Part of the door leading from the passenger compartment into the main deck cargo compartment. The door was blistered, partly collapsed and splattered with an unidentified blue substance on the cargo compartment side. Crew would have entered the cargo compartment through this door to inspect the fire and attempt to bring it under control

SNOOKER BALLS AND FLYING BOXES

The manner in which Theuns Kruger, Director Technical of SAA, researched a possible impact scenario involved painstaking research on the hydrodynamic behaviour of various objects released into water. In co-operation with the Institute of Maritime Technology, Simonstown, and specifically with the support of the Institute's Dr Johan Strümpfer, various items such as the CVR, DFDR and snooker balls which were part of the *Helderberg* cargo were dropped into a 10 m tank and the falling behaviour was then measured and video recorded. From observations of how a CVR would fall had it been broken loose from its support structure, the team was able to make search recommendations to Calamar Operations in Mauritius. The debris field in which the team believed the CVR to be positioned did indeed turn out to be so. Kruger and his team also concluded that there would be a small likelihood of finding the DFDR because of its falling behaviour ('flying off in a direction'). The DFDR was never located.

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