





1972

SOUTH PACIFIC DIVERS.

August - September - October

NEWSLETTER:

Meetings: 3rd Monday each month at 7.45 p.m.

Haberfield Rowing Club,  
Dobroyd Pde.,  
Haberfield.

797-9523.

COMMITTEE:

PRESIDENT:

Mr. Bob Smith, 116 Alice St., Sans Souci. 2219. 529-9699.

SECRETARY:

Mr. Mike Callaclor 44 Murralong Ave., Five Dock. 2046. 83-6634.

TREASURER:

Mr. Des Hennesy, 21 Smalls Rd., Ryde. 2112. 88-2221.

MINUTES

SECRETARY:

Mr. Richard Taylor, 45 Eldon St., Riverwood. 2210. 53-5368.

EDITOR:

Mr. John Wallace, 288 Hawthorne Pde., Haberfield. 2045. 797-9249.

SOCIAL

SECRETARY:

Mrs. Brenda Taylor, 45 Eldon St., Riverwood. 2210. 53-5368.

PUBLIC

RELATIONS:

Mr. Jim Moore, 12 Colvin Ave., Kingsgrove. 2208.

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LETTER FROM THE EDITOR.

Well here we have the very latest South Pacific Divers Newsletter from our new committee; at this stage the Newsletter goes out every 3 months, I would like to see it go out every month, the only way to do this is up to you as Club Members. So any information of interest, no matter what, we will welcome for Publication, and don't forget our DELPHI Column.

Notice to All Members.

The August meeting will take place on 28th August, (last Monday of the Month) only thereafter meetings will revert to the 3rd Monday Monthly.

The Committee also is pleased to remind all members that fees are now due:-

\$4.00	New Members
\$3.00	Renewals.

Your Editor,  
John Wallace.

Cover Pictures -

Richard Taylor &  
Bob Smith.

ACTION ACTION ACTION ACTION ACTION  
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This Club has always been more than an association of divers. In the past our activities have encompassed all manner of Escapeist Adventures like Abseiling, Caving, Rapid Riding, Deep Diving and many more, well here's another first for S.P.D.

The Committee, at a recent meeting, decided to put a suggestion before the members that as a club we should attempt the underwater crossing of Sydney Heads.

It is envisaged that four divers, two up, two down, will make the swim. Of course it goes without saying that it will be necessary for other divers to participate, as well as surface watch-dogs and at least two (2) boats.

So think it over and give us your thoughts at the next Club meeting on August 28, at the Haberfield Rowing Club.



CLUB OUTINGS.

Sat. 12th Aug.	Birchgrove Park. Afternoon and night dive aboard Sea Dreams. See Page 11 for further details.
Wed. 16th Aug.	Ice Skating at Prince Alfred Park 7.30 p.m.
Wed. 23rd Aug.	Night dive, Camp Cove.
Sat. 26th Aug.	Social Scene. Club party Grant Batkins, address 41 Richmond Rd., Rockdale.
Mon. 28th Aug.	Club Meeting.
Sat.Sun. 2 & 3 Sept.	Ski-ing at Thredbo. phone R. Taylor - 53-5368.
Mon. 18th Sept.	Meeting.
Fri. 22nd Sept.	Theatre Party "The Godfathers" followed by Chinese Meal (Dixon Street).
Sun. 24th Sept.	Bare Island, 9.00 a.m.
Sat. 30th Sept. - 1st & 2nd Oct.	Montague Island, long weekend.
Mon. 16th Oct.	Club Meeting.
Sat. 21st Oct.	Calling all Heavies, challenge football match with Newcastle U.R.G. Barbecue to follow, and dive on Sun. 22nd Oct.

LETTER FROM SECRETARY.

Fellow Clubmembers,

My first official act is a pleasant one; I would like to express my appreciation for the confidence shown by you in re-electing the majority of the past committee. I sincerely hope the new Office bearers, and myself, will be able to perform our duties as effectively as our predecessors.

The Club has over the past few years, plodded along complacently with an average of 35 to 40 members. The time for us to double, hopefully even treble this figure has arrived. To achieve this we will require a concentrated effort from ALL members in the form of a recruiting drive.

Once the membership starts to rise, Trawler Trips as we once knew them will be the order of the day. The Club will again function as Sydney's foremost diving club and all of us will benefit.

The task I have set is not a difficult one; if each of us introduces one new member, and lets face it, we all know one diver who is not a member, the result will be obvious in the near future.

Our President has gone to considerable trouble, in terms of personal effort, to produce the magazine covers. They reflect the 'New Image' and concern by some people as to how the club should present itself to others. This is your magazine and if every member contributes it will grow into something eagerly awaited by all. So you can't write like a 16th Century Monk, you can't spell, we have acquired the services of a well known cryptologist to help decipher your hastily written memos.

Letter from Secretary Contd.

Any item, no matter how trivial you think it is, we would like to hear; if your fingers are broken and you can't write, ring a committee man with the latest foul up your best mate has committed, no names mentioned of course.

If we all take a bigger interest in the Club, and our fellow members, I feel certain 1972-73 will be a year to remember. With this idea in mind let's start now, right now, by having a re-appraisal of our original reasons for joining the club. It's time to get out of the rut that we are all in and enjoy ourselves in the company of our friends.

MIKE CALLACLOD.

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THE TUGLOW CAVE TRIP. Report by Grant Batkin.

ON THE 8.7.72.

Richard and Brenda arranged for us to meet them at 7.00 p.m. Saturday at their place, so we could follow them to Tuglow Caves since we did not know the way, especially the turn off. The drive down was uneventful until we reached the steep climb out of Jenolan. As we gained altitude the icy road became treacherous until Richard wasn't able to make headway,

Contd.../7.



THE TUGLOW CAVE TRIP. CONT'D.

His utility wheels would not get enough traction and at each run he had at a particularly steep bend he would lose more ground than he gained. Luckily we had 300 feet of nylon rope and by doubling this up a number of times, attached the utility to Wayne's land rover and slowly pulled him up to the flat.

After about an hour, a number of cans, and numerous stops and starts we had our doubts whether Richard knew the turnoff after all. Then as if to redeem himself he by chance recognized the track after passing it for the second time.

We cursed the lads for not waiting for us at the turnoff as had been arranged and made our way down to the clearing before the steep hill at the creek, the land rover leading the way. Brenda and Kathey stayed in Richard's utility while Wayne, Richard, Snorkels, my German Shepherd dog, and myself went seeking revenge by waking the boys, as it was now 3.00 a.m., and we suspected they were camped at the cave entrance.

The going was rough and you could say a little hairy. This was because we were a bit tired and a bit under the weather, not to mention the way the bloke from Alabama was driving.

We made it across the creek without much trouble and weaved our way down to the cave entrance when all of a sudden the front wheels became suspended across a large log which formed a step across the track and left the Land Rover in a see-saw position. Out we climbed, leaving the dog in the cabin, to investigate why we could neither move forward or backwards. Before we had time to sum up the problem, a solution was already in effect. By the three of us transferring our weight out of the Land Rover unequalled the balance and released it from the obstructing log.

Contd.../8.



### The Tuglow Cave Trip    Contd.

Away the Land Rover raced, knocking down everything in its path with its bull bar. We three could do nothing to stop the runaway but just looked on. To our amazement the Land Rover slammed into another log 200 feet down the hill. Wayne had already mentally written it off. We made our way down to what we thought would be a wreck, only to find the bull bar had taken the brunt of the crash. Snorkels, not realizing the near fatal consequence of his runaway ride, greeted us with his tail wagging but a little shakey.

After relocating the track and winding our way down to the cave entrance, we were very disappointed to find nobody expecially after our near disasterous trip in so we made our way back to where the girls were waiting, but not without incident.

The drive back was a little more cautious and a by pass was found for the previously offending log. The steep hill beyond the creek this time proposed a slight problem and trying to ascend it we broke a back axle. Taking advantage of the position by the creek we camped for the rest of the night and decided to tackle the task of changing the axle at daylight.

The morning found us still asleep until 11.30 and after a hearty breakfast we made an attempt to change the axle but struck problems. Luckily Wayne had a spare axle (essential equipment on four wheel drive vehicles, expecially his).

The other club member whom we had tried to find the previous night arrived about lunch time. They had camped at another location overnight. Among the group there were a few mechanically minded namely Derk and Terry who took over the repair work while the rest of us stood round giving unwanted suggestions.

Wayne and I kept turns at overseeing the proceedings just to let the blokes know that we were interested while the other warmed himself by the fire and sucked on a can of beer.

Contd..../9.

The Tuglow Cave Trip Contd.

After the axle was replaced, and with many thanks to Les for the use of his tools, we made our way to Jenolan, stopping on the way to take photos and participate in snow fights. Then after Jenolan we met at a pub on the way home for a few drinks and steak sandwiches - the best business the pub had done in a long time, especially as we all had two or three steak sandwiches each.

About an hour or so later we all headed home. After an enjoyable weekend even though our group didn't get inside the cave.

We almost didn't make it home as the Land Rover blew a Welsh Plug on the way but with aid of the old stand by, Aradite and a few American curse words, we made it.

by Grant Batkin.

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BOAT FOR SALE.

Excellent Dive Boat, Hartley design, 15 ft. by 6'9" beam. Powered by a 55 H.P. Chrysler Elec., start, 2 (two) five gallon tanks, one dread nought, one reef pick, on trailer ready to go.

ONLY      \$840.00

Ring Bob Smith on 529-9699 or  
Richard Taylor on 53-5368.



CARE AND MAINTAINANCE OF OUT BOARDS.

How many times have you heard someone say "Rotten Bloody Outboard Motors they never work" or "Outboards aren't very reliable"? Well, isn't it time to ask why?

There is no valid reason for the failure of an outboard motor apart from "Human Error" or "Lack of Maintainance".

Some 50 years ago a small 3 H.P. was attached to the back of a boat for the first time. It was a single cylinder, air cooled monstrosity by today's standards. From small beginnings progressive development has brought the humble single pot to straight stacked engines like Mercury, and "V4'S" like Evinrude and Johnson. Horsepower, which is not the motor car variety but Outboard has reached the astronomical figure of 140 in the case of Mercury, and 125 for Evinrude and Johnson. These figures are for consumer models; factory produced racing models come in 190 H.P. brackets.

As opposed to the humble car motor the Outboard is a very sophisticated piece of machinery, two barrel venturi carbys, needle roller bearings on both big ends and little ends, molylibdym rings and, believe it or not, up to 7/1000ths of an inch, between the allow pistons and the cylinder walls; all these refinements produce the ability of being able to run at full R.P.M. without overtaxing or destroying the motor.

Over the last few years Outboards have incorporated capacitor discharge ignition, which eliminates points and tuned exhaust which recycles unburnt fuel back into the combustion chamber; both these inovations increase fuel economy.

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