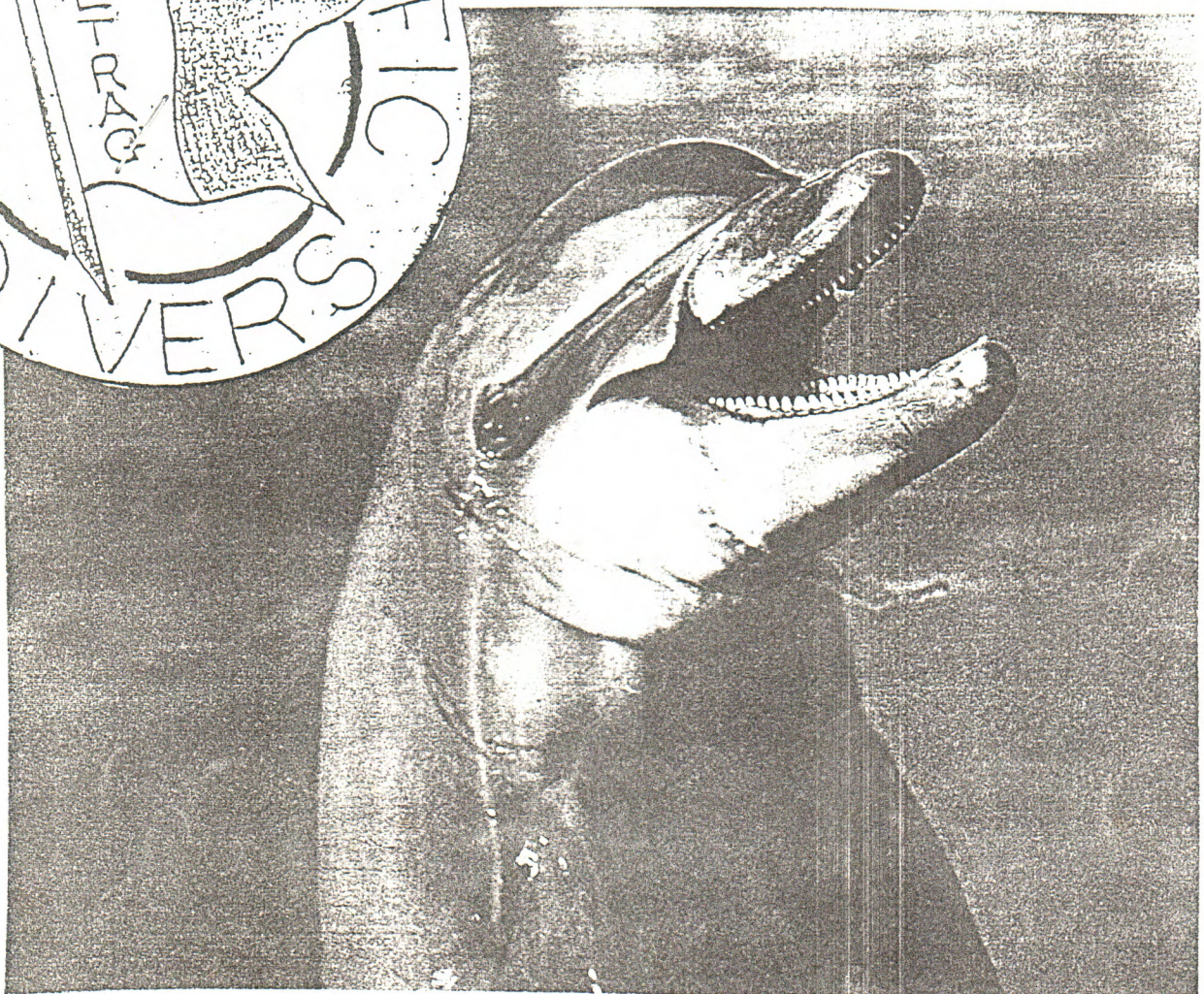
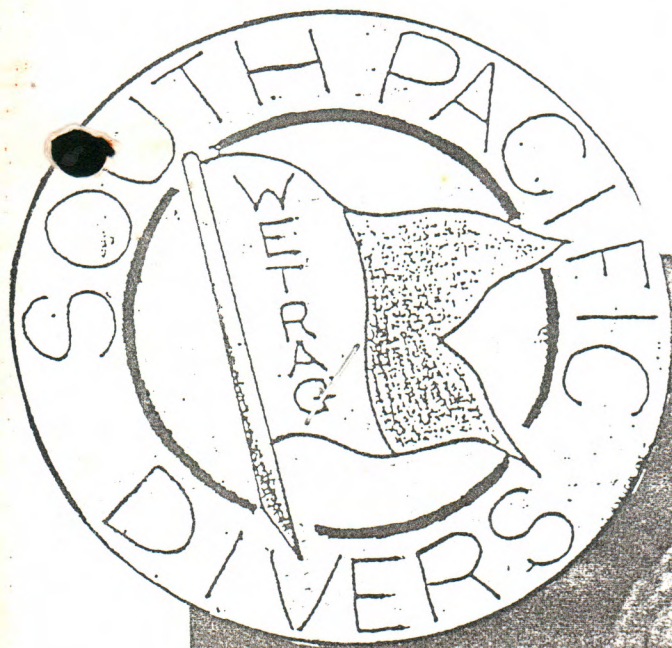


S O U T H P A C I F I C

D I V E R S

E N D O F D E C A D E

W E T R A G



D E C E M B E R 1 9 8 9



MINUTES OF SOUTH PACIFIC DIVERS MEETING  
HELD ON 20/11/89 AT BANKSTOWN SPORTS CLUB  
MEETING OPENED 8.15 P.M. BY MARTIN KANDILAS

APOLOGIES: Lyn & Pat Manly, Ilona Kandilas, Jacqui Stohl

VISITORS: Rob Robinson, Peter Booth, Anne Hopwood, P.Cootes.

Meeting of previous meeting read. Accepted Andrew Oulianoff  
Seconded Doug Smith.

INCOMING CORRESPONDENCE: Ryde Underwater Club, Fun Dive Club,  
Illawarra Dive Club, Brisbane Water Aqualung  
Club, C.I.G., Great Barrier Reef Dive  
Adventures "Takaroa".

<u>TREASURERS REPORT:</u>	Balance as at 9/10/89	\$911.35
	plus receipts	346.00
	less payments	89.77
	less bank charges	1.40
		<hr/>
		\$1166.18
	Petty Cash	20.00
	Investment Account	7401.37
		<hr/>
	Total Balance	\$8587.55

DIVE REPORTS

Noel Taylor & Wayne Nelson spent 10 days diving the Coral Sea from  
Mike Ball's boat, Watersports.

They dived 220 miles out at Flinders Reef. Fantastic vis - 100' plus.  
Had some very interesting moments during shark feeding. Noel caught  
an 8' sailfish which they fed to the sharks.

Saw many beautiful soft corals and gorgonia. Spent 2 days diving the  
Yongala. Prolific fish life, vis around 25'.

Unfortunately 2 people on the trip suffered decompression sickness but  
apparently recovered OK. Otherwise very enjoyable and thoroughly  
recommended.

Doug & Penny Smith & Martin Kandilas dived Undola. Good dive.

Rick James spend 10 days diving from the Takaroa. Had 27 dives in 9 days and only saw broken coral. Very disorganised. Rick's only comment was "if your thinking of going, don't"! Enough said.

#### GENERAL BUSINESS

Much discussion arose regarding the A.V. night. Neil Vincent made some good points regarding the idea of combining our A.V. with the DTIA show. 1. Who will control money spent.

2. How will we keep control of the show.

The majority of club members would like to see the A.V. night stay as it is. Graham Wakeling will make informal approaches to DTIA to test their ideas on combining the night, just for interest.

Would club members like to write some letters giving us some ideas on your thoughts on the A.V. night.

Graham Wakeling moved a motion to register the name Australian Underwater Photographer of the Year. Seconded Rick Latimer. Motion carried unanimously.

Also consideration was given to registering the name South Pacific Divers.

MEETING CLOSED 9.30 p.m.

Noel Taylor showed slides from his trip to the Coral Sea.

OUR NEXT MEETING IS 18th DECEMBER 1989

#### COMMITTEE

President	- Martin Kandilas	Ph: 7263570 (h) 7260022 (w)
Secretary	- Jenny Mines	Ph: 6029851 (h) 6008844 (w)
Photographic Officer	- Graham Wakeling	Ph: 6034224 (h) 6051611 (w)
Treasurer	- Davinia Nickling	Ph: 6452315 (h)
Social Secretaries & Diver Organisers	- Sue O'Grady	Ph: 5284482 (h) 5171966 (w)
	- Lyn Keller	Ph: 6445862 (h)
	- Peter O'Grady	Ph: 5284482 (h) 5261188 (w)
Publicity Officer	- Ron Mines	Ph: 6029851 (h) 6023544 (w)



## UPCOMING SOCIAL EVENTS

Kids Xmas Tree/Bar-B-Q. 17/12/89 Sunday, 10.00 a.m. Georges River State Recreation Area, Henry Lawson Drive at the end of River Road, Revesby. Club will supply meat for Barbeque. Santa will be arriving in his 'sleigh-boat' with presents for the kids (parents to supply a small gift for their kids).

Remember Bristol Point 23-25/2/90.

## TREKKING WITH NEIL VINCENT

Neil Vincent is planning a day canyon trip (as article) for either the 21/1/90 or 11/2/90.

Can only take 10 people so lets have some names at the next meeting. Start will be from car park described in the article at 8.00 a.m. on date decided.

## \*\*\*\*SLIDE PRESENTATIONS\*\*\*\*

### CANYONEERING

A presentation by Neil Vincent: an action packed adventure in the rugged canyons of New South Wales.

### DIVING YAP AND POHNPEI IN MICRONESIA

A presentation by Lyn and Pat Manly, with special guest Bill Acker of Yap Divers. Dive with mantas, turtles, sharks along coral walls.

Should be very interesting so come along on Monday 18/12/89 to see these slide presentations.

## D E C E M B E R     R A F F L E

Glen Percy of Aqua Sports Scuba Centre, Yagoona has again generously donated a prize for our raffle. A \$70.00 Tekna dive light with 2 way handle.

Thanks Glen for your support.



## GENERAL

Next issue we plan to do a revue of the past decade. If you have an old 'C' card and can loan it to me, please bring it along. They will be returned at the January meeting.

Does anyone know an address for Grant McGregor who appears to have moved from Payten Street Kogarah Bay?

Did everybody write to the Prime Minister, in regard to the Navy move to J.B. If you haven't, please do so. This is an important issue, particularly for divers. Your freedom to dive where and when you want to, is at risk. Do it NOW.

To give the photographers an idea of quality of entries in the last A.V. Graham Wakeling will show the entries from the Aust. Underwater Photographer of the Year.

Novice	in January
Open	in February

## GEORGE ROBERTS MEMORIAL TROPHY

Entries start February 1990. See details ~~further on~~ <sup>next</sup> in newsletter.

1st Prize - donated by John McConnell - Aquasea Products - handlight.

Club activities over the past 2 months included a boat dive, weekend at Greenpatch, and a boat night dive. The committee decided to subsidise members involved, in order:

\$3.00

2.00

5.00

---

Total     \$104.80



## CANYONS

Canyons are very much like the ocean. They are another world once you have entered them. It may be blowing a gale with driving rain up on top of the plateau but below the rim, down inside the canyon there is no wind and as you are already wet from the creek, the rain doesn't matter. In summer the temperature may be 40 C in the shade but in the canyon the temperature will barely rise above 24 C and if you do get too hot, just fall into the water.

That's the good part, like the ocean you have to get there before you can enjoy the tranquility and after you have found peace of mind it can be easily destroyed by the walk or climb out from the canyon to the top of the plateau. Therefore a reasonable amount of fitness and willpower is required.

What is a canyon you ask? Well many years ago even before Rick was born the Blue Mountains was a flat sandstone plateau. Rainwater flowing from the plateau tended to run in cracks and depressions in the sandstone. With the passage of time, and many litres of water these crevices become larger and deeper however because the sandstone is relatively soft the passages were very narrow. Sometimes the passage would collapse. The water just continued to flow beneath what now formed a tunnel. A good example of this is a canyon called Claustral near Mount Tomah.

The Blue Mountains has many canyons. Some are vertical, some horizontal, some require real rope skills and stupidity, others are pleasant strolls. I tend to like the in between ones.

My first experience with canyons was in 1969. Canyoneering was in its infancy and we did a trip through Claustral Canyon. This canyon rates as requiring skill and stupidity. We possessed vast quantities of the latter and very little of the former. The canyon had only been discovered about 12 months before by our leader who had a great deal of skill and was stupid for taking in such novices. The trip still rates as one of the most exciting of my life.

Three people were killed in this canyon in 1985 another one in 1986. I led a trip through Claustral one week after the first accident. Even the simplest canyons require great care and respect.

CHATTERTEETH CANYON or Dufaur's Creek near Mount Wilson is a good canyon to start on. It has moments of excitement, lots of beauty and the walk in and out are not terribly difficult. I enjoy the section where Dufaur's creek starts, the water is too deep to walk so air beds are required. You paddle along through swirl holes in the rock that were made millions of years ago, the only noise is your hands paddling, and the sounds of the bush and any ndisy comparisons that you bring along. This top section is rarely traversed as you will note from the walk in but it is also the best section of the canyon. This section lasts about 3/4 hour before you pass the normal entry point for most people. For those who want



bring alluminium foil. Wrap your sandwiches in two plastic bags that are sticky taped closed or bring a straw to drink them through. Don't bring things that have to be cooked like lambs brains or chicken livers. As leader I will not be taking two brownies to rub together to start a fire, and in these wilderness areas portagas is scarce. DON'T AND I MEAN DON'T ( I only mention this because someone once did ) take a bar-b-que plate or an esky. Remember what you carry in you carry out; either in your stomach or your pack.

TAKE A RAIN COAT (not an umbrella). IT WILL RAIN. God hates me and as you are coming along too, he doesn't discriminate, he wil rain on you too.

#### CAMERAS

Nikonos are ideal for this type of trip or then again check with the person your borrowed the air bed from as they may lend you their Hasselblad. If they do make sure the insurance is paid up and you use more than a second hand garbage bag to wrap it in.

Normally we start walking in dry clothes (shorts and t-shirts) with wetsuits in packs until we reach the canyon. (garbage bags are really good especially if they haven't already been used) in your pack. At the end of the canyon we change from wet suits to dry clothes for the walk out as it is a hot, steep walk for about 3/4 hour.

A bottle of Port is always a welcome addition in the boot of one's car on a cold day or one doz. tinnies on a hot day is good also, as I said the walk out is steep so this makes a worthwhile goal to aim for.

#### BASIC RULE

"What you carry in you also carry out". So look twice - do you really need the chain saw, the aux outboard, the jumper leads. No Martin not the EPERB, i'll bring the compass.

#### HARDNESS RATING

On Lyn Manly's scale of "places not to go with Neil Vincent" this rates 5/10.



to cut the trip short the penalty for starting here is a ten metre abseil off the cliff. Not hard - but for some a new experience.

#### WHAT DO YOU NEED FOR CANYONEERING?

##### TRANSPORT TO MOUNT WILSON

The trip will start at the car park 100 metres past the fire station and school at Mount Wilson (see map) at 8.00 am SHARP. (Ask around and you will find that I am a punctual bastard who will start without late comers). So be there early - not on time.

##### AIR MATTRESS

You need an air mattress with plugs to keep the air in. Use a good quality LILLO type not a floral patterned woolworths special. You can look really silly swimming along carrying a deflated floral coloured air bed in 10°C water. Husband and wife groups please don't bring double bed size, as they really don't fit some of the canyons. The best type of a LILLO is someone elses, so try to borrow one as they do get damaged sometimes.

##### WETSUIT

As the water is about 10°C "warm" ladies should wear only a lycra suit, and if the men do the same they will need a shifting spanner to loosen their nuts at the end of the first swim section. So I suggest a wetsuit. Again someone elses or an old one is ideal. A 3mm spring suit or steamer or a short or long john. No jacket is required. Bring a pair of shorts (old or borrowed) to wear over the outside of your wetsuit if it is your own. Even though this initially makes you look as stupid as Batman and Robin it is no where as near as stupid as you will look when you have torn a hole in the bum of your wetsuit.

##### FOOTWEAR

Real bushwalkers wear Dunlop volleys that are falling apart. If you have these they are ideal. But any sandshoes or joggers that you don't like are ideal. At the end of the trip they will look cleaner but probably with a couple of extra holes. If you really feel the cold wear soft sole wet suit booties under your sand shoes. DO NOT WEAR HARD SOLE WETSUIT BOOTIES IN PLACE OF SANDSHOES. As tour leader I am responsible for the first aid kit, which consists of a band aid. If you slip and break a leg I will bludgeon you to death with a rock because I will not carry you out. If you wear hard sole booties you are guaranteeing a broken leg.

##### FOOD

Bring all you will need for morning tea and lunch. Good things to bring are dehydrated fruit, chocolate, real fruit, nuts, cheeses, sandwiches, food that is high in energy. (Not yoghurt, I don't like yoghurt!!). Bring things that are low in packaging. Don't bring cans of drinks or bottles, don't



IN THE BEGINING

CANYON STARTING TO FORM

GETTING LARGER

60m

TODAY

1m to 5m

Rock collapse

CANYON INSIDE

CROSS SECTIONS

TOP OF PLATEAU

WATERFALLS

PONDS

SLIDES

LOG JAMS

TRAVERSE SECTION

TO LITHGOW

TO MT WILSON

HAIR PIN BEND

HOUSES.

BUSH FIRE BRIGADE

LITTLE PUBLIC SCHOOL

BIG TREES. PARK UNDER THESE  
THIS IS THE MEETING PLACE

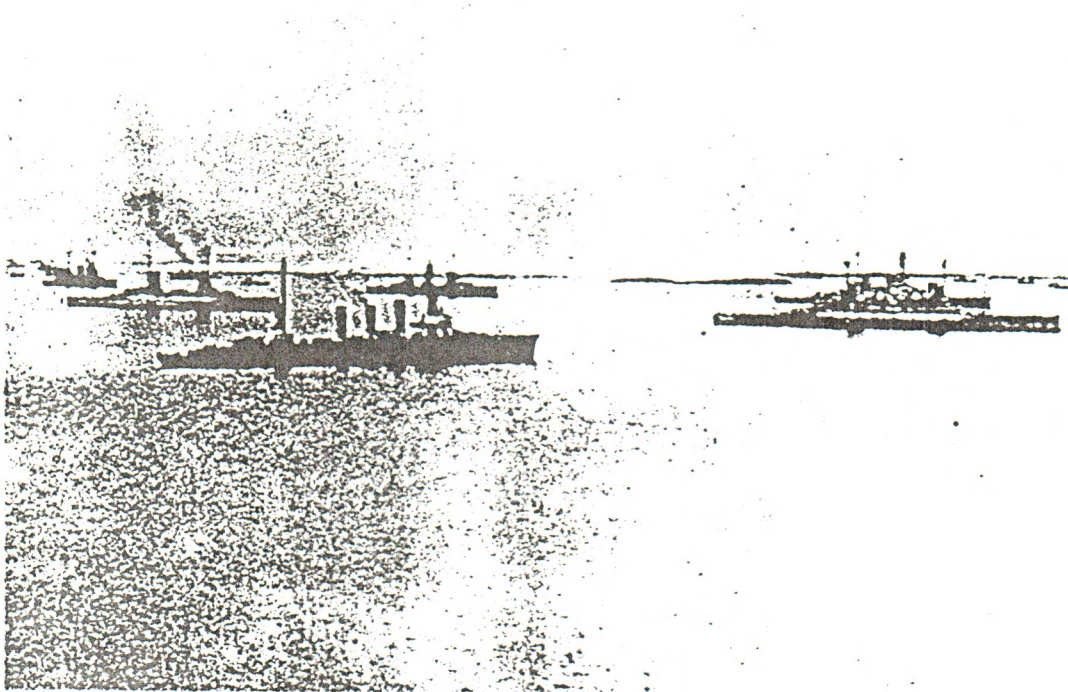
NOTE 8 - BANKSTOWN TO MT WILSON EARLY ON  
A SUNDAY MORNING WILL TAKE 2 HOURS.

Contributed by Neil Vincent

# Warships of Scapa Flow

*At Scotland's Scapa Flow, years of immersion have graced the great ships of Germany's scuttled High Seas Fleet with a haunting kind of beauty.*

TEXT BY JOHN C. FINE



There was charm and a certain coyness in her voice as 75-year-old Kitty Tait recounted events that she had witnessed as a child. Her memory of what occurred that day in the North of Scotland was as clear as when it happened on June 21, 1919. It was the day the German High Seas Fleet, the pride of the German Navy, was scuttled right under the noses of the British—a day of national pride for the Ger-

mans which resulted in the Hara-Kiri of their entire High Seas Fleet. Kitty Tait saw it happen.

"It was on a school trip. We sailed into the Flow and were right in among the ships when suddenly I realized that there was something unusual happening," Kitty Tait recalled, describing the events that occurred in Scapa Flow on that infamous morning in June 1919. "At first,



you see, there were one or two rafts coming away from the sides of the German ships, and then there was a big commotion aboard the water boat we were on. Then the boats started to shudder and shudder and then toppled right over. One went right over and then another," Kitty said, giving her eyewitness account.

What Kitty saw happen had its prelude during the massive arms race that began after the 1870 Franco-Prussian War as major powers vied for colonies in Africa and Asia and for supremacy at sea. German Admiral Alfred von Tirpitz lobbied for a navy that would rival even England's. As Germany embarked on a massive ship-building program, the seeds were sown for war. Siding with the Boers in their war against the British in South Africa, the Germans embarked on a course that made war inevitable. When Archduke Franz Ferdinand and his wife Sophie were assassinated in Sarajevo on June 29, 1914, Germany had the excuse it needed to side with Austria against the Serbs. War was declared and troops mobilized on all fronts. The die was cast. Britain issued an ultimatum to the Germans to withdraw their troops. When the ultimatum was ignored, a conflict began which would involve the entire world in war.

The German naval philosophy during World War I was simple. Draw the British out; pick off the warships that could be lured away from the main fleet, and thereby weaken the island fortress which was entirely dependent upon their naval power. And that's how the war at sea unraveled. The British hoped to catch the German High Seas Fleet at sea and destroy it in a single massive victory. The Germans played a game of cat and mouse until an encounter 70 miles off the German coast at Jutland brought the two fleets into combat. The dreadnoughts collided. But fog, indecision and poor British command intelligence and tactics enabled the Germans to slip back to the protection of their ports, foiling the Golden Lion's hope to defeat them in battle. From that point on, the German naval command only made sorties from their safe haven, sparing their magnificent High Seas Fleet from defeat and robbing it of victory.

In November 1918, at the conclusion of hostilities but prior to the signing of a peace treaty, with a gun to their heads and communist revolution everywhere, the Germans agreed to intern their fleet under the auspices of the allies until a peace treaty could be concluded. Thus, the major capital ships, 74 in all, (undefeated and not surrendered) sailed out of port toward an uncertain fate and destination—internment under dishonorable conditions.

The allies, for their part, were wran-

gling over the spoils of war like jackals over an abandoned kill. It was decided that the German Fleet would be interned in Scapa Flow, the anchorage that served the British as headquarters for their Grand Fleet during the war. The place was ideally suited for ships—deep, and sheltered and remote, with access to the Atlantic and North Sea. But the Orcadian winter and the lack of discipline and total disarray within the German Navy almost ensured eventual scuttling. Pride and arrogance prevented the British from seeing it.

The German ships had been disarmed. Their huge guns were rendered useless; ammunition and radio equipment were removed. Under physical privations with difficult resupply from home, the officers and crews aboard the interned fleet languished. British guards were not allowed on the German ships since they were not officially surrendered.

When Admiral Ludwig von Reuter, Commander of the interned fleet in Scapa Flow, realized that war would again break out and that efforts to arrive at an acceptable treaty at Versailles had broken down, the German High Seas Fleet Commander put into effect a standing plan to scuttle the fleet.

The moment was opportune. On June 21, 1919, the British squadron, oblivious to von Reuter's elaborate preparations to sabotage his ships, sailed out of Scapa Flow on training exercises, leaving only one small ship and a handful of patrol drifters with machine guns. The order was given. The Germans hoisted their battle ensigns for the first time since their arrival in Scapa Flow. Before the British could intervene, the huge battleships, cruisers and destroyers sank before the eyes of the world. "There was shuddering...then it was a slow turn over and they seemed to go down with a great suction," Kitty Tait said.

The warships that sank in shallow water were eventually salvaged. Some of the destroyers were grounded and pumped out; others were refloated. For the battlecruisers, battleships and cruisers which sank in deeper water, special techniques were required to refloat them. Many of the battleships, immense dreadnoughts weighing 25,400 tons, sank upside-down, presenting difficult salvage problems.

Seven ships were sunk in water too deep to make salvage feasible in the post-war and depression years that followed. Even with the rather advanced technology developed by the salvors, the deep ships were left. With the advent of another world war and the use of the Royal Navy dockyards at Rosyth for fleet maintenance, Scapa Flow returned to its original place in world maritime events, an an-

chorage for the British battle fleet in World War II.

"The seven remaining ships were not entirely forgotten," John Thornton, one of the original pioneers who began sport diving the wrecks in Scapa Flow, said. "Some salvaging was attempted and some of the wrecks were blasted apart to get at the non-ferrous metal and boilers. But the depth hampered these efforts, luckily."

Scapa Flow has become a cold-water diver's paradise. The old German warships are overgrown with invertebrates, sporting colors and an abundance of life that radiates under a diver's light. The ships themselves are veritable cities under the sea, mansions whose terrain can only be explored a little at a time.

Immense guns that once hurled 12-inch projectiles 20 miles and more loom out of the green sea. Turrets, armored with steel 14 inches thick in places, are often mistaken for the ship's hull, so massive are the structures.

The seven ships are a diver's dream of exploration. Three battleships remain on the bottom in relatively deep water, which accounts for their existence. The *S.M.S. Markgraf*, the *König* and the *Kron Prinz Wilhelm* are all battleships, some 580-feet-long and 25,400 tons. The *Markgraf* is the deepest, sitting upside-down on the sand in 160 feet of water. The *Kron Prinz*, also upside-down, was blasted amidships for salvage. Massive guns loom out from the ship, accessible to the diver willing to duck under the deck cowling and crouch in the sand. One of the *Kron Prinz'* massive turrets is attached to overturned deck plating, its massive 12-inch gun tubes wedged in the sand at 115 feet. The battleship *König* also lies upside-down on its port side in 128 feet of water. Twisted steel is everywhere, jagged and confused where salvors blasted to get at the boilers and their copper and brass tubing. The *König's* large guns are visible, upside-down, under the deck.

Four cruisers and one destroyer remain in the flow and are in shallower water than the battleships. The cruisers lie on their sides and provide photogenic panoramas and wonderful exploration dives for the shipwreck enthusiast. The *Brummer*, a 4,400-ton cruiser, lies on its starboard side at a depth of 135 feet to the hull. Swimming forward on the *Brummer*, a huge gun looms out of its turret. Behind the gun, a battle bridge sits out sideways, capped by a large trajectory finder on top, a device used to aim the guns. Behind the steel-armored battle bridge of the *Brummer* are the remains of the bridge and superstructure. Dropping down beneath the ship's bridge, swimming under an iron stairway, divers can view what remains of a medical dispensary—two operating tables submerged in the sand.



The ship is awesome, arrayed with marine growth. The hull and superstructure are patrolled by hake and codfish.

The 5,600-ton cruiser *Koln* lies on its starboard side in 112 feet of water. The *Koln* sits at an angle on the bottom and its large forward gun is silhouetted against the sun filtering down from above. Inside the *Koln*'s bow, divers shine lights on pieces of ships' china, bearing the imperial crown and cross, put aboard in 1916 when the ship was launched.

The light cruiser *Karlsruhe* lies on its starboard side in shallower water, 33 feet to the hull, 79 feet to the sand. The *Karlsruhe* was blasted extensively during helter-skelter salvage attempts, leaving much of the ship a twisted mass of steel. The light cruiser *Dresden*, a 5,600-ton ship, 512 feet in length, lies on its starboard side, about 49 feet to the hull and 98 feet to the sand. The *Dresden* is photogenic, its rows of urinals often the subject of comic relief among divers in the Flow.

One of the most accessible World War I German wrecks in the Flow is the Destroyer V 83, lying in very shallow water. The V 83 was salvaged and blasted extensively. The only part that remains intact is the stern section, which offers excellent picture-taking possibilities. The stern section lies upright on a sloping seabed. A gun cants down off the stern at a picturesque angle. Dropping down, you can examine the V 83's propeller shafts. The wheels themselves have long since been salvaged. Going around the stern section you can actually enter the V 83. Numerous holes and blasted spaces give the photographer ample means to frame subjects swimming outside the wreckage.

Smith Foubister, the operator of several well-maintained diving boats in Orkney, declares that the diving in Scapa Flow will become more popular as interest in contemporary history grows. "The wrecks make fine diving—I reckon among the best in Britain. They certainly have brought divers to Orkney from all over the world," Smith said.

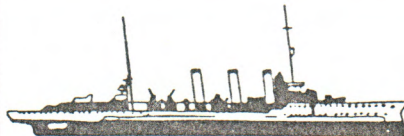
Underscoring the importance of the World War I wrecks as a major tourist attraction for sport divers as well as pieces of history, Brice Wilson, the curator of the Stromness Museum, has long advocated protection of the wrecks.

"We are going to take this up with the Orkney Council," Josh Gourlay, the islands' Tourist Officer, said recently. "We recognize the interest divers have in exploring the shipwrecks and hope to be able to preserve them intact for the future," Josh added.

*John Fine is an underwater explorer and photojournalist. He is a Master Diving Instructor licensed in the U.S. and France.*

## DIVE W.W. I GERMAN NAVY

IN SCAPA FLOW, ORKNEY  
ISLES OF SCOTLAND



S.M.S. DRESDEN

- 3 battleships, 4 light battle cruisers along with a number of block ships and destroyers, about 30 wrecks total.
- 50 dive boat accommodating 12 divers.
- 6 days of diving with 2 dives a day, with box lunch for the boat.
- 8 nights accommodation in a modern inn with breakfast and dinner served daily.

For information and rates, call or write:

**DIVE AWAY**  
P.O. Box 6261  
Plainfield, NJ 07062  
(201) 668-1122

## Rescuers watch in horror as shark devours diver

**HONOLULU, Tues** — Rescue divers yesterday watched helplessly from the ocean's surface as a 12-ft shark fed on the body of a scuba diver who had disappeared while diving the night before.

Acting fire department Capt Aaron Young said he ordered his men out of the water yesterday when he determined there was no safe way to reach the body while the shark continued feeding.

"I decided it was not worth the risk to put fire personnel into the water in a situation that involved a recovery and not a rescue," Young said.

"There is no way we could find out if he got into trouble and he died or if he initially was attacked by sharks," he said.

Young said the divers later recovered

a small part of the man's body and his dive equipment. The 33-year-old man's name was not immediately disclosed.

He had gone diving with three companions Saturday evening, but failed to return to shore, officials said. A search Saturday night was suspended and resumed on Sunday morning.

About an hour after the body was located, lifeguards on shore spotted a large school of tiger sharks, some as big as 15 feet, in the area and warned people to stay out of the water.

The body was located in 15 feet of water about 400 yards offshore of Kahe Point, about 30 miles from Honolulu. The area is known for shark sightings. — AP

THE MALAY  
MAIL OCT 17 '89