



p r e s e n t s

# AUSTRALASIAN Underwater Photographer of the Year 1983

Presentation to be held at a GALA NIGHT at  
**BANKSTOWN SPORTS CLUB**  
Greenfield Parade, Bankstown on 15 July 1983





## P R E S I D E N T S   R E P O R T

The term of the Present Committee finishes at the Annual General Meeting to be held on Monday 18th July, 1983, and as this will be our last magazine for the year I want to take the opportunity to reflect on a very successful year.

This year has seen the largest membership of the club in recent years and it is pleasing to see the meetings are well attended. The fact that we have several non-diving new members who come along to meetings is very encouraging.

On the Diving scene (and after all we are a dive club) the year started successfully, but recently, due mainly to poor weather conditions, diving has been very limited with the forced cancellation of several club dives and activities.

The most popular diving activities have been our trips away. Firstly to Jervis Bay last October, where diving and a very social Bar-B-Q were most enjoyable despite the inclement weather. It was great to see our Nowra "old guard" turn out to help us enjoy the evening in style - the oysters were tops thanks Norm and Corrie. We even had our newest, youngest member wide-eyed at her first SPD B-B-Q. Typically, Kylie took it all in and hasn't missed another SPD campfire since. The diving bodies attending this weekend were so determined to dive that even a trip in choppy seas to get a feed of scallops on the Sunday was well attended.

However, by far the most enjoyable weekend was the Nelson Bay trip earlier this year. The accommodation, close to both the ramp and beach was excellent, the diving was good with several boats attending, enabling divers to dive at whatever site suited their particular interest whether it be the shore dive at Halifax Park or Fly Point, a dive on the wreck of the 'Wauchope', on one of the reefs off the lighthouse, Cabbage Tree Island or the trip to Broughton Island. No doubt one of the highlights for me was having a large school of Dolphins travel with us for a couple of mile. From stories heard later the highlight for others had more to do with naked women on the edge of the road than with diving. I wonder how the brakes are on B.J.'s car? It was on this weekend that Bob Smith produced his silver wet-suit - no chance of losing him in the dark - just ask Martin about flashback problems when photographing Bob in his suit.

The Christmas party held at Elouera Surf Club was well supported and all who attended had a very enjoyable evening. I would like to thank Jane, Annette and the willing band of helpers who put so much effort into making it the successful party it was.

The April meeting saw the presentation of the novice section of the George Roberts Memorial Trophy. Congratulations go to the winner Kim Kohen and to the winner of the encouragement award Rick Bewicks.



The success of this evening was due to the hard work of our photographic officer Terry Mansfield, and I would like to thank Terry and the Judges Bob Smith and Pat Manly for their time, effort and the very helpful comments on our shots which will help us, not only to select our slides critically but also improve our photography overall.

Our presentation of the Australasian Underwater Photographer of the Year on Friday 15th July will be a Gala Night, with underwater films never before seen in Australia. The night will be one of our best yet thanks to the untiring efforts of your committee - only typical of the many hours of hard work they have unselfishly given throughout the year to ensure the further success of our club. I would like to conclude by thanking each and every one of them for their efforts and support throughout the year.

Mark Livermore

President

#### FUTURE EVENTS

- |         |   |   |
|---------|---|---|
| 19/6/83 | - | Club Meeting  |
| 3/7/83  | - | Dive - meet Rose Bay Ramp 8.30am<br>to Dive Wrecks -- Annie M. Miller<br>Dunbar<br>Reef -- North Head |
| 15/7/83 | - | Australasian Underwater Photographer of The Year<br>Presentation Night                                |
| 18/7/83 | - | Annual General Meeting<br>Election of Committee for 1983-84.  |

## Boat Owners

Pat Manly  
Lansvale

Tel. 728 6808

Rick Latimer  
Georges Hall

Tel. 726 7818

Penny Sullivan  
Cronulla

Tel. 524 5065 A.H.

Gary Ryan  
Uanaderra

Tel. 042 292111

Mark Livermore  
Baulkham Hills

Tel. 686 1315

Martin Kandilas  
Georges Hall

Tel. 726 3570

Peter Stratford  
Ashfield

Tel. 798 5757

John Blaszak  
Yagoona

Tel. 709 5535

Terry Mansfield  
Mt. Druitt

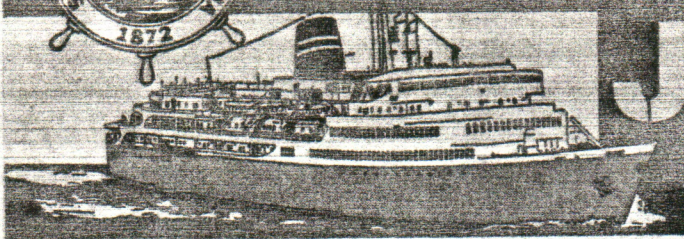
Tel. 628 8172





THE

# Seamen's JOURNAL



Vol. 35, No. 10

December,

1980.

## What the pirates pay their slaves

The "Agreement" below highlights the reason why Australian seamen cannot compete on equal terms with their unfortunate counterparts who sign on as crews of convenience.

These crews are unscrupulously dealt with by "Masters" of convenience with the whole-hearted approval of the shipping companies.

The agreement below, concerning the crew of the Greek vessel *Kampos*, has been dramatically altered as a result of industrial action by the S.U.A. and N.S.W. Firemen and Deckhands' Union.

The *Kampos* crew are now fully protected by the terms of the Greek collective agreement.

### MEMORANDUM OF AGREEMENT

The undersigned .....

Nationality .....

Passport No. .... and Permanent address .....

hereby agree to sign on as .....

aboard the M/v .....

Flag ..... at Port of .....

for an indefinite period of voyages at Master's discretion. In the event, however, I desire to terminate my employment before the expiration of one year, I will require the Master's permission to do so and a notification will be given to him at least two months in advance. In that case, I undertake to pay my repatriation expenses, and also agree to bear full travelling expenses of my substitute from Piraeus to the Port of my signing off.

I agree to receive monthly drachmas 12,495\* (14% of Sundays included) and comply with all rules and regulations prevailing aboard covering the various duties, and also to comply with the Master's instructions and exercise my duties in a proper and efficient manner as per instructions received from my superiors.

In the event, that the Master required me to work over the eight (8) hours period daily, I will receive overtime pay amounting to drachmas 56.50 per hour.

VACATION: Will be on the basis of my last wages, if the Master is satisfied with the performance of my duties.

FURTHER, it is understood and agreed that in the event of insubordination or insufficient or negligent performance of my duties during my employment on the vessel, the Master, at his discretion, will have the right to terminate my employment and all expenses for my repatriation will be for my account. The vessel, however, is responsible for my repatriation expenses to my homeland or to Piraeus, at Master's discretion, from wherever it is least expensive to the ship after one year of service. It is understood that this one year of service may be extended for an additional period of maximum three months, at Master's discretion, until the vessel reaches a suitable port for repatriation.

FURTHER, it is mutually agreed that in the event the vessel runs aground, laid up for any reason, changes flag or is deactivated for any reason, changes ownership or lost, this Agreement will be automatically terminated at Master's discretion, but, the vessel will be responsible only for the wages earned up to the time I leave the ship in addition to my repatriation expenses.

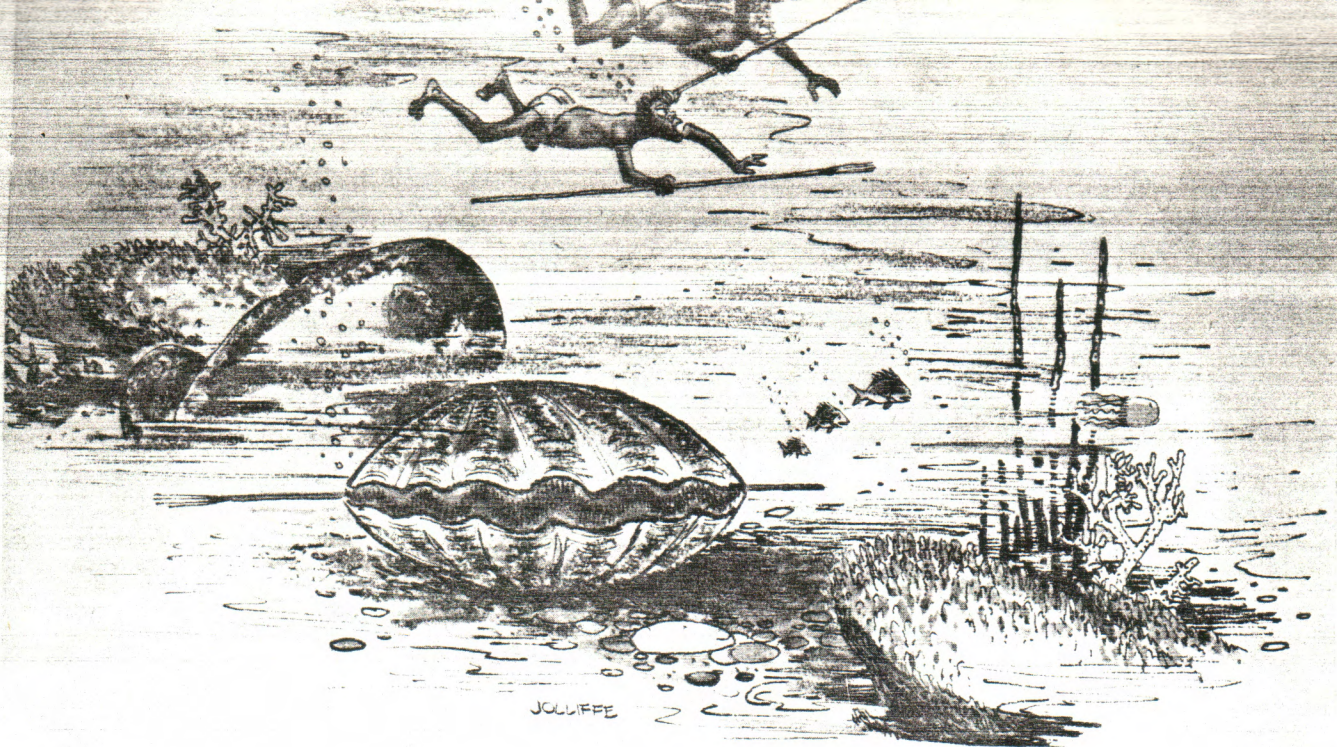
I further agree that at Master's discretion I can be transferred to other vessels regardless of flag and ownership and trade provided that this Agreement will continue to be in force on the new ship without any revisions.

FURTHER, it is agreed that the vessel will be responsible in the event of illness or accidents as per Greek Collective Agreement and NAT and other Greek taxes to be deducted from wages.

\* NOTE: One Australian dollar is worth about 55 Greek drachmas. Therefore seamen on the *Kampos* were being paid slightly more than \$225 per month.

"WELL, LIFE WASN'T MEANT TO BE EASY!"





"Where's Boori?"

# First aid hints for a wet outboard motor

Your boat's two-stroke outboard motor is suddenly swamped or submerged, so that water — and possibly sand — has entered it.

What should you do to prevent corrosion which would render the motor irreparable?

The chemical action of corrosion will not occur unless air is present. Therefore, NRMA Insurance Ltd's Boatsure division suggests that you leave the motor immersed in water (even salt water) away from the air, until you are able to get to land and carry out the following steps:

- 1 Remove all spark plugs and drain plugs. Then, using a hose, if available, thoroughly flush the motor with freshwater through all ports for several minutes. Because of the probability that sand has entered the motor, it is unwise to rotate the flywheel as sand could cause extensive damage.

- 2 After excessive flushing with freshwater, drain as much water as possible from the motor's interior.

- 3 Refill the motor with light, fresh engine oil and replace all plugs.

- 4 Drain the fuel lines and carburettor, then flush them with clean fuel. If the fuel tank also has been immersed, drain it and flush it with clean fuel.

- 5 Check that all traces of salt have been removed, then spray the motor's exterior and all electrical fittings with a liberal coating of anti-corrosion fluid.

- 6 Do not try to start the motor. Take it to your nearest outboard dealer for further attention as soon as possible.

Similar action can be taken with two-stroke inboard engines that have been submerged.

A different procedure applies for larger inboard four-cycle or diesel engines that have been submerged.



- 1 Drain the crankcase oil, remove the spark plugs or injector nozzles and very slowly rotate the flywheel until the pistons are at top dead centre, forcing the water out of the spark plug or injector holes.

- 2 Continue turning the flywheel and fill each cylinder with light-grade engine or flushing oil.

- 3 Continue rotating the engine slowly, expelling the oil-water mixture from the cylinders through the spark plug or injector holes.

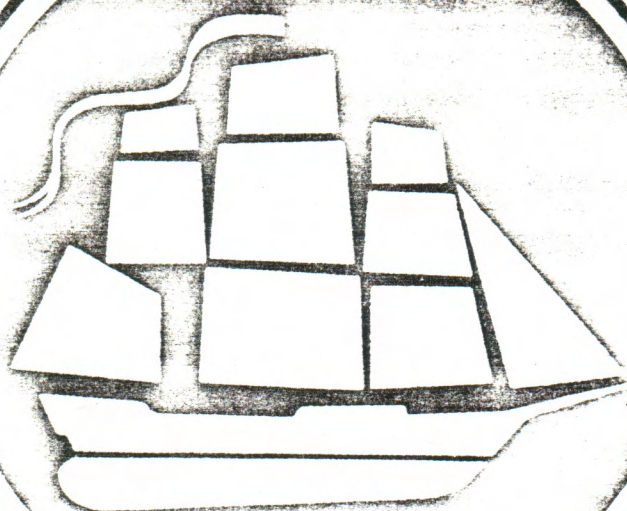
- 4 If the engine turns freely without obvious tightness, refill the crankcase with oil and turn the engine with the starter motor, expelling the remaining oil-water mixture from the cylinders. Spray the external fittings with anti-corrosion fluid.

- 5 Provided the engine still turns freely, remove and drain the engine oil filter (if fitted) and renew it if possible. Drain the crankcase and refill it with fresh oil, then clean and refit the spark plugs or injector nozzles. After ensuring that coolant is present, try to start the engine.

- 6 Take the engine to your nearest dealer for further attention as soon as possible.



# THE SIRIUS



## AN INGLORIOUS END TO THE FIRST FLEET FLAGSHIP

**T**HE sailors watched with interest as the bank of clouds rolled up from the south. Below deck the convict passengers aboard HMS Sirius were being instructed by marine guards in the procedures for disembarkation on the human hell hole that had become Norfolk Island.

Little did anyone realise that Captain Arthur Phillip's flagship and escorting vessel for the First Fleet of colonists to Australia was approaching the end of her last voyage.

Built in London on Thames in 1780-81 for the East India Company, **Sirius** was almost a ship that never was, for she caught fire while loading for her maiden voyage and burned to her bottom.

Originally named the **Berwick**, the British government bought what remained and rebuilt her as a 500-tonne, 10-gun storeship for the Admiralty. In 1876 she was renamed **Sirius** and was later commissioned under Phillip who requested that she be armed with 10 more guns. These, however, were stowed away in the hold.

During the voyage to Australia a fur-

ther eight guns were taken from the gun-deck and stowed to make way for stalls for cattle taken on board at Cape Town. The guns eventually ended up in the fort built at Dawes Point.

**Sirius** sailed from Spithead with the First Fleet on May 13, 1787, and after calling at Santa Cruz, Rio de Janeiro and Cape Town, arrived at Botany Bay on January 20 the following year. She reached Port Jackson six days later and on October 2, left for Cape Town to get supplies.

The course she sailed took her south of New Zealand and then to South Africa by way of Cape Horn.

She was the 'first ship to use this route which, in later years, was used by many homeward bound ships. **Sirius** left Cape Town on January 20, 1789, and returned to Port Jackson by sailing east across the Indian Ocean. She arrived back in Australia on May 8.

It was a notable voyage in that she had sailed around the world in the belt of westerly winds known as 'the Roaring Forties.' On April 22 she ran into a storm south of Tasmania, taking such a buffeting that her figurehead was washed away and she was badly damaged forward. She remained at Port

Jackson until March 7, 1790, when she sailed for Norfolk Island with a shipload of marines, convicts and stores.

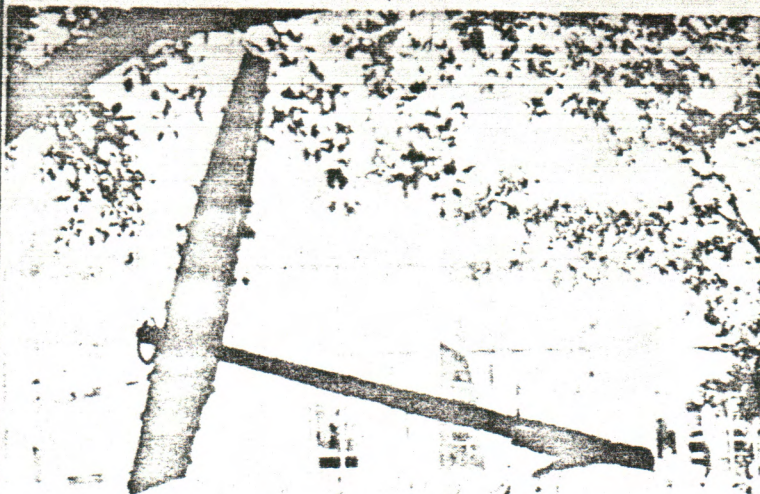
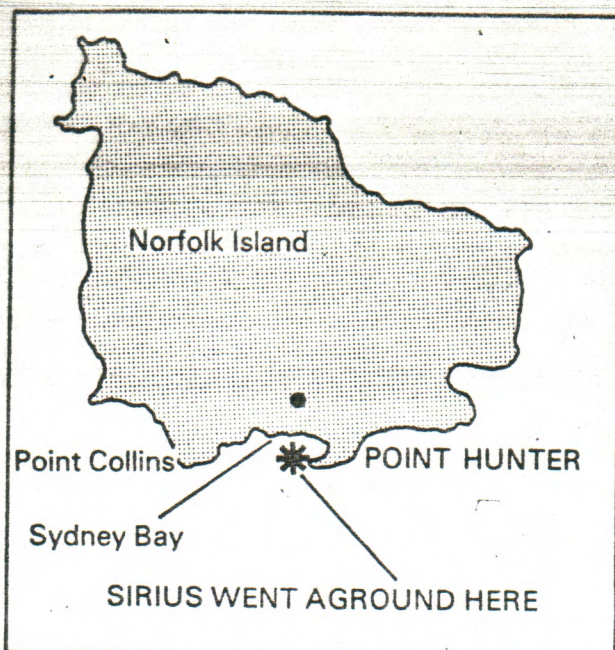
**Sirius** reached Norfolk on March 13 and it took until the end of the following day to land the passengers. Heavy weather then forced her to hove to for the next four days. On March 18 conditions improved, enabling her skipper, John Hunter, to hove to off Sydney Bay on the south side of the island where the settlement had been established.

The weather was cold and miserable, with a strong wind whipping up the white caps and howling in the riggings. Men worked under a lowering sky in almost continuous rain. The cargo was unloaded into boats and taken ashore . . . a task that the conditions made most gruelling.

At noon on March 19 the wind swung to the south-east and **Sirius** drifted dangerously close inshore. Desperately, Hunter tried to stand his ship out but this proved an impossible manoeuvre as the wind was blowing directly on shore.

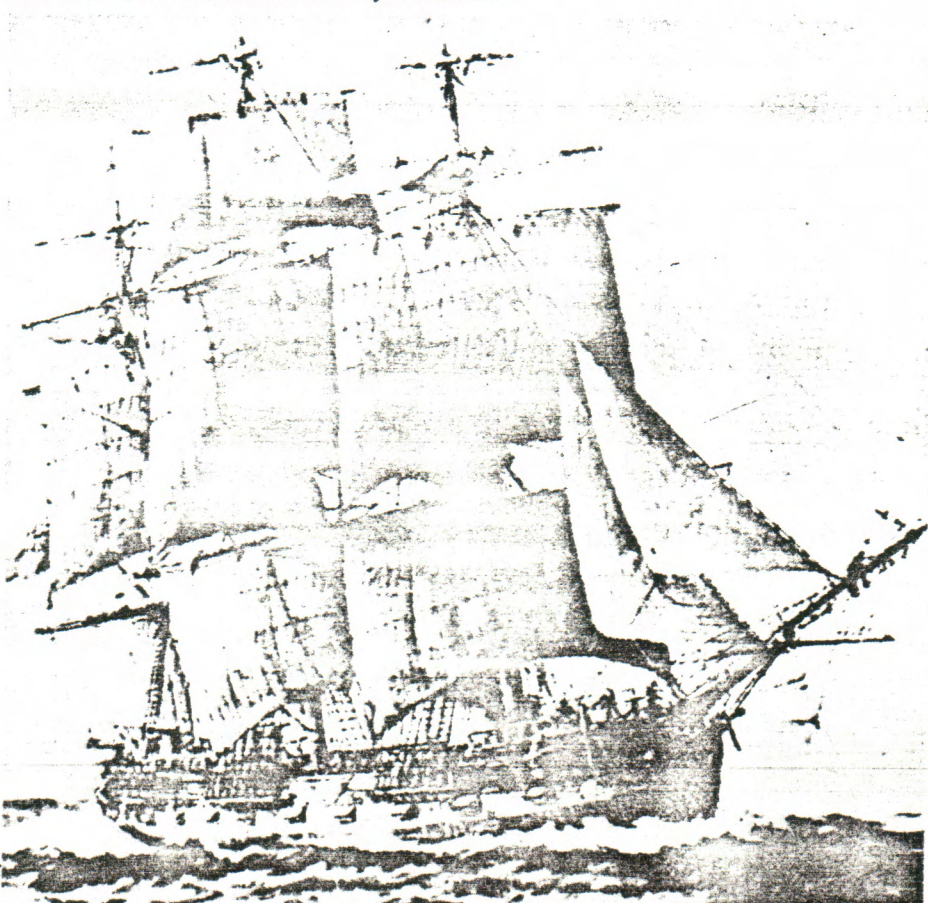
Suddenly she tailed bottom with her keel and the heavy surf lifted her on to the reef. Hunter tried to free her by dropping both anchors but she refused





ABOVE: Relics from the First Fleet . . . and a sunken ship. Anchor and cannon from HMS Sirius have pride of place in Macquarie Place, Sydney.

BELOW: HMS Sirius . . . flagship of the First Fleet to Australia and later sunk at Norfolk Island. Photo: National Library of Australia.



to budge under the strain of the winches.

Hunter swore under his breath, realising that his last chance of saving her had failed. Soon she had swung broadside on and the sea began breaking over the decks. The dominating thought in Hunter's mind now was for the safety of his crew. By means of a hawser with a traveller on it, they were able to reach safety two at a time that night and the following day.

Two days later convicts Willim Dring and John Branagan volunteered to board the wrecked ship to rescue the livestock by heaving the animals over the side so that they could swim ashore. After dispatching several pigs in this manner, they decided to remain on board themselves.

That night they lit a fire on board, presumably to keep themselves warm. Thinking that the two men had set the ship alight, marines fired warning volleys to attract their attention. When they did not respond by dampening the fire, a three-pounder gun was fired at the ship.

John Arscott, a carpenter, then volunteered to go aboard. Although there was a heavy sea running he managed to reach the ship. He put out the fire, sent the two convicts ashore on the hawser, and remained on board the Sirius overnight.

His heroic act enabled much of the remaining cargo to be saved before the ship finally broke up.

Hunter and his crew were stranded on Norfolk for 11 months, unable to return to Sydney until February 26, 1791. A year later, he arrived back in England to face a court martial on February 27.

It was found that Hunter and his officers had done all they could to save their ship and were acquitted of all blame for her loss.

A century later one of the anchors from the Sirius was recovered and sent to Sydney where, in 1907, it was mounted on a pedestal and unveiled at a public ceremony in Macquarie Place.



# THEY ARE HOMES WHERE THE FISH CAN BREED

ONE OF Sydney's oldest ferries, Bellubera is due to be towed out to sea . . . and a watery grave.

But that grave is supplying thousands of fishermen, both amateur and professional alike, with a breeding ground for many forms of marine life.

The reef was started in 1976 with the sinking of another Sydney ferry, the Dee Why.

Eight vessels, including ferries, tugs, barges and even a dry-dock door, have been sunk at the site about 3km off Long Reef, near Narrabeen.

It is the only artificial off-shore reef in NSW, but with its success officials predict more will be laid down.

The layout of the hulks includes expanses of sand on the seabed between the vessels.

"With the layout of the reef, it is possible to drift across it and catch different kinds of fish,"

Mr John Mathews, a marine biologist.

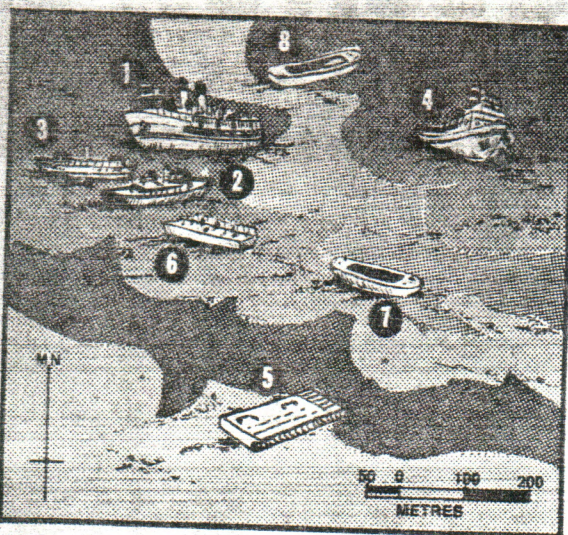
"For example, the sandy patches provide flathead while jewfish

By ALLAN YATES

can be caught around the skeletons of the vessels.

Mr Mathews said another off-shore reef was proposed for a southern site, to accommodate anglers south of Sydney also.

The 88m Dee Why is the biggest boat to be sunk and is the focal



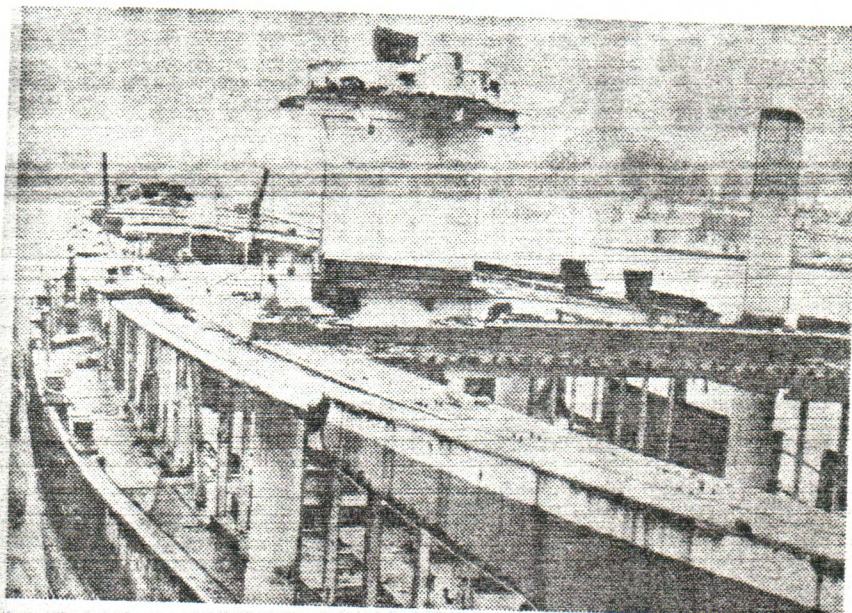
point of the artificial reef.

In December, 1976 the Meggol, a mine-sweeper which was later converted to a cruiser then a linseed oil carrier, was towed out and sunk nearby.

The fast-growing reef was supplemented in April, 1978, by what is definitely the oddest addition to the vessels on the ocean floor when a 27m long dry-dock caisson (door) was sunk.

A 91m dredge is to be

# OLD FERRIES NEVER DIE



● The old Sydney ferry Bellubera (above) a sorry sight today at Pyrmont waiting to be sunk off Narrabeen. Left, the vessels already sunk on the man-made reef. 1: Dee Why, 88 metres, sunk May 1976. 2: Meggol, 67 metres, December 1976. 3: Pyrmont II

34 metres, July 1977. 4: Himma, 34 metres, August 1977. 5: Sutherland caisson, 27 metres, April 1978. 6: Ferry pontoon, 21 metres, August 1979. 7: Hopper barge, 61 metres, December 1979. 8: DAB656 (hopper barge), 47 metres, June 1980.

towed to the reef and sunk in the near future.

"It will be the most spectacular sinking of the lot," the spokesman said.

● Fishermen can locate the reef by lining up

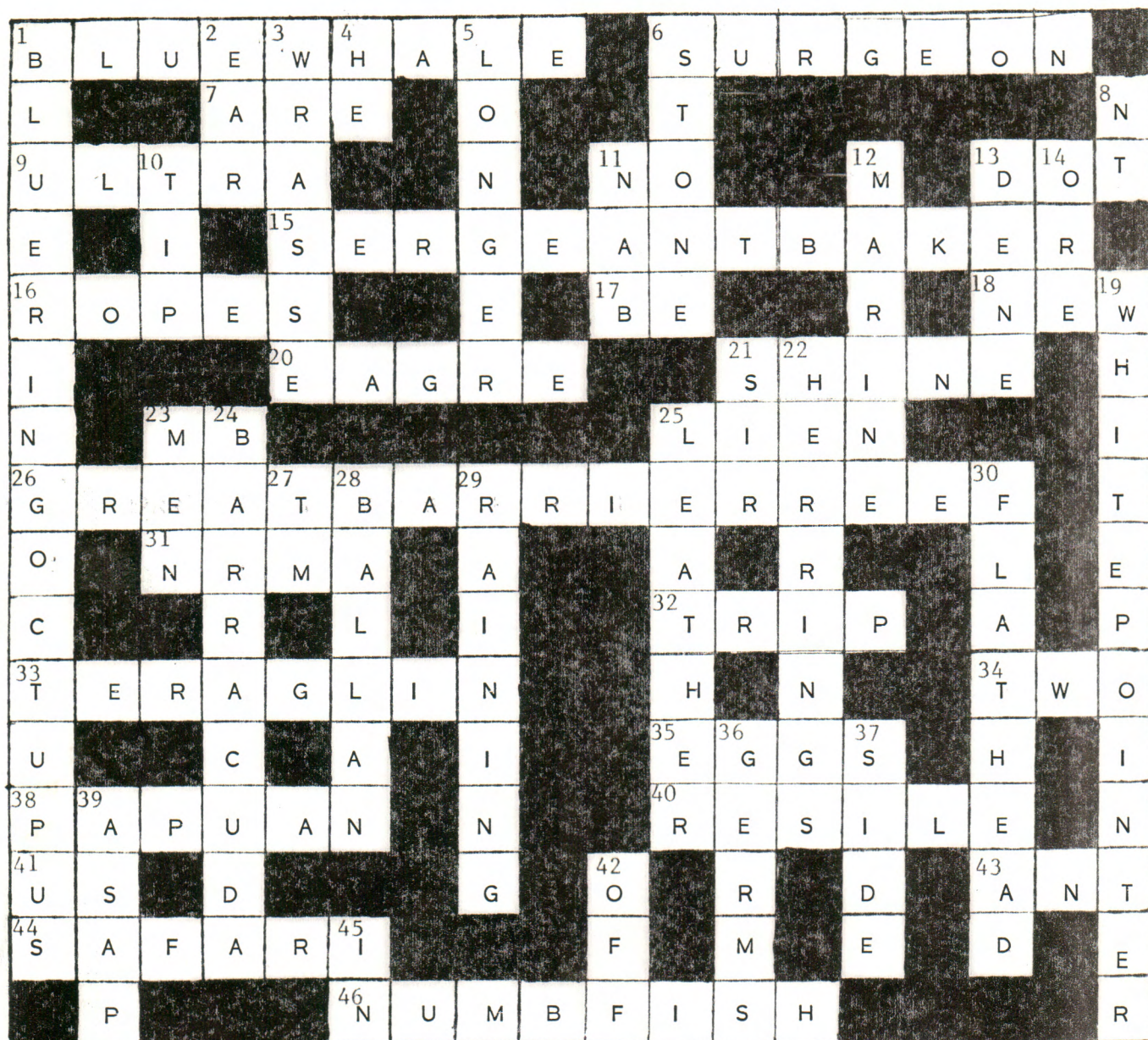
some of the local landmarks off Long Reef.

The centre of the reef, the Dee Why ferry, is in line with the water tower over Bungan Head, the Baha'i Temple over Narrabeen Head, a water

tower over home units with a white wall, and the outer North Head below North Point.

The Dee Why's position is: Latitude 33 deg 43.1 south, Longitude 151 deg 20.6 east.





## Across

1. Large plankton eater.
6. A fish of medicine.
7. Plural of the verb "to be".
9. Beyond.
11. Negative answer.
13. A small spot.
15. Three bar fish.
16. Used to hold.
17. To exist.
18. Not old.
20. Sudden rise of tide in river.
21. To glow.
23. Italian's trawler (abbr.)
25. The spleen.
26. Diver's paradise.
31. Road service.
32. To go away.
33. Belongs to the Jewfish family.
34. A number.

35. Ova.
38. A native of N.G.
40. To recoil.
41. We.
43. Insect.
44. Adventure expedition.
46. Discharges protein energy.

## Down

1. Deadly mollusc.
2. Part of the body.
3. A boney fish.
4. Male.
5. Extend.
6. Deadly fish.
8. Part of Australia (Abbr.)
10. Sharp end.
11. To grab.



D I V E   P R O G R A M

31st October - Sunday

Marina Pitt Water - 8.30am  
Dee Why Ferry  
Birchgrove Park Wreck

27th November - Saturday

Bass Point  
Night Dive - BBQ  
Meet Bushrangers Bay 5.00 pm

28th November - Sunday

Bass Point/Kiama Reefs  
Alexander Berry Wreck

9th January 83 - Sunday

Meet Dolans Bay - 8.30 am  
Gibbon Reef, Osborne Shoals  
Tuggerah Wreck, Undola Wreck

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SOCIAL EVENTS COMING SOON...

BBQ on 13/11/82 at Penny's place. A large rear end of beef is going to be roasted on the spit. BYOG. With the weathergod being hopefully in good spirits, we should have a spot on night.

Now the event everybody has been waiting for:  
X-MAS PARTY takes place on 11th December, 82 at

ELOUERA SURF CLUB CRONULLA

A Band will provide the entertainment and a Surfie/Rocker Night is being envisaged.

That's all on the social side.

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NEWS - LATE NEWS - EXTRAS - etc.

Congratulations to Fang and Elaine, who had a baby daughter named Angela. Angela is meanwhile 2 months old and doing well.

Penny's dream of a dive shop became at last a reality and she is busy re-decorating and waiting for customers. So you know where to go for all the latest in dive gear, boutique gear and gossip.

Now this is really late news:

The Jervis Bay Protection Committee raised about \$ 1980 with the latest Bob AV Smith Spectacular and the money is going towards the aim of the Society to form a Marine Park and the general protection of the Jervis Bay area.

Anybody interested in joining the Jervis Bay Protection Committee, there is a membership fee of \$ 5,---. For more information, please contact Karin.

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Viewpoint - I have talked to several club members, who voiced their astonishment and distress regarding the proposal put forward by a club member regarding the sponsoring of individual dives and dive projects with the money the club was able to earn on several AV shows. Perhaps a firm directive should be given by the Committee as to how the money is to be handled to avoid further discontentment amongst the members.

Karin