

**SOUTH PACIFIC
DIVERS
CLUB**



WET RAG

MARCH

1992

**MINUTES OF SOUTH PACIFIC DIVERS CLUB MEETING
HELD ON 17th February 1992
at BANKSTOWN SPORTS CLUB**

MEETING OPENED 8.20 pm by Martin Kandilas.

APOLOGIES: Ilona Kandilas, Micheal Cufer, Karin Smith, Max Western, Lyod Tate, Stephen and Adam.

Apologies Ian Lewis, who was to be our guest speaker on Caving Diving. Unfortunately he had to immediately return to SA due to business matters.

VISITORS: Neil Robinson, Bev Smith and Paul Cavangh

Welcome to Richard Taylor.

Minutes from Last Meeting:

Read.

Accepted by Rick Latimer

Seconded by Peter O'Grady

Business arising from Minutes:

Another attempt will be made to advertise membership in "Dive Log".

INCOMING CORRESPONDENCE:

UTS Dive Club "No Douts", UnderWater Research Group "URG Bulletin", and Ryde Underwater Club "Surface Interval".

OUTGOING CORRESPONDENCE:

None

TREASURERS REPORT:

Read.

Accepted by Ron Mines .

Seconded by Neil Vincent.

PHOTOGRAPHIC OFFICERS REPORT:

Entries were taken for the George Roberts Memorial Photographic Competition. Winners will be announced at the April meeting, prizes are to be announced.

The purchase of a new club projector will be delayed for a short period to take advantage of some expected upcoming specials.

AV entry forms available soon.

A letter will be sent to Barry Andrewartha (Sport Diver/Dive Log) apologising for the delay in response to his previous letter.

SOCIAL SECRETARY'S REPORT:

Dive organised for the 1st of March "Clean Up Australia" in harbour.

See the Social Calender for upcoming social events.

DIVE ORGANISER'S REPORT:

Kids Christmas party planned for the 22nd November. (Getting in early)
See Social Calender for more details.

DIVE REPORTS:

Lyn and Neil Vincent dived Mt Gambier, good diving. They were able to dive the shaft twice, both days had the sun streaming through the opening. Neil dived Englebrechts West, which is a tourist cave leading into an underwater system. Slides were shown later.

Brian Colwell when to ship rock for a shore dive (he didn't trust the black death). Three unidentified divers, who were diving at the same time, kicked up a sandstorm. Diving was a little dirty though good.

Neil and Lyn V dived on the soft coral gardens at Halifax Park, 12.00 pm Friday, and again on Saturday night in the pouring rain. The conditions were mill pond smooth, Neil wondered where everyone was?. The visibility was reduced from 100ft to 80ft on Sunday. The water temperature was around 24 °C. Angler fish, nudibanchs, sea pens (400-500mm) were among the things observed.

Rick related his experience whist diving the "Kelo" with Martin and others. They had failed to locate the wreck after descending, after swimming around, the dive was aborted since the bottom time was exceeding that comfortable on a single tank. However, they could not find the anchor, the decision was to surface. They ascended spreading out in a line, keeping visual contact, in order to maximise the chances of contact with the anchor rope. They maintain direction by checking the wind chop so they didn't drift below the boat. When they surfaced, they were well ahead of the boat, and it was a very long way away having dragged its anchor. Martin was elected to swim for the boat, leaving the others together. Martin eventually reached the boat, and then had the task of finding the divers. This is harder than expected as divers are not very visible when floating on the surface from a distance. Fortunately Martin left a "safety sausage" with the group, enabling easy location. While the group was floating, another boat came up to enquire after spotting the sausage. The conclusion after the event was that it was a "interesting exercise" with a few lessons to be learnt.

- Fatal Mistake - failing to check the anchor immediately upon descending.
- Gear show be up to scratch - ill fitting equipment is a hazard when floating around on the surface.
- Don't over extend bottom time to allow for mishaps. This also reduces deco time, a bonus especially if a "Mid Water Deco" is required.
- Carry a highly viable safety devise eg a "safety sausage" or a "Survivor balloon"

DIVE COURSES:

The dates for the next deep diver course are:

Thursday 19th March - Theory - Martin's Place
Sat/Sun 21/22 nd March - Diving
Additional nights and/or weekends may be required.

The people in this course are:

Lyn Vincent	Neil Koos
Joan Ostergard	Martin Kandilas
Ross Hipwell	John Beddie
Sue O'Grady	

There is one vacancy if someone from the May course would like to change or if anyone else is interested.

These people absolutely **MUST** pay at the next meeting (including certification) plus boat dives. Extra will be required if all positions can not be filled.
Contact Pennie (ph: 759-4176) or Sue (ph: 528 4485).

GENERAL BUSINESS :

- The date for the April meeting has been changed to 3rd May due to Easter and School holidays.

MEETING CLOSED 10.30 p.m.

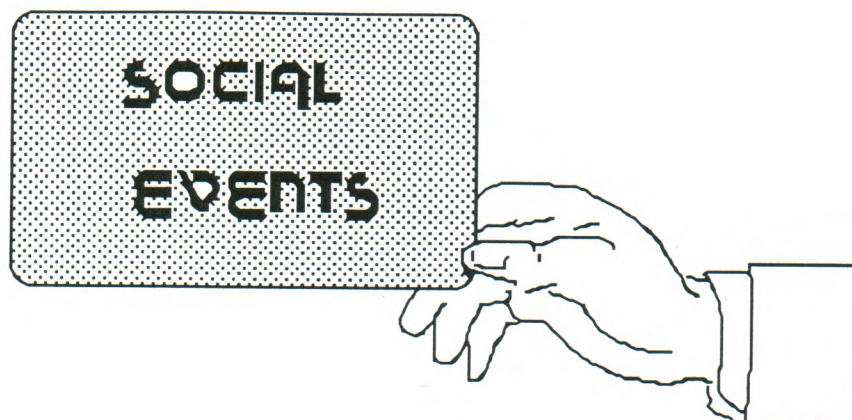
NOTICE:

Peter, our Dive Organiser has resigned, we are currently now without a Dive Organiser, any one interested in helping out organising activities would be much appreciated.

OF INTEREST!!

Rick caught up with Dennis Robinson, from Perth, who is one of our life members. They were reminiscing that it was 21 years ago that the club undertook one of their first deep diving "training" exercises on the 24th March. A coincident that one of the deep diving courses was been held around the same time. Good to see the tradition being upheld. This dive though was to 260ft on the Peaks. Some of the other divers accompanying Dennis were John Sumner, Richard Taylor along with Rick.

Dennis spied a South Pac sticker on a car outside the railway station in Perth. He waited around for 2 hours, as long as he possible could, to see who came back to the car, so that he could meet them.



DIVES and SOCIAL

16th March - Club Meeting - Bankstown Sports Club

6th April - Party Rick's Place.

BBQ (BYO Meat) and Wine Tasting to be arranged.
6.30pm at 105A Robertson Rd; Bass Hill.

DIVE COURSES

Deep Diver Course, instruction by Steve Cross.

19th March Theory
21/22nd Diving

Details earlier in newsletter.
Contact Pennie Smith (Phone: 759 4176) or Sue.

Next Course May.

FUTURE EVENTS!!

FIRST AID COURSE FOR DIVERS

Instruction by Alan Stewart (Senior Training Officer - St John Ambulance).

A talk will be arranged (possibly for the March meeting).
Alan Stewart is an Officer in the Commando Regiment of the Australian Army. He has a Diploma in Education, Post Graduate in Disaster Management, he is also a registered nurse with certificates in psychiatric and retardation care, ICC and CCV and Causality. He is also involved in bushwalking, camping and AB sailing.

UNDERWATER PHOTOGRAPHY WEEKEND/LECTURE

A informative discussion on Underwater Photography by Micheal Cufer, will be organised sometime in the future.

DATES FOR FUTURE CLUB MEETINGS

(unless otherwise advised)

Next Meeting 16/3/92
 3/5/92 (APRIL transferred)

Club Meetings are held the third Monday of each month at Bankstown Sports Club, Greenfield Pde, Bankstown, at 8.00 pm in the Emile McDonald Function Room. Come early and enjoy a meal at the bistro.

SOUTH PACIFIC DIVERS CLUB COMMITTEE

PRESIDENT: Peter Jermyn Contact Number: 708 2309 (Home)

TREASURER: Karin Smith Contact Number: 529 3818 (Home)

PHOTOGRAPHIC OFFICER: Martin Kandilas
 Contact Number: 726 3570 (Home)

SOCIAL SECRETARY: George Nichols
 Contact Number: 502 1564 (Home)
 286 4000 (Work)

DIVE ORGANISER: VACANT.

SECRETARY/PUBLICITY OFFICER: Sue O'Grady
 Contact Number: 528 4482 (Home)
 (Work)

Note this Work Number has changed!

THE IMPORTANCE OF ROLLOCKS

I love boating and I love fishing — they go together like a rod and reel — and so often I see people upgrading their boats to either a modern outboard or inboard design without rollocks and I smile to myself. My boat is quite new and I certainly enjoy having the grunt of the twin Johnsons hammering away up the back which allows me to either get to the best fishing spots ahead of the competition or to follow the school if it's on the run. Don't get me wrong, the donk on a boat can be your best ally. And blokes I go fishing with, like Stan Smith and Bob Lutz, snigger when they see the old rollocks still in position on both sides of my boat. But nothing in the world could get me

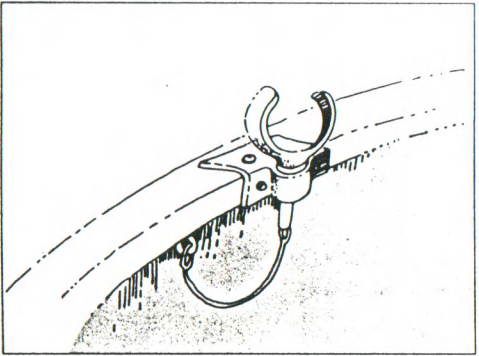
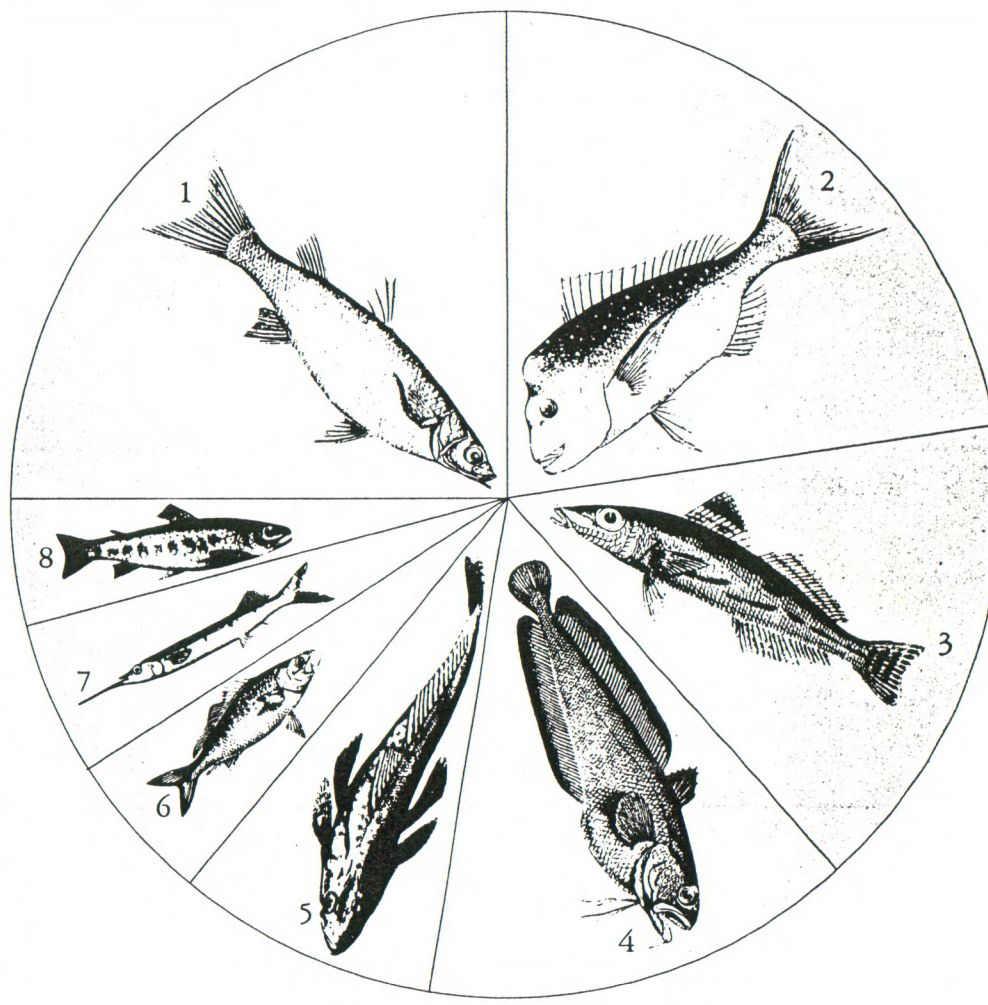


Diagram showing the dimensional relationship between the rollocks, the thwart and the stretchers.

to part with them. I took them off my last boat and had the Halverson company set them in the fibreglass when the boat came out of the mould. Not only are they useful if the Johnsons go down and oars have to be brought out of mothballs, but as a fisherman they are an indispensable aid. I don't know how often I've used the rollock as a means of gaining added purchase when pulling in a biggie either as a footrest or as a means of wrapping the fish around it at that critical moment when the bugger is half in and half out. But most importantly the rollock is a more than useful aid for belting the life out of the fish and scaling it almost in one motion. More often than not the head can be wedged into the rollock affording you the luxury of using both hands to really go to town. I can remember the days of going out after the really big stuff with Bob Dyer and Lee Marvin and when I got them on my boat and showed them just what the rollock can do, they were instant converts. I know Bob sold his cruiser the day after being out with me because a rollock implant for his boat was an impossibility. The next boat he got had three sets!

AUSTRALIA'S MOST COMMONLY CAUGHT FISH



- | | | | |
|------------------|----------------|-------------------|-----------------|
| 1. Mullet 25% | 3. Whiting 17% | 5. Flathead 7.4% | 7. Garfish 5.6% |
| 2. Snapper 21.2% | 4. Cod 13.8% | 6. Tommy Rough 6% | 8. Trout 4% |

DISTRESS (RADIO)

INTRODUCTION

This SEA updates and supersedes SEA 20.

Even the most careful and safety conscious mariner encounters difficulties at sea. Sometimes it can be something as simple as a fouled propeller in fair weather where remedial action can be quickly and easily undertaken. However, it could equally be something as disastrous as striking a semi submerged container at night in rough sea conditions.

Disaster can take many forms; fire, flooding, grounding, collision, weather damage, medical problems to name but a few. Should you find yourself in trouble or in a distress situation, keep calm and assess the situation. There are several basic but important facts that you should know in order to obtain assistance as quickly as possible.

Emergency Position Indicating Radio Beacon (EPIRB).

Every mariner who proceeds to sea should have an EPIRB. Even if not presently required by your State Marine authority, mariners should consider the advantages of carrying one of these relatively inexpensive lifesaving devices.

An EPIRB suitable for pleasure craft and fishing vessels is the 121.5/243 MegaHertz (MHz) EPIRB. It operates on the distress frequencies 121.5 and 243 MHz, is self contained, slightly larger than a milk carton, weighs about 1 kilogram and costs approximately \$200.

The more sophisticated 406 MHz EPIRB which has global coverage, or the L Band INMARSAT EPIRB are more suitable for fishing vessels and pleasure craft undertaking extensive long ocean passages.

When activated, the distress signal from a 121.5/243 MHz or a 406 MHz EPIRB will be detected by COSPAS-SARSAT polar orbiting satellites. The distress alert is then passed to the Australian Maritime Safety Authority's (AMSA) Maritime Rescue Coordination Centre (MRCC) in Canberra providing a position of the distressed craft. SAR personnel in the MRCC are then in a position to quickly coordinate search and rescue action.

RADIO COMMUNICATIONS

SEA readers will have read about the changes which have occurred to distress and safety frequencies in recent SEA articles and other sea safety education material. The complete list of distress and safety frequencies and their uses are shown below. They are monitored by OTC Maritime Communications Stations (MCS) and some Limited Coast Radio Stations (LCRS).

High Frequency (HF) - Radiotelephony (Voice)

- 2182 kHz - Distress, safety and calling.
- 4125 kHz - Distress, safety and calling.
- 6215 kHz - Distress, safety and calling.
- 8291 kHz - Distress and safety only.
- 12290 kHz - Distress and safety only. **
- 16420 kHz - Distress and safety only. **

**

12290 kHz Watch kept by Sydney Radio and Perth Radio from 0700 to 1900 local time

16420 kHz Watch kept by Perth Radio only from 0700 to 1900 local time

OTC Maritime provide a wide range of on demand Radphone frequencies above 6 MHz for calling and working purposes.

Ranges for individual HF frequencies have been purposely omitted due to the vagaries of HF propagation. However, in general terms, during the daytime, lower frequencies of 2, 4 and 6 MHz are best for short to medium ranges and the higher frequencies of 8, 12 and 16 MHz are better for longer ranges. At night, lower frequencies are generally better than higher frequencies.

Very High Frequency (VHF)

- 156.800 MHz (Channel 16) - Distress, Safety and Calling.
- 156.375 MHz (Channel 67) - Supplementary Distress, Safety and Maritime Safety Information (MSI)

Range is normally line of sight and is dependent upon the height of the transmitting and receiving aerials. VHF is not greatly affected by day/night conditions.

A continuous watch is kept on Channel 16 by OTC's main HF stations in their immediate vicinity. In these areas Channel 67 is used for the promulgation of MSI. Further information is available from OTC's "Maritime Radio Services Guide".

Channel 16 is also monitored by merchant ships and warships at sea and by some LCRS during their hours of operations.

While Channel 16 and 67, where available, remain the primary means of distress and emergency communications on VHF, the OTC Auto Seaphone '999' service

supplements these facilities by providing direct dial access for assistance in distress and emergencies through the many Auto-Seaphone channels available to boat owners around the coast. Dialling '999' will usually override other calls and connect the caller to an OTC Maritime operator.

27 MegaHertz

In addition to VHF and HF frequencies some yachts and fishing clubs use 27.880 MHz (Channel 88) for safety purposes. This frequency has a limited range, and, under certain conditions, is subject to 'skip' which may result in transmissions being received hundreds of miles away and being missed by local stations. Channel 88 is monitored by some LCRS. Channel 86 is the supplementary distress and safety channel.

Radio Reception

The range of all marine radios also depends upon transmitter power, aerial efficiency and proper maintenance. Consequently it is up to the individual boat owner to ensure that the radio and associated aerial, tuner and earth arrangements are correctly installed and maintained. This particular aspect has been the subject of a recent Safety Education Article (SEA).

Radio Distress Procedures.

A distress call has absolute priority over all other radio traffic. All stations hearing a distress call must stop transmitting immediately so that the vessel in distress is able to pass its message without interference. All stations should continue to monitor the frequency.

Mayday or Pan Pan ?

A MAYDAY call is initiated in a Distress situation. This is defined as a vessel in grave or imminent danger and immediate assistance is required; e.g. you are sinking or aground and badly holed on a reef in bad weather.

On the other hand a PAN PAN call is used in an Urgency situation. This involves the safety of a ship or person but there is no immediate danger; e.g. you require medical advice or assistance or you have run out of fuel and are drifting but not in any immediate danger.

Ultimately it is the responsibility of the person in charge of the vessel to determine if a MAYDAY or PAN PAN should be declared.

How To Send A Distress Call

Using one of the recognised distress frequencies transmit the following:

MAYDAY MAYDAY MAYDAY

This is (vessel name and callsign spoken 3 times)

MAYDAY

Vessel name or other identification

Particulars of your position in either degrees and minutes of latitude and longitude or bearing and distance relative to a well known geographical feature.

The nature of your distress and the kind of assistance required.

Any other information which may aid rescuers (include number of persons onboard, description of your vessel, liferaft, EPIRB)

If no answer is received, repeat the distress call and message particularly during the 'silence period' on the other distress frequencies or any other available frequency on which help may be obtained. If still no contact activate your EPIRB. If radio contact is established you will probably be advised to activate your EPIRB to assist rescuers locate your position.

Receiving a Distress Call

If you hear a distress call in your near vicinity and you are in an area where there is reliable communications with a MCS or LCRS, you should wait a short time to let that station acknowledge receipt of the MAYDAY. If there is no response within a reasonable time, then you should acknowledge the call.

If you are not near the distress position wait for a short time to allow MCS, LCRS or nearer vessels to acknowledge. If there is no response, then you should acknowledge the call.

How to Acknowledge a Distress Call

On the same frequency as the distress call, transmit the following

MAYDAY

Name/callsign of vessel in distress repeated 3 times

This is (your vessel's name/callsign repeated 3 times)

- . Received (or Romeo Romeo Romeo) MAYDAY
- . Over

If no other vessel has acknowledged the MAYDAY or if you are nearer or better suited to assist, you should then send the following information in the order shown and on the frequency the distress message was received.

- . MAYDAY
- . Name/callsign of vessel in distress repeated 3 times
- . This is (your vessel name/callsign repeated 3 times)
- . Text (Your position, intentions, expected ETA)
- . Over

Mayday Relay

Under certain circumstances another vessel may be in a position to relay a distressed vessel's MAYDAY call. These circumstances are:

- . The ship in distress cannot itself transmit the distress message,
- . The master or skipper of the ship not in distress or the person responsible for the MCS or LCRS considers further help is necessary;
or
- . Although not in a position to provide assistance, it has heard a distress message which has not been acknowledged.

In any of these events the vessel should relay the vessel in the following format:

- . MAYDAY RELAY MAYDAY RELAY MAYDAY RELAY
- . This is (your vessel name/callsign repeated 3 times)
- . MAYDAY distressed vessel name/callsign
- . Distress message text

A ship station should not acknowledge receipt of a MAYDAY RELAY message transmitted by a MCS or LCRS unless definitely in a position to provide assistance.

Post Distress Phase

If, after you have broadcast a distress message and the emergency subsequently ceases to exist, you must downgrade the distress to urgency (PAN PAN) or broadcast a cancellation message.

MAYDAY cancellation message broadcast by controlling station.

- The distress signal MAYDAY
- The call HELLO ALL STATIONS spoken 3 times
- The name/callsign of station sending the message
- The time the message originated
- The name/callsign of the vessel which was in distress
- The words SEELONCE FEENEE

If you activated your EPIRB for the distress phase, don't forget to recover it and switch it off. EPIRBs not recovered and switched off have been known to transmit for up to 6 days. This not only has the potential to mask another EPIRB's transmission from the same area, but it can also mislead and delay rescue aircraft from their primary mission.

REMEMBER, the misuse of distress messages or the deliberate broadcasting of hoax calls may endanger the lives of fellow mariners, airmen and other potential rescuers. Additionally, scarce rescue resources may not be readily available for actual distress situations.

There are severe penalties under the Radiocommunications Act for transmitting false distress calls.

Readers who want to learn more about radiocommunications procedures are encouraged to contact an office of the Department of Transport and Communications and obtain a copy of the current edition of "Handbook for Radiotelephone Ship Station Operators".

In the interests of marine safety, addressees are invited to reproduce this article and acknowledge the source.

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December 1991