princess on 8 March 2020 - the last time the Ruby Princess was in. There were rumours circulating that they had made a false declaration last time regarding the six bio-security questions that we emailed them, but I don't know any more details about that. It was a bit of a sticking point with the pilots as it was one of them who went on board, so I'm not surprised he mentioned it. When I said that we had conflicting information and calls from the Ambulance, I was referring generally to the calls from 'Peter', who we weren't too sure about.

61. Martin mentioned in this call the option of the ship going to anchorage and then having a medical doctor or quarantine go on board. I thought this wasn't a bad option to have but at my level, it's not something that I could just make happen. There could be reasons why this wouldn't work that I wouldn't even know, but I thought it would be an idea to hold on to in case it came to discussing things like that later on. The Bank, Bank Two, Athol and Athol 4 are all references to anchorages within Sydney Harbour. Athol 4 is the way Athol is referred to in the SHIPS system, but is not a separate location. It refers to Athol Bay. When we talk about the Spectrum, we are referring to The Spectrum of the Seas which is another large passenger cruise ship.

62. I say to Martin in this call that the Staff Captain rang me before and that they were desperate to get in. I based this opinion on the fact that it's unusual to be getting calls from the second in charge on the bridge of a ship, which also implies that they can't contact their agent either, and also from Cameron saying to me earlier that they were desperate to get in.

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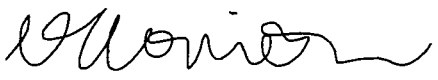
Statement of Stephen HOWIESON
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63. When we referred to Napier in this call, it was a reference to the fact that the ship was coming from overseas and it could be affected by the possible exclusions that were coming in.
64. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318130643- [REDACTED] - 323938-1170022**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC63 - Transcript of 1206am call from S Chell to S Howieson**. I recognised my voice and that of another person who I know as Sam CHELL who is a Ship's Pilot for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.
65. This call was a courtesy call to Sam to tell him that the movement was denied as he was scheduled to be the Pilot and that it would be best that he consulted the Duty Pilot, Martin WHITE, for further instruction.
66. At 0014 hours on 19 March 2020, I sent an email to the Ruby Bridge [REDACTED]@princesscruises.com addressed to the Staff Captain following up our telephone call. I asked three questions – Are the sick persons passengers or crew, what are their symptoms and to please send a copy of their MARS Declaration. After sending this email, I asked VTS operator, Steve HARDING, to raise the Ruby Princess on VHF radio to let them know that I had sent the email. I did this to make sure that they would attention the email as soon as possible and that it wouldn't sit in their inbox unnoticed.
67. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318130613- [REDACTED] - 179354-179354**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC50 - Transcript of 1206am call between S Howieson and Ships Doctor**. I recognised my voice and that of a female person who I believed to be the Ship's Doctor on board the Ruby Princess. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020 somewhere between 1206 and 1216 hours and that her voice had a strong accent which I think was Dutch sounding. I have tried to make the transcript document as accurate as possible, but have had difficulty with some of the terms the Doctor is using. This is because of her accent, the speed at which she is talking and my unfamiliarity

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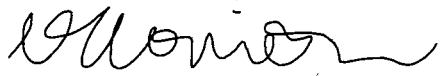
with some medical terms. I have tried to make it as accurate as possible to what I believe I heard and understood at the time of the call.

68. The Doctor said during this conversation that, "We sent the full report through to New South Wales Public Health and they've cleared us for disembarkation with a general precaution. So you know and all the guests that are currently sick are in isolation." I took that to mean that they had been approved by NSW Health to come in and I thought it was a good thing that everyone that was sick had been isolated.
69. In the next paragraph of the transcript, the Doctor talks about 110 or 120 people being sick as a portion of the entire number of passengers on board. I took this to mean that, out of the number of all of the people on the cruise, the number of sick was a low number. She also said that all of the numbers had been sent through to New South Wales Public Health, it had been reviewed and they had been cleared for disembarkation, including the two medical disembarks. I took this as a good thing as well as this was all health related, and any reference to NSW Health having reviewed all the information available and having determined to clear the vessel.
70. I queried the nature of the medical disembarks because I had been instructed by Cameron and was trying to corroborate what the ambulance was saying about them being COVID-19 related and because I was trying to gather more information about whether they had any symptoms of that. I remember that she told me that they had an ear infection, a heart attack and a trapped nerve. I felt relieved that she had said that because I didn't feel that those health issues suggest that they were related to COVID-19, but they were still things that would require an ambulance.
71. The Doctor went on to say that both of the medical disembarks had upper 'respite' infections, but the reason for their disembark was more due to one having had a heart attack and the other having a trapped nerve in their leg. Whilst I didn't fully understand the terms the Doctor was using in relation to the infections, the heart problem or the type of nerve issue, I accepted that the main reason for them needing an ambulance was a heart attack and a trapped nerve.
72. I cannot ever recall having had to speak to a Ship's Doctor on a cruise ship as part of my duties in around ten years as a VTS Operator or Manager.

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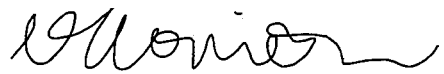
73. Whilst I was concentrating on this call with the Doctor, the MARS Declaration for the Ruby Princess came through via email during the call. I don't believe that I had ever seen a MARS Declaration before or had a chance to read through this one prior to the call. From memory, I brought it up on screen while I was talking to the Doctor and I think it was about three pages long and a little difficult to decipher. At 1225 hours, I forwarded this email to Cameron on [REDACTED]@portauthoritynsw.com.au. I asked if the Doctor had a phone number that I could call her back on as I wanted a chance to read the Declaration and to speak to Cameron. She told me that I could contact her on her phone using Whats App or on the Staff Captain's phone using his phone number. Instead, we agreed that I would raise the ship on VHF and have her phone VTS using the number she already had.
74. At the end of the call, the Doctor asked if the time for the Pilot would depend on what my superior would have to say. I felt that there was maybe a bit of pressure on her because they had called as a collective and that the Staff Captain and Captain were there with her.
75. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318132320-[REDACTED]-323942-1170030**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC66 - Transcript of 1223am call from S Howieson to C Butchart**. I recognised my voice and that of another person I know as Cameron BUTCHART who was, at that time, the Duty Harbour Master for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.
76. During this call, I started to tell Cameron about the information I was given on the call with the Ship's Doctor but he was interrupted by another call and the call ended abruptly.
77. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318131535-[REDACTED]-179357-1170031**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC54 - Transcript of 1225am call from C Butchart to S Howieson**. I recognised my voice and that of another person who I know as Cameron BUTCHART who was, at that time, the Duty Harbour Master for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.

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78. On this call, Cameron told me that our prior call was interrupted by a call from Home Affairs and then asked me what the Doctor said. I confirmed that the Doctor has requested ambulances for two passengers and said that they were for an upper ear infection, a non-critical heart attack and a lady with a nerve entrapment in her leg. Cameron asked how many people were in isolation and I told him she had said 110 to 120. He asked if there were any COVID signs and I told him that I didn't ask her directly but could call her back. He said it was all good. I also told him that, according to the Doctor, NSW Public Health had cleared the vessel. Cameron said he wanted to tell Emma and that I should re-book the vessel.

79. At this point, we paused the making of this statement due to the duration and time.

80. On 30 April 2020, I resumed making this statement.

81. I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318132324- [REDACTED] -179359-1170035**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC61 - Transcript of 1223am call from S Howieson to Lawrence**. I recognised my voice and that of another person who I know as Lawrence from Ausport Marine Services. I remember making this call whilst working as the VTS Duty Manager on 19 March 2020.

82. I can say that this call is me telling Lawrence that the movement for the Ruby Princess was back on and that we required Lawrence to arrange the services of linesmen for the ship.

83. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318132903- [REDACTED] -323943-1170032**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC60 - Transcript of 1228am call between Sam and Steve Howieson**. I recognised my voice and that of another person who I know as Sam CHELL, who is a Ship's Pilot for the Port Authority of NSW. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.

84. I can say that this call relates to arranging the Ship's Pilot for the Ruby Princess.

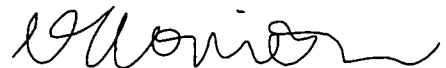
85. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **Terminal Ch 12 South Head 19-03-2020 00-30-**

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39. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC68 - Radio from S Howieson to RP Bridge Team 1230am**. I recognised my voice and that of another person who I believed to be an Officer of the Watch on the Bridge of the Ruby Princess. I remember having this conversation via VHF Radio whilst working as the VTS Duty Manager on 19 March 2020.
86. I can say that this conversation was just confirming that we had received the information requested, which I guess was the MARS Declaration. I was also confirming that, having spoken to the Doctor and to my superior, they could anticipate the Pilot in about 40 minutes. This would have meant that, at about 0110 hours, our Pilot would meet their vessel and that they had traffic clearance to enter the Port of Sydney. This means that their permission had been granted.
87. Whilst making this statement, I then played a portion of a recording that I had previously listened to which is identified by the filename **Terminal Ch 12 South Head 19-03-2020 00-31-58**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC96 - Radio from S Howieson to RP Bridge Team 1231am**. I recognised my voice and that of another person who I believed to be to be an Officer of the Watch on the Bridge of the Ruby Princess. I remember having this conversation via VHF Radio whilst working as the VTS Duty Manager on 19 March 2020.
88. I can say that this conversation was me informing the Ruby Princess which Radio Channel they would need to monitor for communication with our Pilot. I believed that, at the time of this transmission, the vessel would have been approximately five nautical miles from the Sydney Pilot Boarding Ground.
89. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318133346- [REDACTED] 179360-1170037**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC65 - Transcript of 1233am call from S Howieson to Lawrence**. I recognised my voice and that of another person who I know as Lawrence from Ausport Marine Services. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.

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Detective Sergeant
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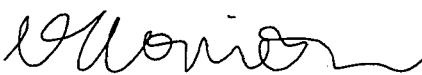
**Statement of Stephen HOWIESON
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90. I can say that this call is just confirming the services of the linesmen are available from 0100 hours.
91. About 0113 hours on 19 March 2020, I replied to an email chain sent to me by Cameron BUTCHART. In this email chain, I saw that Cameron had sent an email to the Pilot Sam CHELL at 0106 hours that date to advise him of contradicting reports that Ruby Princess has possible COVID-19 cases on board. He forwarded the same to me at 0109 hours that date, asking me to make sure he knows about this. When I replied at 0113 hours that date, I told Cameron that Sam had already boarded but we spoke to him earlier and explained the contradictory reports.
92. Whilst making this statement, I was then played a portion of a recording that I had previously listened to which is identified by the filename **20200318141817- [REDACTED] 323949-1170044**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC64 - Transcript of 118am call from Terminal Security to S Howieson**. I recognised my voice and that of another person who I know as Ali from Spotless Security at the Overseas Passenger Terminal. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.
93. I can say that this call was Ali ringing in to report that the white level security inspection had been completed with nothing of importance arising. This is a usual practice and generally needs to be completed before an incoming vessel passes Bradley's Head.
94. Whilst making this statement, I then played a portion of a recording that I had previously listened to which is identified by the filename **20200318151241- [REDACTED] 179368-1170053**. I recognised it as the recording I used when I reviewed a document titled, in part, **DOC43 - Transcript of 212am call from Coronavirus Hotline to S Howieson**. I recognised my voice and that of another person who I believed to be an operator for the Coronavirus Hotline run by NSW Health. I remember receiving this call whilst working as the VTS Duty Manager on 19 March 2020.
95. I can say that I was a bit dubious on receiving this call. I had never heard of the Coronavirus Hotline. I found it a bit confusing that the police would be ringing them, that she couldn't supply the caller's number and it sounded like she only had the officer's rank and first name. I again

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**Statement of Stephen HOWIESON
In the matter of Strikeforce BAST**

thought this was a strange call and I did not want to give out any information. It seemed that anything that this caller wanted would have to be carried out by NSW Health, who I believed had already been advised. I knew that the caller had the correct contact information for Cameron and that he may have been somehow involved in the inquiry, if it were genuine. I also knew that he had conducted some inquiries with NSW Health, although I was unsure of the exact details. I also knew that, because of the Ship's position, it would not have been possible at this point to have the ship stop and turn around. At worst, it may have been possible to stop the ship, but it would definitely obstruct marine traffic and I'm not sure how safe this would have been because it can't drop anchor and it would be pretty dangerous trying to keep it in such a confined space. The safest thing, at this time, would have been to have the ship proceed alongside the berth and if it was necessary to delay disembarkation then those arrangements would not be co-ordinated by VTS. I believe that if Cameron wanted me to somehow delay the disembark, then Cameron would've told me and if the Police were directing this to happen then they wouldn't have done so through the Coronavirus Hotline. I informed the caller that NSW Health had the situation in hand, as I believed this to be the case from my previous conversations with Cameron. I returned my attention to other things that I was required to do for this ship's safe passage and that of other ships in Sydney Harbour and Port Botany.

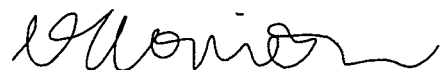
96. To the best of my recollection, I had no further dealings in relation to the Ruby Princess until the end of my shift on 19 March 2020.
97. **I produce the audio recordings of phone calls and radio transmissions that I mentioned in this statement on a blue Port Authority of NSW USB stick.**
98. **I produce text reproductions of the above-mentioned phone calls at Annexure A. consisting of 27 pages.**
99. **I produce text reproductions of the above-mentioned radio transmissions calls at Annexure B, consisting of 3 pages.**
100. **I produce printouts of the emails that I referred to in this statement at Annexure C., consisting of 19 pages**

Witness:



Michael O'BRIEN
Detective Sergeant
StrikeForce BAST
30 April 2020

Signature:



Stephen HOWIESON
30 April 2020



**Statement of Stephen HOWIESON
In the matter of Strikeforce BAST**

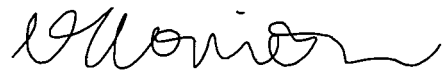
101. I produce a printout of the ShIPS computer system entry regarding the Ruby Princess that I referred to in this statement at Annexure D, consisting of 2 pages

Witness:



Michael O'BRIEN
Detective Sergeant
StrikeForce BAST
30 April 2020

Signature:



Stephen HOWIESON
30 April 2020



Annexure A


Transcript of Recording - 20200318094602- [REDACTED] -179318-1169953

81005581

Male Steve (S)

Male Staff Captain

S	VTS Steve speaking. Steve VTS
S/C	Hello Steven?
S	Yep, speaking.
S/C	Hello sir. This is Staff Captain from Ruby Princess.
S	Oh g'day.
S/C	How are you?
S	Good, how are you?
S/C	Good day, I was just receiving an email from you um, did you receive our message?
S	Yes, we're just replying now to your message.
S/C	It's all okay?
S	Yeah, it's all okay.
S/C	Oh it's all okay so okay thank you sir...
S	Okay so 0100 pilot
S/C	Yes sir, ah yes 0100 Pilot on board
S	Yes, that's correct.
S/C	It will be around two thirty alongside
S	Yeah.
S/C	And that information by email, last ports of call, and are some guests and crew on board who [inaudible].
S	Yeah we saw your biosecurity sir thank you for that, that's okay, you have some ill passengers however they haven't um been to any of the countries on the list so ah, that's okay um...
S/C	We have permission granted to enter?
S	Yes, yes.


Stephen Howie
30/04/2020

S/C	Thanks Steve.
S	Okay so ah, just, I'm going to reply to your vessel now via email with your pilot ladder instructions okay?
S/C	Thank you so much, thank you, how was the weather there, sir?
S	Ah the weather's good, northerly winds, 11 knots.
S/C	Yeah.
S	Okay and um, it will be the same throughout the night.
S/C	[inaudible] Good weather.
S	Okay.
S/C	I imagine you're a bit busy there, you're a bit busy there.
S	Yes, it's a bit busy at the moment, it's alright. It's okay. We'll speak to you shortly okay?
S/C	Thank you.
S	Okay, you have a, have a good watch, bye.
S/C	Thank you. Bye bye

con

Identifier: 20200318113534-anonymous-[REDACTED]-323921-1169988

Recording of telephone conversation

Steve

(S) VTS Manager, Sydney VTS

Peter Dilonarbo

(PD) Ambulance Radio

S	Sydney VTS, Steve speaking.
PD	Steve, my name's Peter, I'm calling from Ambulance Radio, how are you? Hey are you in charge or do you know about the ships coming into port and all that?
S	Yeah.
PD	Alright, look I've just got a query, we've got 2 ships coming in with some Corona Virus patients on board and they're docking at 2.30 this morning.
S	Oh.
PD	Yes, I know...
S	Corona Virus?
PD	Yes, cause I know there's the Voyager of the Seas which has got Corona Virus patients on board and they've refused entry.
S	Um, Who's been refused entry?
PD	Well, Voyager of the Seas, I believe they're not allowed to port.
S	No, that's not the case.
PD	Oh, okay.
S	Yeah.
PD	Alright, um cause we just called the hospital to see if they're aware of these patients coming in and they're not, they had no idea about them so I don't know if has been contacted by the cruise ship, we're trying to get back on to them but there's no answer, we've left a voicemail message. There's no restrictions on ships coming in with the Corona patients are there? They're still allowed entry or are they being denied entry to dock or that you're aware

	of?
S	I'll just start with your details.
PD	Yep.
S	What's your full name?
PD	Peter...
S	Peter, yep.
PD	D-I-L-O-N-A-R-V-O
S	D-I-L-O-N
PD	A-R-V-O
S	Yep.
PD	I'm the senior supervisor of New South Wales Ambulance for Triple 0 emergency.
S	Supervisor, New South Wales Ambulance, yep. And what's your contact number there Peter?
PD	██████████
S	██████
PD	██████████
S	██████
PD	██████ cause we've got 3 jobs in our system, um, 2 patients off the Carnival Cruise
S	Carnival Cruise?
PD	Yeah they're being dropped off at 2.30 and I believe then that everybody else is offloading the ship at 6 o'clock.
S	We don't have anything in our system.

LOH

PD	Okay.
S	To back that up.
PD	Righto, um.
S	Have you got any specific details of the vessel? Like the actual name of the vessel?
PD	It's just got, let me have a look. We got a call from Carnival Cruise, boat is docking at 2.30, we can board at 3 o'clock, we're to go to the gatehouse to be escorted by security.
S	Yeah, do you know where, which gatehouse?
PD	I'm assuming it's the one at the Rocks.
S	One at the Rocks, okay.
PD	Yeah, see we've got a Circular Quay West so that's normal, where the ships all go and dock?
S	Yeah, yeah, we do have some that go down to Circular Quay, yeah.
PD	There's no ship name but there's 2 patients coming off that one and then we've got another ship coming in to White Bay Cruise Terminal, the Sun Princess.
S	Yeah, Sun Princess, yeah.
PD	Yeah yeah that's docking at midnight.
S	Yeah.
PD	With a medical related case but it's also a, oh no that's not us, suspected Corona no, disregard that one.
S	Yeah that one's coming in now, pilots on board that one.
PD	Yeah so you don't know of the Carnival Cruise coming in at 2.30 at all?
S	There's nothing coming in, there's no Carnival Cruise coming in at 2.30, we don't have a passenger ship coming in at 2.30.
PD	Oh, okay. Do you have one coming in at 6 or 6.30 or...

S	No, no, there's nothing in in the morning.
PD	Okay.
S	Yeah, we just need a bit...you need to just be a bit more specific with your details.
PD	Yeah, no this is all we've got cause we had someone from Carnival Australia ring up and book it...
S	Who?
PD	Bibi B-I-B-I yeah, I've got a mobile number here if you want?
S	Yeah that'd be great.
PD	██████
S	██████ yep
PD	██████
S	██████ yep
PD	██████
S	██████
PD	Now we tried calling it but it went through to voicemail.
S	Okay, I'll give her a shout. It does sound like the ship's agent.
PD	Yeah, okay.
S	And what are you...and you said that there's...how do they know that they've got 2 Corona?
PD	Well it's a suspected. The patients, the 2 patients on board are suspected Corona.
S	Okay.
PD	Cause we've got 2 medical bookings in to take them to hospital.

Handwritten signature/initials

S	Oh right, okay.
PD	Yeah. Cause they've got respiratory issues which is one of the signs of Corona, I mean you know it's obviously not confirmed, they need further testing but I know there's been restrictions of ships being able to dock.
S	Yeah, yeah, um yeah we do ask them, we do have a biosecurity, I guess, email that we send them.
PD	Yeah.
S	Get them to confirm you know last ports of call, has anyone been in contact with a known case of COVID-19. Now we just need to be more specific with this.
PD	Yeah, yeah.
S	We've got an arriving ship at 0100, the Ruby Princess.
PD	Oh okay, I don't know if that's the Carnival one.
S	It could be that.
PD	Just let me quickly...
S	Let's have a quick look if the agent's Bibi, no it's not Bibi.
PD	I'm just googling the ship.
S	And I've had a quick look at their declaration, they've answered, just bear with me.
PD	Yeah, no worries.
S	How did you get this number?
PD	I rang the Water Police.
S	Okay.
PD	They had a couple of numbers and yeah this is the one I got through cause I tried ringing the Ports Authority but that's just the messaging service and they had no other number, the other maritime numbers to the old RTA and there's no one there. Cause you're the Port Authority aren't you?

S	Yes, we are, yeah, yeah. So is this the best number I can call you on?
PD	Yeah, this is my direct number, yeah, yeah. I'll be here to 7 oh 6ish.
S	What is it? [REDACTED]
PD	[REDACTED]
S	Sorry mate.
PD	That's alright, [REDACTED]
S	[REDACTED]
PD	Yeah, just ask for me.
S	Okay, alright Peter, no worries.
PD	No worries, if I get any more information I'll ring you back. What was your name?
S	It's Steve.
PD	Steve, alright Steve, no worries.
S	Yeah and I'll follow up at my end, okay?
PD	No worries, alright, thanks mate.
S	Okay, seeya
PD	Bye.

COPI

Male Steve Howieson (S)

Port Authority - Duty VTS Manager

Male Cameron Butchart (C)

Port Authority - Duty Harbour Master

S	Hey, Cam, it's Steve.
C	Good mate, how are you?
S	Nah, not bad mate. Look I just got a call from a, a bloke that said he was the Senior Supervisor at New South Wales Ambulance.
C	Mmm hmm.
S	He's name is Peter Dilonabo.
C	Ok.
S	Um, he's said that he's got word from a Bibi. Do you know Bibi?
C	Yep, I know Bibi, Yep.
S	She's one of the, yeah, that um they require. They've got two suspected cases of coronavirus on board a Carnival Cruise...
C	Which one sorry?
S	He didn't specify. He just kept saying a Carnival Cruise and it's coming in at two-thirty. Um, it's come... [overtalking]
C	That's the one... that's the one we thought it was, I've been onto them all day and they haven't, haven't, haven't admitted it.
S	The Ruby Princess?
C	Yeah. It gotten leaked in by Valerie.
S	Oh.
C	She [overtalking]
S	Well, and just a quick one also with that. I got a strange call from someone on board earlier, um.
C	Righto, who from?
S	Yeah
C	Hello?

S	I think so. Sorry ah, just getting asked a question by Trace. Ah, by someone on board the vessel, like one of, like a staff captain or, it wasn't the captain but it was Italian, see. And he, and he just wanted to confirm that we'd receive his um, declaration and that he was okay to berth, and I thought that was pretty strange you know. We've never had anything like that before.
C	Right.
S	A, a direct call from the ship. Um now this guy sounded a little bit dodgy though, this Peter. I didn't disclose too much info cause I thought you know he could be a reporter or something but um...
C	We do know Bibi, Bibi is from New South Wales Health. Um, no she's not.
S	No, Bibi is a Carnival Cruise um, she's an agent.
C	Oh we've got, yeah you're right.
S	Bibi, you know, she's an agent.
C	Yeah but we have a Bibi at New South Wales Health. Just hold on.
S	Right okay.
C	What did he actually say? A Bibi from Carnival has contacted him.
S	Yeah. No he just said, I said who told you and he goes a Bibi and I said is that "B-I-B-I"? And he's like yeah.
C	You reckon he, he was dodgy?
S	He sounded a bit dodgy. You know, I... I wanted him to, I made him spit...you know, tell me his name, his position and everything and he, he gave me his number to call him back. And I said well how did you get this number and he said the New South Wales Water Police gave it to him. So that all sounded quite legit. Um, he's, he's not sure of the vessel's name and I said well you, you know what...the Carnival Cruise. I said there's quite a few, I mean you need to be more specific with the vessel's name, um, and he wanted to know where it was going. You know, whether, I hope it's not but it could be a reporter see. Trying to cut, it couldna, could be. I dunno.
C	Mmmm
S	It's just, it's just on the nose a bit. You know that's why I thought I'd bounce it off you. It's quite strange.
C	That's very strange. Cause we... can you go...
S	Because we've received the declaration from the ship.
C	Did you get an invite from Sarah today about some PPE training?

S	Ah, Let me have a look. Yes, I probably did.
C	Yeah... the name of the instructor, I think her name's Bibi. That's where I've got Bibi from.
S	Well no but there's definitely an agent for Carnival. Bibi.
C	Ah fuck. I have to call fuckin' Emma again. [laughter]
S	There's definitely a, there's definitely. I know. I know Bibi. She's always says darling, darling, all the time.
C	Yeah, that's the one, that's the one. So you reckon he's from New South... New South Wales Ambulance wouldn't contact us.
S	Exactly. That's what I thought. It sounded more like Health. You know Health, I...
C	... would contact you, or bio would contact you...
S	Yeah, that's what I thought and then I thought to myself well um yeah this I'm gonna end this phone call now and I said I'll call you back if I find anything out. Like I didn't disclose anything.
C	Did he give you a number?
S	Yeah.
C	What's his number?
S	Yeah, it's [REDACTED]
C	Yeah.
S	[REDACTED]
C	Just let me Google that.
S	Yeah.
C	And what did he say, he heard there are two cases on board?
S	Yeah he said we have, we have been instructed, we have been told to get down to the terminal west of the bridge, ah east of the bridge. He, he was very vague with what he was saying, so it didn't really make sense mate. Ah, he didn't pass sorta the pub test if you know what I mean. He just sounded really like he was, been misinformed and he was sort of, sort of scratching for a bit.
C	Mmm, alright I will have to ring Emma, Peter Dilonabo, have they sent their health declaration through yet?
S	Yeah they have.

C	And they said no, no, no?
S	Yep. They said hold on, just let me...it was similar to the one that we received last night.
C	Can you ask for the um, for a MARS report?
S	Yeah, I'll ask the ship.
C	And the Staff Captain called you as well? That's bizarre.
S	It was someone like that, it was either the staff captain or the officer on the watch.
C	Right.
S	Just bear with me, I'm just looking at it now.
C	Righto, Friday PPE training, I'm sure she said...Michelle Bibi.
S	Right.
C	Would that mention Michelle Bibi?
S	No, just Bibi and Bibi is an agent on Carnival but not she's not an agent of this particular ship.
C	Who's the... on this ship?
S	Arnaldo. So whether he's just name dropping someone that he knows, is um affiliated with Carnival.
C	I'm gonna call Valerie and say we reckon it's a journalist.
S	Yeah. Why what did Valerie say?
C	No, nothing but she just said oh, there's few. She, they don't normally say this, but there's a few potential sick ones on there. You know what I mean... that's interesting.
S	Yeah, well that's what he's reported in his thing but it was basically exactly the same as last night. No one had transited through any of the hot spots, um they were treating them.
C	Alright lets go back and ask him for a MARS report and see if he sends one
S	Yep. Yep, no worries.
C	I'm gonna ring this number and just see what happens.
S	Yeah. Just ask for Peter
C	Cheers mate

S	Just ask for Peter D I L INABO. Dilonabo.
C	Dilonabo.
S	Dil...D for delta. Dilonabo Yeah.
C	Right. Let me contact him. Cheers mate.
S	Okay. Senior Supervisor New South Wales Ambulance. Okay.
C	Alright, okay. No worries.
S	Yeah doesn't sound legit. Righto, see ya.
C	Great

CAH

all

Identifier: 20200318120337- [REDACTED] -323927-1170000

Recording of telephone conversation

Cameron (C)

Steve (S) VTS Manager

S	VTs, Steve speaking.
C	Steve, Cam, how are you? What's that Health guys Franz's name's and number?
S	Ah, I'll get it for you mate, just bear with me.
S	Did you ring this bloke?
C	I think he's legit mate, I'm not too sure.
S	You reckon? It's hard to tell hey, it's hard to tell.
S	It's hard to tell. Oh, I don't know. He sounded a bit docile but hey, did you find, for the senior supervisor of the Ambulance Service, I thought he sounded a little bit...I don't know.
C	A little bit but it's a lot like...
S	Maybe he was tired or I don't know.
C	His job would be like yours though, that's what I was thinking though.
S	Yeah, shift worker.
C	He's a shift worker, he's, you know, like a duty manager, like...
S	I just thought he might have had his facts a bit better.
C	He's got nothing, he's telling me that it's chaos out there.
S	Oh okay.
C	So they have actually said on the Declaration there's a sick person?

S	Yeah. Are there any ill passengers onboard? Yes. But they've also answered no to the others.
C	Yeah, alright what's Franz's number?
S	Yeah, hold on a sec, hold on. Just let me open that spreadsheet again. Okay, it's just opening it now, Franz Odamat [REDACTED]
C	Yep.
S	[REDACTED]
C	Yep.
S	[REDACTED]
C	Righto, cheers. Okay
S	Okay, seeya

Identifier: 20200318120636- [REDACTED] -179344-1170005

Recording of telephone conversation

Cameron Butchart (CB) Port Authority

Steve Howieson (SH) Port Authority

SH	Hey Cam?
CB	Yeah mate.
CB	Are they in VHF contact?
SH	Are yes, hold on, we tried to raise them before but we couldn't get them, I've asked them online for the MARS.
CB	I can't get anybody at fucken Carnival on the telephone. Um, Yeah so deny that booking at the moment.
SH	Okay.
CB	Um, try and raise them on the radio, we need to know they've said yes to something so we wanna know why they're sick and we want their agent to contact them asap. That booking is currently denied and they're desperate to get this thing in as well, so.
SH	Okay, so yep. Agent contact VTS asap yeah?
CB	Yeah have your agent contact Sydney VTS asap and we need more information on who these sick people are, going off the information we've just received from the shoreside.
SH	Okay, no worries. Yep. If that bloke rings back, what should I say to him?
CB	Call the Duty Harbour Master
SH	Yeah I'll call you okay no worries.
CB	Steve Dilobano
SH	That's Peter.
CB	Oh he told me...



SH	Peter Dilonabo.
CB	Did you spell his name out when he wrote it down or not?
SH	Yeah. D-I-L-O-N-A-B-O
CB	D-I-L...
SH	O-N
CB	Yep.
SH	A-B-O
CB	A-B-O, Peter
SH	Peter Dilonabo.
CB	I don't know, even when I rang up, he was like g'day Steve and I'm like no.
SH	Yeah.
CB	I reckon it's a journalist.
SH	Yeah I do too sort of, thinking about it.
CB	Dilonabo, alright, let me keep ringing around.
SH	Okay, see ya.

Identifier: 20200318121244-[REDACTED]-179345-1170007

Recording of telephone conversation

Cameron Butchart

(CB) Port Authority

Steve Howieson

(S)

S	Hey Cam.
CB	How are ya. Look he's not passing the Water Police pub test at the moment so.
S	Okay cool. I thought so.
CB	It's just still odd how he got our number.
S	No the Water Police gave it to him. Yeah one of the junior officers we were told coz we asked the same thing and he didn't asked for any details from you him, he just gave out our number. So that was stupid yeah. Yeah so we said the same thing and I've spoken to the Water Police and I said well mate you can't just go handing out our number. You know what I mean? You need to and he goes oh yeah it was one of the junior officers he's you know just started and what do you say?
CB	I don't think they get junior officers. I heard they have to be in the police for like 10 years before you even look at it.
S	Exactly you ask Peter Brennan yeah. Any way the vessel I've denied him. I've told him he's denied the Ruby Princess.
CB	I can't raise Bibi and I can't raise Val so who else do I speak to?
S	Yeah well let me speak to Arnaldo. He's the ship's agent Arnaldo. Do you want his number? or do you want me to call him?
CB	No I was ringing Bibi
S	No it's Arnaldo [REDACTED]
CB	Right I'll call him now, I might have to raise Rob Rybanic as well
S	Arnaldo okay.
CB	Alright cheers.

S	Alright bye.
---	--------------

A handwritten signature in black ink, appearing to be 'LKH' or similar, located in the bottom right corner of the page.

Identifier: 20200318122810- [REDACTED] -179348-
1170013

Recording of telephone conversation

Steve (S) (VTS)

S	Arnaldo, It's Steve calling from Sydney VTS, can you give us a call, [REDACTED] [REDACTED] regarding the bio security declaration on the Ruby Princess, thank you.
---	---

AM

194

Identifier: 20200318123602-[REDACTED]-179349-1170015

Recording of telephone conversation

Lawrence (L)

Steve (S) VTS Manager

L	Ausport, Lawrence speaking.
S	Hey Lawrence, it's Steve at VTS.
L	How are you mate?
S	Mate it's a carbon copy of last night.
L	Oh is it.
S	We've had to deny the Princess mate.
L	Oh really.
S	Ruby Princess yeah.
L	Oh righto.
S	Yeah we just need more info from her re her biosecurity declaration that she sends us.
L	She hasn't right.
S	Yeah she hasn't given us enough information mate so we'll give you some 2 hours notice.
L	Is this in regards to safety?
S	Yeah.
L	Is this in regards to virus and all that sort of stuff?
S	Yeah that's right mate, yeah.
L	Alright so the Ruby Princess it's not coming at 1 o'clock?

S	No.
L	Any ideas what the delay or no idea at all?
S	I have no idea mate.
L	That's alright.
S	It'll be in the morning some time that it'll come in but I just, I'm really sorry, I don't know when.
L	No mate.
S	I'll give you the 2 hours notice and everything.
L	Yep, alright fair enough mate?
S	Yeah.
L	Yeah thanks mate, thanks.
S	Okay, thanks Lawrence, see ya.
L	Thanks Steve.
S	Bye.
L	See ya mate.

Identifier: 20200318124251-[REDACTED]-179351-1170019

Recording of telephone conversation

Steve (S)

Staff Captain (SC)

S	VTs Steve speaking
SC	Hello Steve this is Staff Captain from the Princess.
S	Hi Staff Captain how are you? Yeah sorry about that. We need some more information on these sick passengers or crew.
SC	What you want to know Steve?
S	Yeah we need to know who are they? Are they passengers or crew?
SC	Okay you want to know the passengers or crew yeah and the number so which type of illness yeah.
S	That's right. I can send you an email with what we need to know. Is that easier?
SC	Yeah can you send me an email, of what you require
S	Yeah I will. Do you have the MARS declaration?
SC	No can you send most of that one. It was on the previous email just required the bio security declaration.
S	No we need the MARS declaration too.
SC	Can you send to me on the bridge please.
S	Yeah I'll send it to you. I will send it to you okay. So if we get this information and it's okay then you can come in about 0:300 but you can't come in at 0:100 anymore okay?
SC	We cannot come pilot at 1 o'clock.
S	No.
SC	Why?
S	Because we need this information first and then we have to rebook your services. Okay?
SC	Okay so yeah and then I'll call you back as soon as I fill it out okay?



S	Yeah, yeah look Staff Captain I can't contact your agent. You can't get your agent either?
SC	No, no we try again to call the agent.
S	Yeah we need to speak to the agent you know. We should be speaking to the agent. We shouldn't be bothering you, you know?
SC	Yeah.
S	Alright I'll send you the email okay.
SC	Thank you.
S	Okay bye.
SC	I'll call you back as soon as I have all the information okay.
S	Okay thank you bye.



Identifier: 20200318125905- [REDACTED] -323937-1170020

Recording of telephone conversation

Martin (M)

Steve (S) VTS Manager

S	VTS, Steve speaking.
M	Oh g'day Steve, it's Martin here mate.
S	Hey Martin, how are ya?
M	Good mate, yourself, how you goin?
S	Not too bad, look, more dramas with these passenger ships mate.
M	Yeah, yep.
S	We've had to pull the pin on this Ruby Princess, she just
M	Inaudible
S	Yeah, she hasn't the declaration up to standard so we're waiting for some more information.
M	Okay, alright.
S	So yeah, I've put it back to expected for the meantime and yeah let us know, I mean I was just gonna give the 2 hours' notice but if you need anymore just let us know.
M	2 hours is alright, yeah, Sam will be up there, I'll just (inaudible)
S	Yeah, pardon?
M	Is Sam alongside yet?
S	Yeah he's all fast, I've asked him to call us but he's just jumped on the cutter now so.
M	Alright, no worries.

S	Yeah I'll speak to him Martin if you like.
M	Alright, no worries, oh yeah.
S	Yeah, um sorry about that, it's all bloody coming at the last minute you know, you're doing it, you're not doing it, they're just a pain.
M	The Skip on that Ruby Princess he is a bit of a shonk, I think he made a false declaration last time I think.
S	Yeah that's right, yeah that's why we're really on to him.
M	Yeah.
S	We wanna know, we wanna just make sure we're getting everything correct you know.
M	Yeah, one hundred percent, yeah.
S	So and we've had some conflicting information too like, you know, bloody calls from New South Wales Ambulance and all this other stuff so.
M	Oh really?
S	Yeah, we just wanna make sure, yeah, legit so yeah look yeah
M	The other option is it goes to anchorage and then the medical doctor goes on board or quarantine goes on board...
S	Yeah well we've got that...
M	... until the doctor inspects the ship.
S	Yeah, well that's a good idea too, he'd have to go to the bank two wouldn't he?
M	Yeah the bank or ah either one, the other you know, there's nothing on Athol is there at the moment?
S	Yeah, there's the Spectrum.
M	Oh is the Spectrum in there?
S	Yeah the bloody thing...

M	How long is that thing going to stay there for?
S	Oh, mate look I'm looking at this...piss it off.
M	We should kick that out to sea, it's ridiculous.
S	Oh it is ridiculous cause it takes up pretty much, when it's at northerly that wind, it sits right across, oh it's a bastard.
M	I can't understand they're letting it stay another night, what a joke, honestly.
S	It's been here...this is...it was here last night too wasn't it?
M	Oh
S	Yeah
M	Just ridiculous.
S	And it's not booked, as far as I can see, Athol 4 to Sydney Cove expected on the 20th so...
M	Why isn't the Harbour Master kicking it out to sea, well we haven't got a Harbour Master, so that's the problem.
S	Yeah, true.
M	Yeah, unbelievable.
S	It is and it's just, oh it's just relentless isn't it at the moment so.
M	Yep.
S	We're doing everything we can Martin, sorry to stuff you round but...you know.
M	Oh no, not at all, yeah.
S	We just wanna, you know, just make sure these blokes start you know, I don't think they realise the severity of it all, they just wanna get in don't they.
M	Well the thing is these are Italian, I mean their country is in absolute turmoil.
S	Yeah it is, it sure is, yeah and I can tell...the staff captain just rang me before...you know

Handwritten signature

M	Yeah.
S	They're desperate to get in.
M	Italian?
S	I said, yeah he's Italian, I said well you need to start answering things properly you know otherwise you stay outside, yeah.
M	It's come from Napier too.
S	Pardon?
M	It's come from Napier.
S	Oh, right?
M	I think it come from Napier hasn't it?
S	Yeah I think it has too, yep.
M	Yeah, it came from Napier, I mean I thought they'd put anything from overseas, last time I heard New Zealand was overseas blanket on it's arriving, I mean the problem is that it's full of Aussies, that's the problem.
S	That's the thing, that's right you're right, yep I know it's (inaudible) Alright.
M	It really (inaudible) anyway I'll (inaudible) mate.
S	No you're right, I've just gotta chase this up mate so hopefully I don't delay Sam any further although he can knock off and we can get another poor old soul to go and do it.
M	We can get ah, if it doesn't then maybe end up rebooking it... so where's Cavinagh? 7.30 job, put those back and the inbound...
S	Yeah we might have to yeah.
M	Good if you can do it at 6 o'clock.
S	Okay, well that's a good idea.
M	Yeah, so he can, I can divert Lindsay to ah, he's on a 7.30 job in Botany, I can call him and say, even if we made it 7 o'clock...he can go out with the Reliance.

S	Yeah okay, alright, like a dual proceed?
M	Yeah 7, make it 7.15 or 7 o'clock yeah.
S	Okay, I'll yeah well hopefully we get this information sooner or later then we'll make a call hey, whatever suits you best, okay?
M	Yeah, look no worries at all.
S	Alright Martin, okay, thanks mate, good night.
M	Yeah, see you later.
S	Bye.

edc

Identifier: 20200318130643- [REDACTED] -323938-1170022

Recording of telephone conversation

Steve

(S) Duty VTS Manager

Sam

(SA) Port Authority Marine Pilot

S	VTs Steve speaking
SA	G'day Steve, Sam. How are ya?
S	Hey good Sam. Mate that Ruby Princess has been denied at this stage just for biosecurity reasons. They just haven't declared yeah what they're supposed to properly so yeah we'll knock it on the head till we get the correct info mate.
SA	Alright so do I go home or do I sit around and wait
S	I've spoken to Martin. Martin's going to have a chat to you.
SA	Oh okay.
S	Okay. Would you mind giving him a bell?
SA	Yeah, yeah I'll give him a call.
S	Okay good on ya Sam bye.
SA	Bye



EM

Identifier: 20200318130613- [REDACTED] -179354-179354

Recording of telephone conversation

Steve (S) VTS Manager

DR (Ship's Doctor)

S	VTS Steve speaking.
DR	Hello?
S	Hi?
DR	Hi, good morning, this is Hilda speaking. I'm here with the Captain and Staff Captain and I am the Doctor, who am I speaking now?
S	You're speaking to the VTS manager.
DR	Right, we've been receiving emails from Steve Howieson requesting the MARS declaration for the Ruby Princess?
S	That's right.
DR	We've just sent it across to you, you've received that with a few comments and we're just following that up with a phone call just in case you have any further questions for us. Do you want to have a look at it?
S	Yeah I haven't received it yet Doctor, just bear with me.
DR	Alright, No worries.
S	[S talking to a third person: Who's that? Yeah Cam okay, just tell him I'll call him back in 5, I've just got the ship's doctor.] Yeah I still haven't received it. Did you get our latest email just regarding the people on board that you've declared and...
DR	Yeah.
S	Yeah, so...
DR	So what we've received is your request for the MARS report saying...
S	Yes.

DR	And we've also got a verbal request about how many ill passengers or crew on board so we've got quite a few upper ear right tract infections and we had a few isolated guests as well, one crew member and a few guests. We sent the full report through to New South Wales Public Health and they've cleared us for disembarkation with a general precaution so you know and all the guests that are currently sick are in isolation.
S	Okay.
DR	If you look at a number for the entire cruise, you know, all the sick people, about 110 or 120 of all sick people but the currently ill guests and crew are isolated and all of these numbers have been sent through to New South Wales Public Health, they've reviewed it and they've cleared us for disembarkation when we arrive. We also have 2 medical disembarks which they have cleared us to go ahead with as soon as we arrive.
S	Okay and what's the nature of the medical disembarks?
DR	So they have an upper ear infection. The one guy has a small heart attack and the one lady has a trapped nerve with her left leg.
S	Upper ear infection, okay.
DR	They both have upper respite infections but the reason they are going to disembark is not so much that more the heart attack for the one guy, he's not a critical patient but he is having heart ischaemia and the other lady has it looks like a trapped seminal nerve of the left leg so a nerve coming from the back.
S	Nerve entrapment from the back, okay.
DR	And both of those ambulances have been requested already.
S	Okay.
DR	Also both of those guests are in the medical centre, also isolated, should you be concerned about the...[inaudible] We don't have a diagnosis for upper respite infection so that will obviously need to be investigated when they get to the hospital but they are both in the medical centre and they have no access to the ship area.
S	Alright so they're both in the medical centre. Okay so you do require an ambulance, I guess that's what I'm getting to because we have been receiving calls from the ambulance service saying that they're not very specific so it's very hard to determine whether it's you know a hoax or not.
DR	So we do have patients that will be disembarking.

S	You have requested ambulance on arrival?
DR	Yes.
S	Okay, alright, sure. Yep, fine. I've just received your MARS declaration now.
DR	Okay.
S	I'll just have a quick look at it while I've got you.
DR	No worries.
S	Could I just get your number there, Mam, your phone number?
DR	Do you want my cell phone number, is that easier because I don't know what the actual.
S	It would be easier yeah, are you on a satellite phone at the moment?
DR	I'm not, I do have Whats App on my phone, or the staff Captains cellphone number, whichever one you prefer.
S	A cell phone would be good if you've got access to one.
DR	We don't use line numbers much, we kind of use data most of the time. Right, yeah. I'll get the number in a minute.
S	That's fine, that's fine. Okay what I'll do is I'll have...are you gonna stay on the bridge?
DR	Yes.
S	Yeah, okay, alright great Doctor, look i'll um, you've got our number so what I might do is contact the ship via the VHF radio and then get you to call us, I've just gotta report to the Harbour Master and then I'll give you a, I'll be back in touch with you. Thanks for sending us the health report and I've just gotta escalate it to my superior but thanks for the information, okay?
DR	Right, I'm assuming the pilot time is dependent on what your superior says then?
S	Yes, that's correct.
DR	Because we haven't got a confirmed time yet.

S	Not at this stage. Look we'll do everything that we can to keep you on track but yeah I've just gotta escalate this and yeah we'll go from there, okay?
DR	Okay, thank you we will be waiting.
S	Thanks Doctor, bye bye.



Identifier: 20200318132320-[REDACTED]-323942-1170030

Recording of telephone conversation

Cameron Butchart

(C) Duty Harbour Master

Steve Howieson

(S) Duty VTS Manager

C	How are ya?
S	Hey mate. So I've just spoken to the doctor.
C	Yeah.
S	She's got about 110 in isolation.
C	Yeah.
S	With different types of illnesses. Not, they don't believe.
C	I've got a weird number ringing me, just hold on a sec.
S	Yeah.

[Handwritten signature]

10/11

Identifier: 20200318131535-
1170031

-179357-

Recording of telephone conversation

S Steve Howieson

C Cameron Butchart

S	Cam,
C	Yeah, sorry that was Home Affairs.
S	Home Affairs?
C	Yeah, I don't know even what they do, now they're onto it, but what their doctor say?
S	Okay so the doctor has requested ambulance for two passengers.
C	But what for though?
S	So an upper ear infection, a heart attack non-critical and a lady's got a nerve entrapment in her leg.
C	Jesus Christ. <i>[laughing]</i>
S	Yeah and they've been cleared with general precautions, the...
C	What's the last one? A nerve.
S	A nerve entrapment, so a trapped nerve in her leg or something, maybe deep vein thrombosis or something. I don't know.
C	In that report said he had 128 people, alright and how many people are in isolation?
S	She said 110 to 120.
C	Shit. They're cesspits aren't they, but no COVID signs?
S	No, no, I didn't ask that directly, but I could call her back?

[Handwritten signature]

C	No, no, all good, all good.
S	So NSW Public Health have cleared the vessel...
C	Yep.
S	According to her, with general precautions.
C	Yep.
S	And yeah the nature of those two people that require the ambulance, as I said, they've both got upper ear infections and the one's had a heart attack non-critical and the other's got a trapped nerve in her leg.
C	Alright, no worries, so okay...alright let me alert Emma, bye bye.
S	Yep. Just let me know when you want me to rebook her if that's the way we go?
C	Yeah, rebook it, rebook it, rebook it. Yeah cheers
S	Rebook her? I'll rebook for when, just 2 hours I guess.
C	Yeah, 2 hours.
S	I will have to give them the notice, yeah. I'll see what the services wanna do, okay, alright, see you bye.

Identifier: 20200318132324-[REDACTED]-179359-1170035

Recording of telephone conversation

Laurence (L) Ausport Marine (linesmen)
Steve (S) Duty VTS Manager

S	Hey Laurence, its Steve.
L	Yes mate.
S	Mate we're back on.
L	Oh dear, for what time?
S	Well they're going to head out now but whenever you guys can get there.
L	Wow okay. Um, Right. Oh dear. Ummm.
S	Have you stood them down? Course you have yeah why wouldn't you. Well the vessel can hold alongside until you get there.
L	Should we say, I mean... have you announced like that or what?
S	Well yeah
L	I know you had to give us 2 hours to say it wasn't on so.
S	Yeah well we do operate on the 2 hours so if you can't be there for 2 hours well that's our fault.
L	Right okay.
S	I mean if you can do better than that that would be appreciated but I understand you know we've stuffed you around yeah, so.
L	Yeah um, how about, can we make it for 2 or 3 o'clock or something like that?
S	Oh 2 would be good. Would you be able to be down the terminal by 2 or not?
L	Ummm I don't know.

S	Do you want to give us a call back or do you want me to call you back? If you ring the boys and just asked them and just ask them what's their best time. You know sorry to stuff you around Laurence.
L	Alright sweet.
S	Okay see ya mate, bye.
L	See ya mate.



Identifier: 20200318132903- [REDACTED] -323943-1170032

Recording of telephone conversation

Sam

(SAM) Port Authority Marine Pilot

Steve

(STEVE) Duty VTS Manager

STEVE	VTS, Steve speaking.
SAM	G'day Steve, Sam, how are ya mate?
STEVE	Mate, good. Just got everything back from the ship that we need.
SAM	Yep.
STEVE	So she's been given clearance to come in.
SAM	Okay.
STEVE	I've just gotta organise...yeah your linesmen mate, that's the only sticking point.
SAM	Alright.
STEVE	Alright but your tug's fine.
SAM	Yep.
STEVE	Yep and I'll get you a linesman there, I'll do my best, I'll let you know but if you wanna head out it's up to you.
SAM	Oh did you stand them down did you?
STEVE	Yeah I had to, I had no choice.
SAM	Alright.
STEVE	So just, or do you want me to make the call quickly to them?
SAM	Oh no, we'll just go out.
STEVE	You'll just go? Alright well you definitely have your tug.



SAM	We can hold ourself alongside until a linesman turn up if we have to.
STEVE	Yeah I'll get them to just do their best okay?
SAM	Yeah, no worries mate.
STEVE	Okay Sam, thanks a lot, seeya, bye
SAM	Thanks mate, seeya mate, bye



Identifier: 20200318133346-[REDACTED]-179360-1170037

Recording of telephone conversation

Lawrence

(L) Ausport Marine (linesmen)

Steve

(S) VTS Manager

S	Hey Lawrence.
L	Ausport
S	It's Steve at VTS.
L	Yep. I just rang the boys there and it's all sweet for 1 o'clock.
S	Oh thank you so much mate. Sorry to stuff you around.
L	No worries mate.
S	I really yeah appreciate it Lawrence.
L	All good mate.
S	See ya buddy.
L	Talk soon.
S	Bye.

PAU

OK

Identifier: 20200318141817- [REDACTED] -323949-1170044

Recording of telephone conversation

Steve (S)

Ali (A)

S	Yeah Steve speaking.
A	Good morning this is Ali from Spotless security at the terminal.
S	Hey Ali how are you?
A	I'm alright. I just letting you know I've done the white level and all clear we ready for the ship.
S	Thank you Ali.
A	And I just get your name again Peters?
S	No Steve.
A	Oh Steve, okay Steve, thank you very much.
S	Thank you Ali see you.
A	Thanks bye.

Handwritten signature

OK

Identifier: 20200318151241- [REDACTED] -179368-1170053

Recording of telephone conversation

Steve Howieson

(S) Duty VTS Manager

Jody

(J) Service NSW

Rhiannon

(R) Coronavirus hotline

S	VTS Steve speaking
J	Oh hi, Jody at reception how are you?
S	Good thanks.
J	That's good. I have got one of the staff on the Coronavirus hotline. She is wanting to speak with you in relation to the Ruby Princess and possible Corona patient on board.
S	Yeah who is it?
J	She didn't give me her name. She was kind of speaking in the third person as she wanted us to contact the Harbour Master but she's coming through from the Coronavirus hotline staff.
S	Coronavirus hotline?
J	Yes, yes who we normally transfer to them as well as to you guys but she's taken a call from gentleman, a police officer who is trying to speak with somebody about disembarking or not disembarking the Ruby Princess due to a Coronavirus possible outbreak on the ship.
S	Well they should have our direct number if it's the police.
J	I don't know sorry.
S	Okay yeah you can send them through.
J	Okay thank you.
R	Hello?
S	Hi.
R	Hello. How are you today?
S	Good thanks.
R	That's good. I'm not sure whether you've received any information why I have been transferred through to you. My name is Rhiannon. I am actually one of the call takers for the Coronavirus health information line. What I was ringing for is we

	have been advised by a police officer in Sydney that the cruise ship the Ruby Princess which apparently is docking right now in Circular Quay, the Harbour Master has actually advised that there is a possible Coronavirus patient on the ship so he was called and so was the ambulance but apparently the Harbour Master wasn't able to get through to do his normal processes so that's the reason why they called us and I was just wondering is that information that I would be passing on to you?
S	Umm can we start with the details of the person?
R	Yeah, sorry the person. I don't have any details of the patient.
S	No not the patient the actual person that's called you with this information.
R	Yeah so it was actually a policeman from Sydney. Yeah so Senior Constable Andrew. I'm not sure from which station. So he was called by the Harbour Master about this situation.
S	Okay. Senior Constable?
R	Andrew
S	Andrew was it? Do you have a contact number?
R	I don't have a contact number for him however he did leave me the contact number for the Harbour Master.
S	Yeah and what was that?
R	So his name is Cameron and the phone number is [REDACTED].
S	Okay.
R	Now the policeman did advise that they have sent two ambulances to meet the Ruby Princess but they rang us to see what we can actually do about. We are unfortunately not a reporting line but I just said to him that I would see what I could do so that's why we were hoping to speak to you and see if there was something that you could do because I think what they wanted to do is delay the actual de-embarkation.
S	Yeah, Health NSW they've got this situation in hand.
R	Oh they are already aware of it are they?
S	Yeah so they're dealing with it.
R	Oh fantastic excellent. Well that's really good to hear. Wonderful. Oh I'm so happy. That's wonderful. Thank you so much for giving me that information.
S	That's okay. Yeah alright Rhiannon thanks.
R	That's alright. Is there anything else that you need from me?
S	Yeah no, no I don't think so.

R	No all good? Alright lovely I'll leave that with you. Thank you so much.
S	Okay bye now.

all

Annexure B


Identifier: Terminal Ch 12 South Head 18-03-2020 23-19-20

Recording of VHF radio transmission

Steve Howieson

(S) Duty VTS Manager

S	Oh Ruby Princess, this is Sydney VTS so good evening ma'am. We have sent you an email, we sent you some mail. We want to obtain a copy of your MARS declaration. Could you please send a copy of that declaration to VTS via email? And also in your declaration, your bio declarations, you have advised that there are ill passengers and crew on board. We need more information on these passengers and their illnesses. So if you can send us that MARS declaration that would be much appreciated and also we are trying to contract your ship's agent and we have been unsuccessful. We need to contact your ship's agent as soon as possible. At this time your arrival is denied into Sydney Harbour. We need to speak to your vessel's agent as soon as possible, over.
----------	---


Stephen Howieson
30/04/2020

Identifier: Terminal Ch 12 South Head 18-03-2020 23-20-30

Recording of VHF radio transmission

Female

(F)

F	Okay, well copy. We will try to contact our Agent and to send again the biosecurity declaration with more information regarding the illness ah person onboard.
---	--



Identifier: Terminal Ch 12 South Head 19-03-2020 00-30-39

Recording of VHF radio transmission

Steve Howieson **(S) Duty VTS Manager**

F **(F) Ruby Princess officer of the watch**

S	Ah, Ruby Princess this is Sydney VTS. Morning again Ma'am. Based on the information you've provided and speaking to your Doctor on board you have traffic clearance to enter the Port of Sydney. So you may enter and our pilot vessel is on its way to you now. Anticipate Pilot boarding in approximately 40 minutes, so approximately 01:10 over.
F	Okay, well copied 01:30 approximately 40 minutes from now. Pilot is on his way and we are cleared to, we have permission to go in.



Annexure C

Steve Howieson

From: SY_VTS
Sent: Wednesday, 18 March 2020 7:20 PM
To: 'Ruby Bridge'; Ruby Captain
Cc: SY_VTS; [REDACTED]@carnivalaustralia.com'
Subject: BIO SECURITY DECLARATION

Hello Captain,

Sydney VTS are yet to receive your vessels BIO-SECURITY declaration. Failure to disclose this information may result in a delay to your pilot boarding. Please answer the questions below as soon as possible prior to your vessels pilot boarding time.

- What were the last 5 ports of call?
- Are there any ill passengers or crew on board?
- Are any crew members showing symptoms of Covid-19 on board?
- Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? What date did the vessel depart these countries.
- Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days.
- Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago?

Kind Regards,

Steve Howieson Vessel Traffic Services Operator

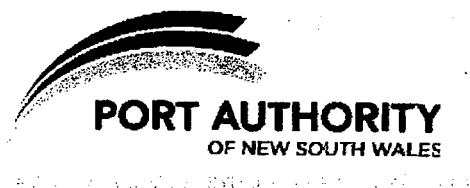
Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road Port Botany NSW 2036 Australia
PO Box 25, Millers Point NSW 2000 Australia

E: [REDACTED]@port.nsw.gov.au

T: [REDACTED]

www.port.nsw.gov.au



Stephen Howieson
Stephen Howieson
30/04/2020

10/11

Steve Howieson

From: Ruby Bridge <[REDACTED]@princesscruises.com>
Sent: Wednesday, 18 March 2020 8:03 PM
To: SY_VTS
Cc: Ruby Captain; [REDACTED]@carnivalaustralia.com; Ruby Staff Captain 1; Ruby Bridge; Ruby Senior Doctor
Subject: RE: BIO SECURITY DECLARATION

Good day Sir,

Please read below arrival declaration as per your instruction.

- > What were the last 5 ports of call? - Napier 15/03/20, Wellington 14/03/20, Akaroa 13/03/20, Port Chalmers 12/03/20, Fiordland 11/03/20
- > *Are there any ill passengers or crew on board? Yes*
- > *Are any crew members showing symptoms of Covid-19 on board? No*
- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? **NO**
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days. **NO**
- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago? **NO**

Kind Regards

F.Savarese

1st Officer

From: SY_VTS [mailto:[REDACTED]@portauthoritynsw.com.au]
Sent: Wednesday, March 18, 2020 9:20 PM
To: Ruby Bridge; Ruby Captain
Cc: SY_VTS; [REDACTED]@carnivalaustralia.com
Subject: BIO SECURITY DECLARATION

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- Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago?

Kind Regards,

Steve Howieson : Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia
PO Box 25, Millers Point | NSW 2000 Australia

E: port@portauthority.nsw.gov.au

T: [+61815551111](tel:+61815551111)

www.portauthority.nsw.gov.au

LAURENCE NEWCASTLE GREENE PORT BOTANY

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To the extent that the matters contained in this email relate to services being provided by Princess Cruises and/or Holland America Line (together "HA Group") to Carnival Australia/P&O Cruises Australia, HA Group is providing these services under the terms of a Services Agreement between HA Group and Carnival Australia.



Steve Howieson

From: SY_VTS
Sent: Wednesday, 18 March 2020 8:52 PM
To: SY_Shiftmasters; SY_Cutter Masters; SY_Pilots; Sarah Marshall
Cc: SY_VTS
Subject: FW: BIO SECURITY DECLARATION

FYI,

Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]

steve.howieson@port.nsw.gov.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>
Sent: Wednesday, 18 March 2020 8:03 PM
To: SY_VTS <[REDACTED]@portauthoritynsw.com.au>
Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com; Ruby Staff Captain 1 <[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>; Ruby Senior Doctor <[REDACTED]@princesscruises.com>
Subject: RE: BIO SECURITY DECLARATION

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Kind Regards
F.Savarese
1st Officer

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- Are any crew members showing symptoms of Covid-19 on board?
- Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? What date did the vessel depart these countries.
- Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days.
- Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago?

Kind Regards,

Steve Howieson Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road : Port Botany NSW 2036 Australia
PO Box 25, Millers Point : NSW 2000 Australia

E: [REDACTED]@portlandcitynew.com.au

T: [REDACTED]

www.intel.com/press/001129

YAP-RECEIVED: YF-HY PORTUGAL: FAK

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Steve Howieson

From: SY_VTS
Sent: Wednesday, 18 March 2020 9:09 PM
To: 'Ruby Bridge'; SY_VTS
Cc: Ruby Captain; [REDACTED]@carnivalaustralia.com'
Subject: RE: Ruby Princess - 4 hours Notice to Arrival Sydney

Sir,

Your 4 hour notice of ETA has been received.

Your pilot boarding time is 01:00 Local Time

Local Time is UTC + 11 hrs

You are requested to call Sydney VTS on VHF Channel 12 when 2 hours from the Sydney Pilot Boarding Area

Arrival Information

- 1) Engine test
 - * Engines are to be tested astern before the pilot boards if they have not been tested in the last 24 hours
- 2) Pilot ladder
 - * Pilot ladders are to be rigged in strict accordance with Solas Regulation V/23, IMO resolutions and IMPA recommendations.
 - * Pilot ladder to be rigged on the lee side to the swell when approaching the pilot boarding place, 2.5 metres above the water.
 - * Two proper manropes without knots or monkeys fists must be provided.
 - * No tripping lines are to be attached to the pilot ladder below the lowest spreader.
 - * Where the freeboard of the vessel exceeds nine metres and the use of a combined accommodation ladder and pilot ladder is necessary, the lower platform of the accommodation ladder should be about six metres above the waterline and, together with the pilot ladder and manropes, be secured to the ship's side.
 - * Pilot hoists are not acceptable as an alternative to a combination ladder
 - * Failure to comply may delay pilot boarding
- 3) Anchoring
 - * There are no recommended safe anchorages off the coast for vessels waiting to enter Sydney Harbour or Botany Bay.
 - * Anchoring is at the discretion of the Master; however it is highly recommended that vessels remain at least 3 nautical miles from the coastline and outside port limits.

Kind Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]
www.portauthoritynsw.com.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>
Sent: Wednesday, 18 March 2020 8:30 PM
To: SY_VTS <[REDACTED]@portauthoritynsw.com.au>



Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com'
Subject: Ruby Princess - 4 hours Notice to Arrival Sydney

Good Morning Sir,
Please read below **4 Hour NOA to Sydney**:

A: ETA POB: **19/01:00LT**
B: Max Draft : **8.80 m**
C: Displacement: **52808.5T**
D: **Bow & Stern Thrusters - Fully Operational**
E: **No Defect**
F: LOA : **289m**

Kind Regards
Ruby Princess Bridge

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Steve Howieson

From: SY_VTS
Sent: Wednesday, 18 March 2020 9:11 PM
To: 'Ruby Bridge'; SY_VTS
Cc: Ruby Captain; [REDACTED]@carnivalaustralia.com
Subject: RE: Ruby Princess - 4 hours Notice to Arrival Sydney

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Kind Regards,

Steve Howieson Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road : Port Botany NSW 2036 Australia

T: [REDACTED]
www.portauthoritynsw.com.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>
Sent: Wednesday, 18 March 2020 8:30 PM
To: SY_VTS <[REDACTED]@portauthoritynsw.com.au>



Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com'
Subject: Ruby Princess - 4 hours Notice to Arrival Sydney

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Kind Regards
Ruby Princess Bridge

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A handwritten signature in black ink, appearing to be 'AM' or similar, located in the bottom right corner of the page.

100

Steve Howieson

From: SY_VTS
Sent: Wednesday, 18 March 2020 10:55 PM
To: Cameron Butchart
Cc: SY_VTS
Subject: FW: BIO SECURITY DECLARATION

Hi Cam,

Please see Masters BIO DECLARATION.

Regards,

Steve Howieson Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]


www.portauthority.nsw.gov.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>
Sent: Wednesday, 18 March 2020 8:03 PM
To: SY_VTS <[REDACTED]@portauthoritynsw.com.au>
Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com; Ruby Staff Captain 1 <[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>; Ruby Senior Doctor <[REDACTED]@princesscruises.com>
Subject: RE: BIO SECURITY DECLARATION

Good day Sir,

Please read below arrival declaration as per your instruction.

- > What were the last 5 ports of call? - Napier 15/03/20, Wellington 14/03/20, Akaroa 13/03/20, Port Chalmers 12/03/20, Fiordland 11/03/20
- > ***Are there any ill passengers or crew on board? Yes***
- > ***Are any crew members showing symptoms of Covid-19 on board? No***
- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? **NO**
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days. **NO**
- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago? **NO**



Kind Regards
F.Savarese
1st Officer

From: SY_VTS [mailto: [REDACTED]@portauthoritynsw.com.au]
Sent: Wednesday, March 18, 2020 9:20 PM
To: Ruby Bridge; Ruby Captain
Cc: SY_VTS; [REDACTED]@carnivalaustralia.com'
Subject: BIO SECURITY DECLARATION

Hello Captain,

Sydney VTS are yet to receive your vessels BIO-SECURITY declaration. Failure to disclose this information may result in a delay to your pilot boarding. Please answer the questions below as soon as possible prior to your vessels pilot boarding time.

- What were the last 5 ports of call?
- Are there any ill passengers or crew on board?
- Are any crew members showing symptoms of Covid-19 on board?
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Kind Regards,

Steve Howieson . Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road Port Botany NSW 2036 Australia
PO Box 25, Millers Point NSW 2000 Australia

E: [REDACTED]@portauthoritynsw.com.au

T: [REDACTED]
www.portauthoritynsw.com.au

YAKYU, NEWCASTLE - SYDNEY - PORT KEN RELATED

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A handwritten signature in black ink, appearing to be 'MAM' or similar, located in the bottom right corner of the page.

104

Steve Howieson

From: SY_VTS
Sent: Wednesday, 18 March 2020 10:59 PM
To: 'Ruby Bridge'
Cc: SY_VTS
Subject: RE: BIO SECURITY DECLARATION

Good Evening,

Please send a copy of your vessels MARS declaration to Sydney VTS prior to your pilot boarding time. Failure to do so will result in a delay to your pilot boarding.

Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]
www.portauthoritiesnsw.com.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>
Sent: Wednesday, 18 March 2020 8:03 PM
To: SY_VTS <[REDACTED]@portauthoritiesnsw.com.au>
Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com; Ruby Staff Captain 1 <[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>; Ruby Senior Doctor <[REDACTED]@princesscruises.com>
Subject: RE: BIO SECURITY DECLARATION

Good day Sir,

Please read below arrival declaration as per your instruction.

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- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? **NO**
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days. **NO**
- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago? **NO**

Kind Regards
F.Savarese
1st Officer

From: SY_VTS [mailto:████████@portauthoritynsw.com.au]
Sent: Wednesday, March 18, 2020 9:20 PM
To: Ruby Bridge; Ruby Captain
Cc: SY_VTS; ██████████@carnivalaustralia.com'
Subject: BIO SECURITY DECLARATION

Hello Captain,

Sydney VTS are yet to receive your vessels BIO-SECURITY declaration. Failure to disclose this information may result in a delay to your pilot boarding. Please answer the questions below as soon as possible prior to your vessels pilot boarding time.

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Kind Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia
PO Box 25, Millers Point | NSW 2000 Australia

E: ██████████@portauthoritynsw.com.au

T: ██████████
www.portauthoritynsw.com.au

YAMBA - NEWCASTLE - SYDNEY - PORT KEMBLA - LEDEN

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10/1

Butler, Madeleine

From: Cameron Butchart
Sent: Wednesday, 18 March 2020 11:52 PM
To: SY_VTS
Cc: Emma Fensom; Robert Rybanic
Subject: RE: BIO SECURITY DECLARATION

Thank you Steve,

As discussed and under the circumstances, we've now received from NSW ambulance

- Please deny the booking in the Ships.
- Please continue to try and raise them on VHF and advise the ship that there booking is denied, and they're to have their agent contact Sydney VTS urgently.
- Please also email the ship and ask what the symptoms of the sick passengers are, that they previously declared.
 - Are they crew
 - Are they passengers
- Ask for a copy of the MARS health declaration.

Please keep me updated.

Cameron Butchart | Manager, Port Services

Port Authority of New South Wales

4 Towns Place | Millers Point NSW 2000 Australia

T: [REDACTED] M: [REDACTED]
www.portauthoritiesnsw.com.au

From: SY_VTS
Sent: Wednesday, 18 March 2020 10:55 PM
To: Cameron Butchart
Cc: SY_VTS
Subject: FW: BIO SECURITY DECLARATION

Hi Cam,

Please see Masters BIO DECLARATION.

Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]
www.portauthoritiesnsw.com.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>

Sent: Wednesday, 18 March 2020 8:03 PM

To: SY_VTS <[REDACTED]@portauthoritiesnsw.com.au>

Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com; Ruby Staff Captain 1 <[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>; Ruby Senior Doctor

██████████@princesscruises.com>

Subject: RE: BIO SECURITY DECLARATION

Good day Sir,

Please read below arrival declaration as per your instruction.

- > What were the last 5 ports of call? - **Napier 15/03/20, Wellington 14/03/20, Akaroa 13/03/20, Port Chalmers 12/03/20, Fiordland 11/03/20**
- > **Are there any ill passengers or crew on board? Yes**
- > **Are any crew members showing symptoms of Covid-19 on board? No**
- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? **NO**
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days. **NO**
- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago? **NO**

Kind Regards

F.Savarese

1st Officer

From: SY_VTS [mailto:██████████@portauthoritynsw.com.au]

Sent: Wednesday, March 18, 2020 9:20 PM

To: Ruby Bridge; Ruby Captain

Cc: SY_VTS; ██████████@carnivalaustralia.com'

Subject: BIO SECURITY DECLARATION

Hello Captain,

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- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? What date did the vessel depart these countries.
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days.

➤ Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago?

Kind Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia
PO Box 25, Millers Point | NSW 2000 Australia

E: [REDACTED]@portauthoritiesnsw.com.au

T: [REDACTED]
www.portauthoritiesnsw.com.au

YAMBA | NEWCASTLE | SYDNEY | PORT KEMBLA | ELLEN

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10/11

Steve Howieson

From: SY_VTS
Sent: Thursday, 19 March 2020 12:14 AM
To: SY_VTS; 'Ruby Bridge'
Cc: Cameron Butchart
Subject: RE: BIO SECURITY DECLARATION

Attention Staff Captain,

As discussed by Telephone

Please answer the following questions

- Are the sick persons onboard that you previously declared passengers or crew?
- What are their symptoms?
- Please send a copy of your vessels MARS declaration to Sydney VTS by email

Regards,

Steve Howieson Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia
PO Box 25, Millers Point | NSW 2000 Australia

E: [REDACTED]@portauthoritynsw.com.au

T: [REDACTED]
www.portauthoritynsw.com.au



From: SY_VTS <[REDACTED]@portauthoritynsw.com.au>
Sent: Wednesday, 18 March 2020 10:59 PM
To: 'Ruby Bridge' <[REDACTED]@princesscruises.com>
Cc: SY_VTS <[REDACTED]@portauthoritynsw.com.au>
Subject: RE: BIO SECURITY DECLARATION

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Regards,

Steve Howieson | Vessel Traffic Services Operator

A handwritten signature in black ink, appearing to be "M. Howieson".

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]
www.portauthoritiesnsw.com.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>

Sent: Wednesday, 18 March 2020 8:03 PM

To: SY_VTS <[REDACTED]@portauthoritiesnsw.com.au>

Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com; Ruby Staff Captain 1
<[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>; Ruby Senior Doctor
<[REDACTED]@princesscruises.com>

Subject: RE: BIO SECURITY DECLARATION

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- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago? **NO**

Kind Regards

F.Savarese

1st Officer

From: SY_VTS [mailto:[REDACTED]@portauthoritiesnsw.com.au]

Sent: Wednesday, March 18, 2020 9:20 PM

To: Ruby Bridge; Ruby Captain

Cc: SY_VTS; [REDACTED]@carnivalaustralia.com

Subject: BIO SECURITY DECLARATION

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Kind Regards,

Steve Howieson Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road : Port Botany NSW 2036 Australia
PO Box 25, Millers Point : NSW 2000 Australia

E: [REDACTED]@comcast.net

T: [REDACTED]
 616.601.1400 - 1.800.451.5111

PLASMA MEMBRANE PROTEIN EXPRESSION IN HEPG2 CELLS

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104

FW: BIO SECURITY DECLARATION

From: SY_VTS [REDACTED]@portauthoritynsw.com.au>
To: Cameron Butchart <[REDACTED]@portauthoritynsw.com.au>
Date: Thu, 19 Mar 2020 00:25:35 +1100
Attachments: REPORT.PDF (125.71 kB)

From: Ruby Staff Captain 1 [mailto:[REDACTED]@princesscruises.com]
Sent: Thursday, 19 March 2020 12:15 AM
To: SY_VTS <[REDACTED]@portauthoritynsw.com.au>
Cc: Ruby Captain <[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>
Subject: RE: BIO SECURITY DECLARATION

Good evening

Please see attached document, as was submitted to NSW PH. NSW PH have cleared us for disembarkation without any conditions except general precautions. Please also be advised that all passengers and crew that are currently ill are isolated onboard.

Regards,

Sebastiano Azzarelli

Staff Captain
Ruby Princess
Office: [REDACTED] | Pager: [REDACTED] | Mobile: [REDACTED]
[REDACTED]@princesscruises.com

From: Ruby Bridge
Sent: Thursday, March 19, 2020 1:03 AM
To: Ruby Staff Captain 1 <[REDACTED]@princesscruises.com>
Subject: FW: BIO SECURITY DECLARATION

From: SY_VTS [mailto:[REDACTED]@portauthoritynsw.com.au]
Sent: Wednesday, March 18, 2020 11:59 PM
To: Ruby Bridge
Cc: SY_VTS
Subject: RE: BIO SECURITY DECLARATION

Good Evening,

Please send a copy of your vessels MARS declaration to Sydney VTS prior to your pilot boarding time. Failure to do so will result in a delay to your pilot boarding.

Regards,


Stephen Howieson
30/04/2020
POR.001.003.7811

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]

www.portauthoritynsw.com.au

From: Ruby Bridge <[REDACTED]@princesscruises.com>

Sent: Wednesday, 18 March 2020 8:03 PM

To: SY_VTS <>

Cc: Ruby Captain <[REDACTED]@princesscruises.com>; [REDACTED]@carnivalaustralia.com; Ruby

Staff Captain 1 <[REDACTED]@princesscruises.com>; Ruby Bridge <[REDACTED]@princesscruises.com>; Ruby

Senior Doctor <[REDACTED]@princesscruises.com>

Subject: RE: BIO SECURITY DECLARATION

Good day Sir,

Please read below arrival declaration as per your instruction.

- > What were the last 5 ports of call? - Napier 15/03/20, Wellington 14/03/20, Akaroa 13/03/20, Port Chalmers 12/03/20, Fiordland 11/03/20
- > *Are there any ill passengers or crew on board? Yes*
- > *Are any crew members showing symptoms of Covid-19 on board? No*
- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? NO
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days. NO
- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago? NO

Kind Regards

F.Savarese

1st Officer

From: SY_VTS [mailto:[REDACTED]@portauthoritynsw.com.au]

Sent: Wednesday, March 18, 2020 9:20 PM

To: Ruby Bridge; Ruby Captain

Cc: SY_VTS; [REDACTED]@carnivalaustralia.com

Subject: BIO SECURITY DECLARATION

Hello Captain,

Sydney VTS are yet to receive your vessels BIO-SECURITY declaration. Failure to disclose this information may result in a delay to your pilot boarding. Please answer the questions below as soon as possible prior to your vessels pilot boarding time.



- > What were the last 5 ports of call?
- > Are there any ill passengers or crew on board?
- > Are any crew members showing symptoms of Covid-19 on board?
- > Has the vessel been in mainland China, Iran, Republic of Korea or Italy in the last 14 days? What date did the vessel depart these countries.
- > Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days.
- > Are there any crew or passengers who have left, or transited through, mainland China or Iran, Republic of Korea or Italy less than 14 days ago?

Kind Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia
PO Box 25, Millers Point | NSW 2000 Australia

E: [REDACTED]@portauthoritynsw.com.au

T: [REDACTED]
www.portauthoritynsw.com.au

YAMBA | NEWCASTLE | SYDNEY | PORT KEMBLA | EDEN

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To the extent that the matters contained in this email relate to services being provided by Princess Cruises and/or Holland America Line (together "HA Group") to Carnival Australia/P&O Cruises Australia, HA Group is providing these services under the terms of a Services Agreement between HA Group and Carnival Australia.

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COH



Australian Government
Department of Agriculture,
Water and the Environment

Human Health Report

This is a COPY of the Human Health Report submitted to the Department of Agriculture, Water and the Environment. If the Master or Agent of this vessel becomes aware that the information contained in this report is inaccurate, incomplete or out of date, they must complete a new report correcting the information as soon as practicable. Failure to provide this information is in breach of the *Biosecurity Act 2015*.

Vessel Particulars

Vessel Name	IMO	
RUBY PRINCESS	9378462	
Call Sign	Registration/Official #	Country of Registry
ZCDY2	737959	BERMUDA
Vessel Type		
Cruise Vessel		
Vessel Email		
@princesscruises.com		

Arrival Details

Voyage #	Agency to which any updated conditions will be sent
RU2007	CARNIVAL AUSTRALIA SYDNEY

Human Health

1.) Have any persons died on board during the current voyage?

1.1) How many persons died?

1.2) Cause or suspected cause of death:

2.) Have any persons become ill or shown signs of illness in the past 14 days?

Response	Number
Y	128

2.1) Is any person on board the vessel displaying any of the following symptoms?

2.1.1) Temperature over 38°C (if no thermometer is available, any person suspected of having a temperature should be reported)	Y	24
2.1.2) Acute unexplained non-itchy skin rashes or lesions, and non-itchy rashes or lesions caused by illness or exposure to hazardous agents (but not heat rashes, dermatitis, eczema, or similar common skin conditions)		
2.1.3) Muscle aches, diarrhoea, severe headaches or vomiting (but not vomiting caused by inebriation or motion sickness)	Y	6
2.1.4) Severe bruising or bleeding from the nose, ears, eyes,		

mouth, anus or skin (but not in a person pre-disposed to nosebleeds or haemorrhoids, or has cuts and abrasions)		
2.1.5) Glandular swelling in armpits or neck		
2.1.6) Prolonged loss of consciousness where a person cannot be roused (but not loss of consciousness caused by consumption of alcohol, drugs or medications, fainting or sleeping)		
2.1.7) Persistent coughing and difficulty breathing with no apparent cause and no history of similar symptoms (but not persistent coughing and difficulty breathing caused by asthma, heart disease, obesity, chronic bronchitis or emphysema)		
2.1.8) Except in the case of a person with restricted mobility or an otherwise healthy young child - an inability to disembark from a vessel without assistance		
2.1.9) Yellowing of the skin/whites of the eyes		

2.2) Has the ill person(s) on board:

2.2.1) Been in contact with birds/bird products/someone suspected/confirmed of having Avian influenza in the last 14 days		
2.2.2) Eaten raw poultry/raw poultry products in the last 14 days		
2.2.3) Handled samples suspected of containing Avian Influenza virus in the last 14 days		
2.2.4) Travelled Africa, South/Central America or the Caribbean in the last 6 days and do not have a valid yellow fever vaccination certificate?		
2.2.5) Been in Africa in the last 21 days		
2.2.6) Been in contact with camels or bodily fluids from a camel, including having been coughed or sneezed on by a camel, or drunk raw camel milk or consumed camel meat in a country in the Middle East?		

2.3) Gastro-intestinal illness

2.3.1) Cases of diarrhoea and/or gastro intestinal illness have been recorded in the vessel's medical log during the current voyage and/or the last 21 days

6

2.3.2) How many passengers and crew were on board during the current voyage and/or last 21 days

Passengers Crew

2647 1148

2.3.3) Was there any situation on board, which may lead to infection or the spread of disease

N

Details:

2.a) Has the vessel been in mainland China on or before 1 February 2020 and less than 14 days ago?

N

2.b) Has any person on the vessel been in mainland China on or after the 14 February and less than 14 days ago?

N

How many persons?

2.c) Has any person on the vessel been in contact with a proven case of novel coronavirus infection in the last 14 days?

N

How many persons?

End of Human Health Report

Submitted by

RUBYPRINCESS

Submitted on

18/03/2020 19:21

CPM

1901

Steve Howieson

From: SY_VTS
Sent: Thursday, 19 March 2020 1:13 AM
To: Cameron Butchart
Cc: SY_VTS
Subject: RE: Ruby Princess (COVID19) Contracting health alert

Hi Cam,

Sam has already boarded the vessel. VTS did speak to him earlier and explained the contradicting reports we received from the vessel.

Regards,

Steve Howieson | Vessel Traffic Services Operator

Port Authority of New South Wales

Brotherson House, Gate B103 Penrhyn Road | Port Botany NSW 2036 Australia

T: [REDACTED]
www.portauthoritiesw.com.au

From: Cameron Butchart <[REDACTED]@portauthoritiesw.com.au>
Sent: Thursday, 19 March 2020 1:09 AM
To: SY_VTS <[REDACTED]@portauthoritiesw.com.au>
Subject: RE: Ruby Princess (COVID19) Contracting health alert

Sam probably doesn't always check his emails before an early start.

Can you please make sure he knows about this.,

Thanks

Cameron Butchart | Manager, Port Services

Port Authority of New South Wales

4 Towns Place | Millers Point NSW 2000 Australia

T: [REDACTED] M: [REDACTED]
www.portauthoritiesw.com.au

From: Cameron Butchart
Sent: Thursday, 19 March 2020 1:06 AM
To: Sam Chell <[REDACTED]@portauthoritiesw.com.au>
Cc: Emma Fensom <[REDACTED]@portauthoritiesw.com.au>; SY_VTS <[REDACTED]@portauthoritiesw.com.au>
Subject: Ruby Princess (COVID19) Contracting health alert

Good evening Sam,

Please be advised, that this evening we have received contradicting reports that the inbound Ruby Princess has possible Covid19 cases onboard.

The report was raised through Sydney VTS via the Sydney metropolitan ambulance command centre advising that two passengers on board were showing covid19 symptoms.

Since obtaining this report, we have been trying to source further information through the shipowner, and have been advised that this report from the Ambulance NSW is incorrect.

Furthermore, Sydney VTS has managed to raise the onboard DR, who has also confirmed that the information from NSW ambulance is incorrect. The onboard DR has also issued Sydney VTS with a MARS report showing no signs of COVID19 (Please see attached)

With the above information in mind, with knowledge of contradicting reports, I would urge you to please treat the vessel with suspected caution and to please ensure you have the correct PPE for the job.

If you have any hesitations at all or would like to discuss this further, please don't hesitate to touch base with Emma or me.

Many thanks

Cameron Butchart : Manager, Port Services

Port Authority of New South Wales

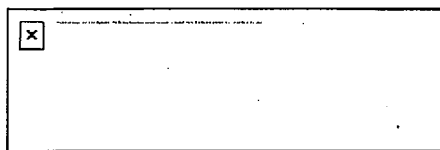
4 Towns Place : Millers Point NSW 2000 Australia

PO Box 25, Millers Point : NSW 2000 Australia

E: [REDACTED]@ports.nsw.gov.au

T: [REDACTED] M: [REDACTED]

www.ports.nsw.gov.au



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4/15/2020

Annexure D

SHIPS - Movement Actuals

Page Name : CBS.frmBuildCreateEditActuals (15/04/2020 20:41:29) (showies1-SPC) Edit Actuals for Complete Arrival for RUBY PRINCESS >> IMO: 9378462, Voyage No: R008

[Print](#)

Visit Details:

Vessel Name:	RUBY PRINCESS	Vessel Type:	PASS	GRT:	113,561
LOA:	288.6	LBP:	242.21	Bow To Bridge:	35.4
Beam:	36	Moulded Depth:	11.4	Keel To Truck:	59.39
Thrust Bow:	6,600	Thrust Stern:	5,160		
Assessment:	1.NIL, 2.NIL, 3.NIL, 4.NIL. All 1 x A Tug Wind >20 knots. Assessment on basis of sister ship EMERALD PRINCESS. As per Pilot Manager. 28/10/19			Year Built:	2008

Sunrise EDST: 06:58 | Sunset EDST: 19:08

Sydney Tides EDST: High: 05:51@1.58m | Low: 12:43@0.54m | High: 18:46@1.27m | Low: 00:18@0.70m

Botany Tides EDST: High: 05:51@1.58m | Low: 12:45@0.53m | High: 18:46@1.25m | Low: 00:19@0.69m

Date:	19/03/2020	Time:	02:29	Agent:	CVL
Booked Date:	19/03/2020	Booked Time:	01:00	Booked Pilot Embark Location:	Sydney
Preferred Date:		Preferred Time:		Actual Pilot Embark Location:	Sydney
From:	Napier	To:	OVERSEAS PASSENGER TERMINAL	Side To:	Starboard
Purpose:	Cruise Vessel / Charter Boat	Main Ship Access:	Shore Gangway		
Booked Bow:	-24 m	Booked Bridge Board:	11 m	Booked Stern:	264 m
Actual Bow:	-25 m	Actual Bridge Board:	11 m	Actual Stern:	264 m
Agent Booked Forward Draft:	8.6 m	Agent Booked Aft Draft:	8.6 m	Agent Booked Displacement:	53,895 t
Vessel Advised Forward Draft:	8.8 m	Vessel Advised Aft Draft:	8.8 m	Vessel Advised Displacement:	52,808 t
Is Bow Thruster Operational:	Yes	Is Stern Thruster Operational:	Yes		
Actual Forward Draft:	8.17 m	Actual Aft Draft:	8.5 m	Actual Displacement:	53,895 t
Pilot/Exempt:	SPC (Pilot)	Pilot Licence Level:	Level 3	Master:	
Tugs 1:	ENGAGE TOWAGE PTY LTD	Tugs:	A	Main Engine:	Yes
Tugs 2:		Tugs:		Gas Free:	N/A (Non Tanker)
Tugs 3:		Tugs:			
Linesmen:	Ausport Marine	Type of Ship Lines:	Synthetic		
In Ballast:	No	Discharging Ballast Approval:			
Representative:	Arnaldo Kretzig	Mobile Number:			
Comments:	CALL BEING REBOOKED FROM 21ST TO 19TH MARCH - RUBY PRINCESS TAKING CARNIVAL SPLENDOR BOOKING APPROVED BY PANSW LAST PORT AMENDED TO NAPIER - nz updated POB - BT				

Movement Details:

Date: Thursday, 19 March, 2020 Sunrise EDST: 06:58 Sunset EDST: 19:08

Date:	19/03/2020	Time:	02:29	Agent:	CVL
Booked Date:	19/03/2020	Booked Time:	01:00		
Preferred Date:		Preferred Time:		Purchase Order:	
Gross Tonnage:	113,561	LOA:	288.6	LBP:	242.21
Bow Thruster (kw):	6,600	Stern Thruster (kw):	5,160	Ship Operator:	
From:	Napier	To:	OVERSEAS PASSENGER TERMINAL	Side To:	Starboard
Purpose:	Cruise Vessel / Charter Boat	Main Ship Access:	Shore Gangway	Pilot Embark Location:	Sydney
Bow:	-25 m	Bridge Board:	11 m	Stern:	264 m
Agent Booked Forward Draft:	8.6 m	Agent Booked Aft Draft:	8.6 m	Agent Booked Displacement:	53,895 t
Vessel Advised Forward Draft:	8.8 m	Vessel Advised Aft Draft:	8.8 m	Vessel Advised Displacement:	52,808 t
Actual Forward Draft:	8.17 m	Actual Aft Draft:	8.5 m	Actual Displacement:	53,895 t
Is Bow Thruster Operational:	Yes	Is Stern Thruster Operational:	Yes		
Pilot/Exempt:	SPC (Pilot)	Pilot Licence Level:	Level 3	Master:	Not Applicable, NA
Tug 1 Company:	ENGAGE TOWAGE PTY LTD	Tug 1 Type:	A	Main Engine:	Yes

4/15/2020

SHIPS - Movement Actuals

Tug 2 Company: Tug 2 Type: Gas Free: N/A (Non Tanker)
 Tug 3 Company: Tug 3 Type: In Ballast: No
 Linesmen: Ausport Marine Type of Ship Lines: Synthetic
 Pratique: Radio
 Discharge Ballast Approval:
 Comment: CALL BEING REBOOKED FROM 21ST TO 19TH MARCH - RUBY PRINCESS TAKING CARNIVAL SPLENDOR BOOKING APPROVED BY PANSW LAST
 PORT AMENDED TO NAPIER - nz updated POB - BT
 Contact Name: Arnaldo Kretzig Phone Number: Movement Status: Complete

Port From: Napier

Berth To: OVERSEAS PASSENGER
TERMINAL

Stevedore: System

Pilots: Main: CHELL, SAM ✓ Pilot Code: CHES1
 Assisting: -- Select -- ✓
 Observer Pilot: -- Select -- ✓
 Pilot Under Supervision: -- Select -- ✓
 Pilot Audited: -- Select -- ✓
 Booked Pilot Embark Location: Sydney
 Actual Pilot Embark Location: Sydney ✓ Nominee: PBG Agent ✓

Exempt Master:

Date: 18/03/2020

Time: 21:00

Arrival Off Port:

Position

Arrival at Port Limits:

Date: 19/03/2020

Time: 01:10

Wait Reason:

Code: No Delays

Number of Deferral Events to Add:

0

Main Pilot Final Embark:

Date: 19/03/2020

Time: 01:10

Assisting Pilot Final Embark:

Date:

Time:

Pilot Observer Final Embark:

Date:

Time:

Pilot Under Supervision Final Embark:

Date:

Time:

Pilot Audited Final Embark:

Date:

Time:

Pass Line Zulu:

Date: 19/03/2020

Time: 01:26

Pass Sea Buoy:

Date: 19/03/2020

Time: 01:32

Pass Bradleys Head:

Date: 19/03/2020

Time: 01:39

Pass Fort Denison:

Date: 19/03/2020

Time: 01:49

All Secure At Berth:

Date: 19/03/2020

Time: 02:29

Did the Main pilot stay on board?

No

Did the Assisting pilot stay on board?

No

Main Pilot Final Disembark:

Date: 19/03/2020

Time: 02:39

Assisting Pilot Final Disembark:

Date:

Time:

Pilot Observer Final Disembark:

Date:

Time:

Pilot Under Supervision Final Disembark:

Date:

Time:

Pilot Audited Final Disembark:

Date:

Time:

Draft:

Forward: 8.17

Aft: 8.5

Displacement:

53895

Actual Berth Positions:

Bow: -25

Bridge Board: 11

Stern: 264

Side To: Starboard

Code: No Delays

hrs

mins

4/15/2020
Delay:

SHIPS - Movement Actuals

Code: No Delays
Code: No Delays

nrs mins
hrs mins

Wind Summary Data: 18/03/2020 23:00 (AEST) Speed: 2.9 knots Gust: 5.0 knots Direction: 69.0 deg

FDW01

Comment: CH:08

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SHIPS

all

**Exhibit SH2 to the
Statement of Stephen Howieson dated 15 June 2020**

A handwritten signature in black ink, appearing to read "A. Howieson", located in the bottom right corner of the page.

From:
Sent:
To:

██████████@carnivalaustralia.com on behalf of ██████████@carnivalaustralia.com
Wednesday, 18 March 2020 4:10 PM
██████████@akorndmc.com; ██████████@k9unit.com.au; ██████████@carnivalaustralia.com;
██████████@akorndmc.com; ██████████@wilhelmsen.com; ██████████@abf.gov.au;
██████████@akorndmc.com; ██████████@carnivalaustralia.com; ██████████@toxfree.com.au;
██████████@cleanaway.com.au; ██████████@spotless.com.au;
██████████@akorndmc.com; ██████████@akorndmc.com; ██████████@portauthoritynsw.com.au;
██████████@agriculture.gov.au; 'Daniel Graoroski'; ██████████@suez-env.com.au;
██████████@qube.com.au; ██████████@geodis.com; ██████████@bigpond.com;
██████████@coachcharterspecialist.com.au; ██████████@carnivalaustralia.com;
██████████@spotless.com.au; ██████████@rentcorp.com.au; ██████████@gmail.com;
██████████@k9unit.com.au; ██████████@carnivalaustralia.com; ██████████@abf.gov.au;
██████████@southernncp.com.au; ██████████@nswtaxi.org.au; ██████████@spotless.com.au;
██████████@vdgservices.com.au; ██████████@Spotless.com.au;
██████████@portauthoritynsw.com.au; ██████████@abf.gov.au; ██████████@abf.gov.au;
██████████@agriculture.gov.au; ██████████@akorndmc.com; ██████████@abf.gov.au;
██████████@suez-env.com.au; ██████████@akorndmc.com;
██████████@wilhelmsen.com; ██████████@OACIS.io; ██████████@akorndmc.com;
██████████@carnivalaustralia.com; ██████████@spotless.com.au;
██████████@detectordog.com; ██████████@carnivalaustralia.com;
██████████@carnivalaustralia.com

Subject:

****updated arrival time** RUBY PRINCESS 19 MAR 20 - Programme - OPT**

Good Day,

"RUBY PRINCESS" will return to Sydney on Thursday 19th March.

01:00 19 MAR 20 Pilot at Port Jackson PBG (Last port – Napier ,NZ).

02:30 19 MAR 20 All-fast starboard side-to alongside (head-in), Overseas Passenger Terminal

06:00 19 MAR 20 Loading Hall to close for baggage lay-down.

--- 19 MAR 20 Please Note: No northern gate access

06:00 19 MAR 20 Port Agent & Officials board for clearance.

--- 19 MAR 20 Please Note: Southern SBPP will connect at (Deck under)

--- 19 MAR 20 Please Note: Northern SBPP will NOT be connected

06:45 19 MAR 20 Baggage off-load to commence

07:00 19 MAR 20 Commence passenger disembarkation (approx. 2647 pax, RTC arrival -)

08:30 19 MAR 20 Baggage Hall 2 to be assessed to be release back to loading operation



09:00 19 MAR 20 Baggage Hall 2 to be released back to loading operation

10:00 19 MAR 20 Debark complete

10:15 19 MAR 20 SIGN OFF crew to disembark via terminal for Authority inspection

11:00 19 MAR 20 ** NO EMBARKATION **

20:00 19 MAR 20 SPBB to be disconnected after passenger and crew disembarkation has been completed

20:00 19 MAR 20 Crew brow to be used for any crew movement on/off the ship - in addition a further deck A gangway to be rigged for emergencies

23:59 19 MAR 20 Vessel sails Next port - TBC

Events

Crew Change:

JOINERS: NIL

LEAVERS: will leave ship at 10:30

Expected loading:

Containers : 7

Local Stores : approx. TBC+ pallets

Ambulance / Cherry Picker / Crane

2 ambulance at time of email

TBC cherry picker or crane (one FWD and one AFT)

Lube / Sludge / Bunkering

Sludge / Bilge Trucks: 2 Truck - 40MT

Lube Truck: NIL truck

Bunker Barge: TBC

Bibi Tokovic will be attending Port Agent - mobile [REDACTED]

Kind regards

Leeanne Whitney
Port Agency Coordinator
Carnival Australia
Level 5, 465 Victoria Avenue, Chatswood NSW 2067
p: [REDACTED] m: [REDACTED]
e: [REDACTED]@carnivalaustralia.com
w: www.carnivalaustralia.com

Carnival Cruise Line	Cunard	Holland America Line	P&O Cruises	P&O Cruises World Cruising	Princess Cruises	Seabourn
--	------------------------	--	---------------------------------	--	----------------------------------	--------------------------



**Exhibit SH3 to the
Statement of Stephen Howieson dated 15 June 2020**

A handwritten signature in black ink, appearing to read "G. Howieson", located in the bottom right corner of the page.

Steve Howieson

From: Sarah Marshall
Sent: Saturday, March 14, 2020 6:22 PM
To: SY_VTS Duty Managers; SY_VTS Operators; SY_MarineOperations; SY_Pilots
Cc: Jeanine Drummond; Sharad Bhasin; Bruce Cooper; Cameron Butchart; Adam Browning; Emma Palmer; Emma Fensom; Robert Rybanic
Subject: COVID-19 Response Scenario Matrix
Attachments: Port Authority Covid19 Response Scenario Matrix - version 1.xlsx

Follow Up Flag: Follow up
Flag Status: Completed

All,

I understand this is not yet up on the Dockside hub. Please see attached the COVID-19 Response Scenario Matrix. This will be an evolving document which we hope will guide everyone at this time.

Kind regards
Sarah

Sarah Marshall | General Manager, Operations - Sydney

Port Authority of New South Wales
4 Towns Place | Millers Point NSW 2000 Australia
PO Box 25, Millers Point | NSW 2000 Australia

E: [REDACTED]@portauthoritiesnsw.com.au

T: [REDACTED] F: [REDACTED] M: [REDACTED]

www.portauthoritiesnsw.com.au



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**Exhibit SH4 to the
Statement of Stephen Howieson dated 15 June 2020**

A handwritten signature in black ink, appearing to read 'Stephen Howieson', located in the bottom right corner of the page.



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