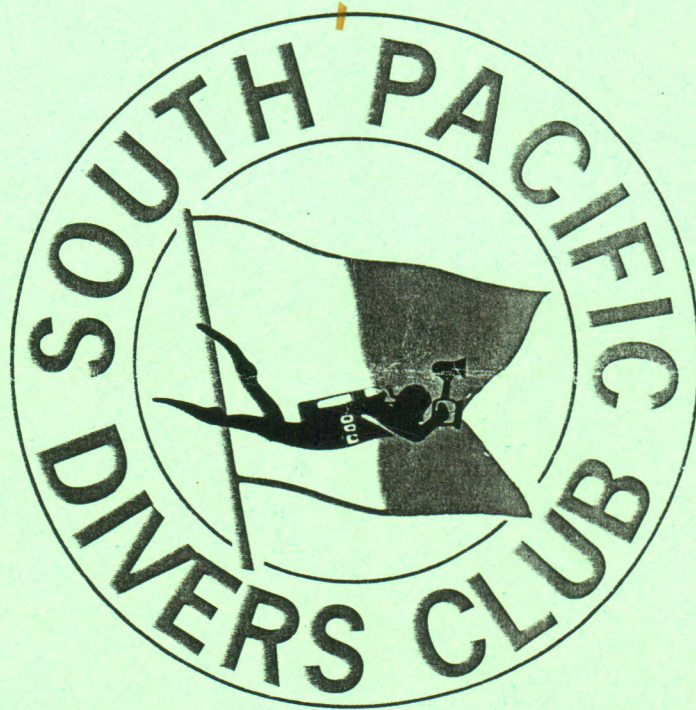


SOUTH PACIFIC DIVERS CLUB

Incorporated



W E T R A G

AUGUST 1993

**MINUTES OF MEETING HELD
ON 19 JULY, 1993
AT BANKSTOWN SPORTS CLUB**

Meeting opened by Ron Mines at 8.20 p.m.

APOLOGIES: Ilona Kandilas, John Beddie, Wendy and Michael Cufer.

VISITORS: Nil.

Welcome to Ross Hipwell.

MINUTES FROM MEETING 21 JUNE, 1993:

Minutes were read by Sue O'Grady.

Accepted by Michael McFadyn. Seconded by Paul Breadner.

INCOMING CORRESPONDENCE:

Ryde Underwater Club "Surface Interval", "URG Bulletin", UTS "No Douts", Uni. of NSW, Sydney Uni. Underwater Club, Fun Dive "Frolics", etc.

OUTGOING CORRESPONDENCE:

None, aside from A/V correspondence.

TREASURER's REPORT:

The Treasurer's Report was read by Lynn.

Accepted by Leo Mayer. Seconded by Rick Latimer.

PHOTOGRAPHIC OFFICER's REPORT:

Brian Colwell reported on the success of the A/V Presentation Night.

The film on the Whale Sharks of Ningaloo Reef received a good reaction from the audience on the night and its quality of production was appreciated.

Brian briefed us on the "dramas" involved in obtaining this film.

The Committee expressed its thanks to Rick Latimer for organising the Sponsors for the A/V presentation.

Also thank you to Barry Andrewartha as Guest Speaker and Steve Cross as M.C. on the night.

Members then had a general discussion on some points about the A/V night.

SOCIAL SECRETARY's REPORT:

There was a Club restaurant night held at the Madura Indonesian Restaurant.

A Night Dive was planned and Oak Park was suggested for Friday 30 July at 7.00 p.m. George is to co-ordinate.

As there was a good turn out to the last JB weekend away, another one is to be planned for in say September / October.

DIVE REPORTS:

Michael McFadyen and John Beddie dived off the new 'Cat Dive' boat. The original plan was to dive the Undola but because it was too choppy they dived the Tuggerah instead. There were problems getting the anchor to stick and in the end John went down and hooked the anchor himself. The water was dirty on the way down but there was 30 - 40 ft vis. on the bottom. Although it was dark it was still a good dive and Michael saw serpent eels, wobby's, etc.

Michael also did a shore dive off Shark Point, Clovelly.

Martin dived on "a historic shipwreck".

On another dive, Rick Latimer, Martin Kandilas, Mark Spencer, Peter Gruber (both in dry suits) and a couple of others in a rubber ducky dived the Kelloe (*or is it Kelso* !). Rick and Martin reported that it was a good dive but it got a bit chilly while waiting at the deco stop.

Scott Leimroth dived the Annie M. Miller and reported good vis. of about 25m. There was surprising water clarity after the recent rain and Scott could see the whole wreck.

WRECK DIVE COURSE:

Steve Cross has offered to conduct a Wreck Dive Course for the Club in October. The course will consist of 2 days diving and 1 night of theory. Two classes were suggested: one before 9 October and one after 16 October.

Those at the meeting who were interested in doing the course were:

Ross Hipwell	Scott Leimroth
Leo Mayer	George Nichols
Vicky Colwell	Joe Ingegneri
Brian Colwell	Lynn Keller
Jenny Mines	Sue O'Grady
Ron Mines	Paul Breadner
Chris Wright	John Gordon

GENERAL BUSINESS:

Sue O'Grady reported that SPD Club is now officially incorporated after a lot of hard work and late nights by Sue and the Committee thrashing out the document. A copy of the Model Rules for Incorporation of the Club are to be sent out to each club member.

A discussion took place about reviewing the photo competition rules. It was suggested by Ron that the next elected Committee should pursue this issue further.

As Sue O'Grady will be on holidays, Terese Mayer was requested to stand in as Acting Secretary for the next meeting.

SOCIAL EVENTS

DIVES and SOCIAL

JULY 1993

30th – Friday: NIGHT DIVE at Oak Park – 5.00 p.m.

31st – Saturday: SEAL ROCKS TRIP.
Diving off Ron Hunter's new boat.
See Joe ASAP for more details.

AUGUST 1993

15th – Sunday: CLUB DIVE
Meet at Water Street Ramp – 9.00 a.m.
Contact Peter Booth (529 3818).

Date to be advised: BOTTLE DIVE.

SEPTEMBER 1993

4/5th – Sat/Sunday: 4WD TRIP to YERRANDARI, including Limeburner trail and others. This was the location of our first 4WD trip. Facilities available such as water and toilets at camp site. Contact George if you would like to participate, even if you don't own a 4WD, there are often lots of spare seats.

FUTURE EVENTS:

Late September or Early October: JERVIS BAY WEEKEND – At Myola Caravan Park. Boat owners and divers please contact Dive Organiser.

October (tentatively) 2 WRECK DIVE COURSES with Steve Cross.

Date to be advised: GARAGE SALE.

9 – 16 October: Dive trip to Great Barrier Reef on the "Undersea Explorer".

1994

February: Dive trip to Lady Elliot Island off Bundaberg Queensland.

Note: More details of future social events will be provided at the next Club meeting.

DATES FOR FUTURE CLUB MEETINGS

16 / 8 / 93
Annual General Meeting

20 / 9 / 93
18 / 10 / 93
15 / 11 / 93
20 / 12 / 93

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

COMMITTEE MEMBERS

POSITION		CONTACT HOME	NUMBERS WORK
PRESIDENT:	RON MINES	602 9851	602 3544
TREASURER:	LYNN KELLER	644 5862	
SOCIAL / DIVE ORGANISERS:	GEORGE NICHOLS JOE INGEGNERI	502 1564 743 3710 Mobile: (018) 862 328	286 4000
PHOTOGRAPHIC OFFICER:	BRIAN COLWELL	772 4462	524 2236
SECRETARY / PUBLICITY: ** OR **	SUE O'GRADY	528 4482	694 5681
ACTING SECRETARY:	TERESE MAYER	708 5742	227 1677

ALL CORRESPONDENCE SHOULD BE DIRECTED TO:



SOUTH PACIFIC DIVERS CLUB
P.O. BOX 823
BANKSTOWN NSW 2200

TRIP TO THE GREAT BARRIER REEF

ORGANISED BY JOE INGEGNERI

PHONE: 743 3710

MOBILE: (018) 862 328

DATES: 9 – 16 OCTOBER, 1993 (7 DAYS).

VESSEL: "UNDERSEA EXPLORER".

Diving the Cod Hole and the Coral Sea, including the Ribbon Reefs and Osprey Reef.

21 dives are scheduled, including night dives.

The "Undersea Explorer" is an 80 ft. steel purpose-built dive vessel with an easy access dive platform.

The accommodation consists of private twin berth air conditioned cabins. There is also a lecture/briefing room, spacious dining room and huge sundeck.

COST: \$1,150 (Club discount) up to 10 divers.

The price will be cheaper if more than 10 divers attend.

NOTE: Cost is ex Port Douglas.

DETAILS FOR DIVE TRIP TO LADY ELLIOT ISLAND

FEBRUARY 1994: FREE DIVING on LADY ELLIOT ISLAND,
off Bundaberg, Queensland.

Special price for 6 DAYS / 5 NIGHTS

FROM ONLY \$555.00 PER PERSON.

Includes return scenic flight from Bundaberg, accommodation and all meals. Free shore diving.

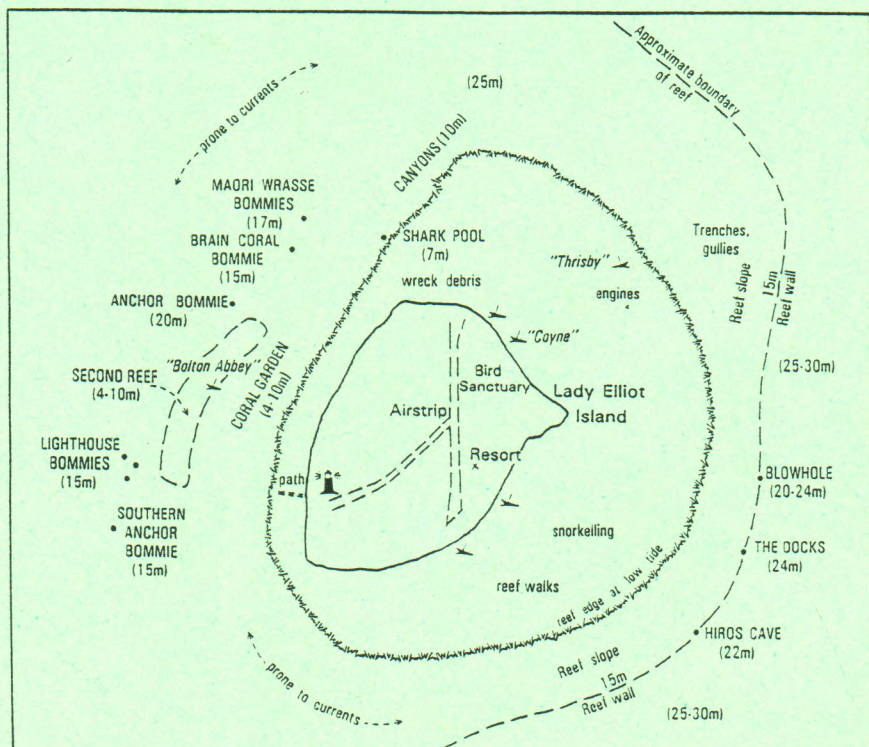
Lady Elliot Island is probably one of the most 'untouched' coral reefs in Queensland and has spectacular dive sites. Divers from all over the world gather on Lady Elliot Island lured by its reputation of being truly one of the world's best dive sites. Diving with Manta Rays and turtles, the variety of coral gardens, underwater topography and seemingly endless fish life are second to none.

Combine this with Humpback Whale migration and turtle egg laying and, of course, brilliant visibility and you have an unforgettable holiday experience. Shore dives are straight onto the Great Barrier Reef where you can discover sites like the Canyons, the Anchor Bommie, Pirates Cave, Groopers Grovel, Heroes Cave, The Lighthouse Bommie, Mystery Reef and Sunset Drift.

Club Member, Leo Mayer (telephone (02) 708 5742 (A/H), is co-ordinating numbers for a group booking to Lady Elliot Island for February 1994. (Firm dates yet to be worked out).

If you are interested, please contact Leo. Brochures and further information are available at the monthly meetings or Leo can mail these to you if required.

LADY ELLIOT ISLAND DIVE SITES



Wrecks of the Reef

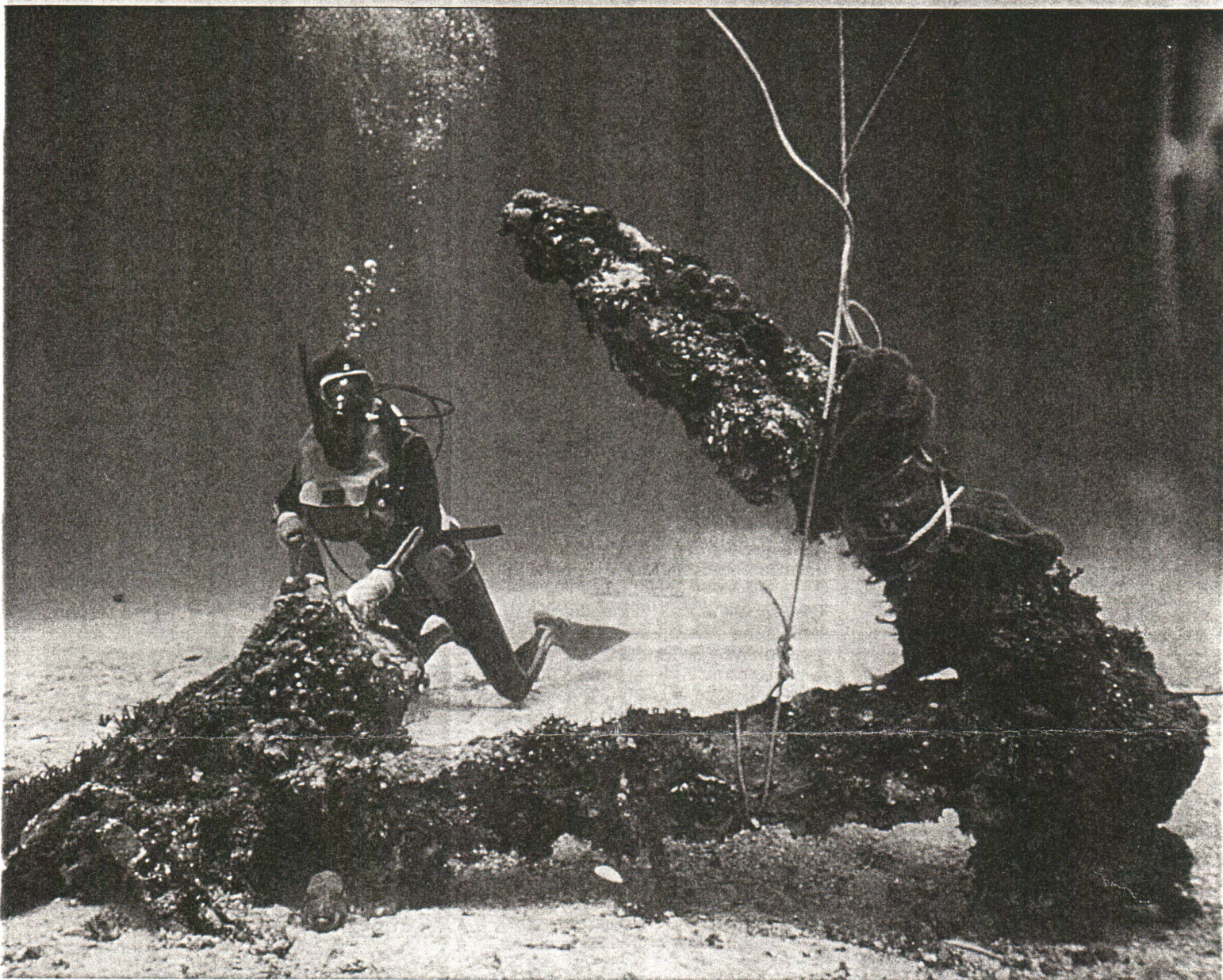
Marine Parks



Great Barrier Reef
Marine Park
Authority



QUEENSLAND
NATIONAL PARKS
AND WILDLIFE
SERVICE



The Great Barrier

In the early 1800s, the navigator, Matthew Flinders first used the term 'Great Barrier Reefs' which now describes the vast complex of reefs and islands off the Queensland coast, extending 2000km from the Capricorn-Bunker coral cays to Torres Strait. From the early days of European colonization, vessels have plied these reef waters on the trade routes to Asia and beyond and to harvest the region's resources.

Captains had two main choices when sailing north. To sail within the outer reefs to Cape York gave some protection from the Pacific swells but required careful navigation. The alternative was to pass seaward of the barrier reefs to reach Torres Strait via the Great North-East Channel or via Raine Island Entrance and Blackwood

Channel. Vessels wishing to traverse the Barrier Reef elsewhere had to risk passages through narrow gaps in the reefs. Sailing craft were particularly vulnerable to the vagaries of wind and currents, and to thread the maze of uncharted reefs required great skill and courage.

Hazards involved in navigating the labyrinth of reefs, compounded at times by strong tidal currents, storms and cyclones, resulted in the loss of many vessels, large and small.

Some reef waters are ship graveyards. Around the reefs of the Capricorn-Bunker Group in the south lie the remains of numerous vessels. The reefs around Raine Island Entrance to the far north have also claimed many. A fierce cyclone which swept Bathurst and Princess Charlotte Bays in 1899 caused the loss of 300 lives and 59

vessels from the pearling fleet sheltering there.

Above. A diver inspects an anchor from H.M.S. Pandora which sank near Raine Island in 1791.

Below. The remains of the S.S. Tambaroora, wrecked on Polmaise Reef (Capricorn-Bunker Group) in 1879.





DEPARTMENT OF
ENVIRONMENT AND
HERITAGE
QUEENSLAND



GREAT BARRIER REEF
MARINE PARK
AUTHORITY

History of shipping

Recorded European navigation in these waters began with Captain Torres who, in 1606, sailed the Spanish caravel *San Pedrico* through the strait which now bears his name.

British exploration began with James Cook in the barque *Endeavour*. Its name was given to the reef that nearly ended his voyage of discovery in 1770. Cook's reports led to the founding of the colony of New South Wales. Within two decades extensive maritime surveys had begun to chart the way for the increasing numbers of vessels bringing convicts, immigrants and supplies to the new settlements and sailing north to Torres Strait on the homeward journey.

From the early days, enterprising colonists fitted out vessels to hunt whales. Other maritime industries and trades developed – beche-de-mer fishing, sandalwood cutting, pearl shell collecting and guano mining – in some cases leading to special designs such as the pearling lugger.

A marble mortar used by the Pandora's surgeon.



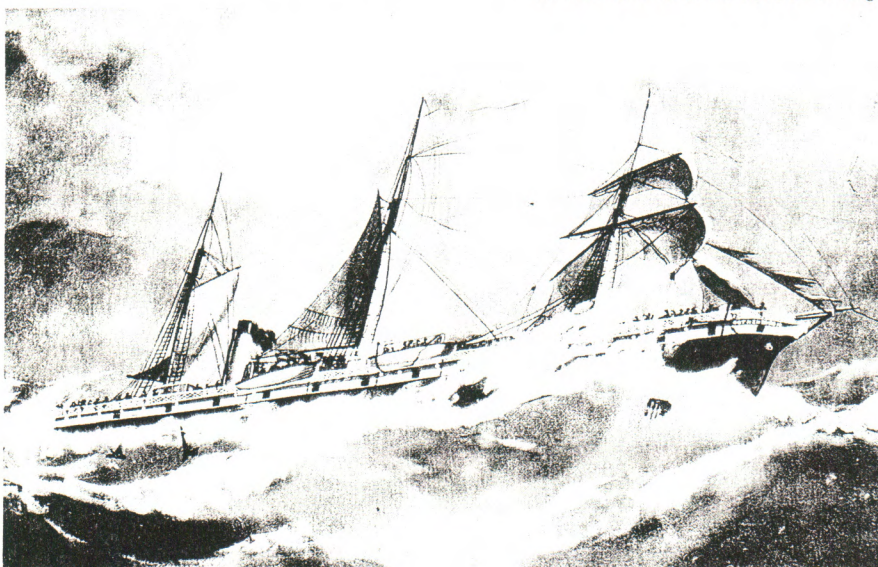
With the spread of settlement, a coastal trade network was established. By the 1850s, numerous small wooden sailing vessels – usually schooners and brigs – were competing for cargo and passengers.

During the 1860s, Queensland saw the establishment of a new trade – 'blackbirding' – the recruitment and transport of Pacific islanders to work on Queensland sugar plantations. A series of gold rushes in Queensland also led to many vessels entering these waters bringing fortune seekers, including Europeans and Chinese, to newly established landings.

Immigrants arriving in Australia in large numbers from the early 1840s were carried in specially fitted vessels. To increase profits, owners sought return cargoes. Exports included wool, wheat, sugar, coal, gold and timber. Passengers leaving Australia included detachments of military regiments.

The pageant of early exploration, settlement, development, trade and transport may be revealed by the remains of vessels lying broken up or relatively intact, encrusted in coral or partially buried in seabed sediment in Great Barrier Reef waters. The wrecks show technological developments in naval architecture and advances made in propulsion such as steam power and the internal combustion engine. Wrecksites represent a priceless, irreplaceable heritage.

The last moments of the S.S. Gothenburg.



A stempost and anchor mark the Pandora's remains.

Some important shipwrecks

About 1200 shipwrecks predating 1900, representing various phases of maritime history and technology and the social, cultural and economic development of Australia, are on record. Some are particularly notable.

The earliest identifiable relics from the Great Barrier Reef are six cannon and other heavy objects jettisoned from the *Endeavour* in 1770 to refloat the vessel after it struck a reef. The cannon were recovered and restored for public display.

Important wrecks include:

H.M.S. Pandora (1778-1791): This 24-gun Royal Navy frigate, despatched to recapture the *Bounty* and its mutinous crew, struck a reef while seeking an entrance through the northern reefs enroute to England. It carried a complement of 130 in addition to 14 *Bounty* prisoners confined to a small wooden cell. Four of the mutineers and 31 crew were drowned. The remainder made their way to Timor and gained passages to England. The wooden vessel is in an excellent state of preservation and recent excavation is shedding valuable light on the shipboard lifestyles of sailors and officers in the Royal Navy of that period.

Wrecks of the Reef

Morning Star (1813-1814): This Indian-built brig was wrecked near Temple Bay, far north Queensland, at a location yet to be pinpointed. The brig carried a general cargo of colonial exports and was bound for Batavia (now Jakarta). When located, its remains should generate new insights into Indian and European shipbuilding practices and techniques, and the trade relations Australia had with South East Asia at the time.

H.M.S. Mermaid (1816-1829): Few records exist for this type of vessel. This cutter was built of teak in Calcutta using European and Indian designs and construction techniques. The *Mermaid* was converted to a schooner for official survey and supply duties, and was commanded by Phillip Parker King in surveys of the Australian coast between 1818 and 1820. She was lost south of Trinity Inlet, Cairns.

America (1827-1831): Built in Quebec and used as a convict transport, this ship arrived at Hobart in 1831 with 186 female convicts. She then sailed for Batavia but the southern reefs claimed her and she was abandoned on Wreck Island reef off Gladstone.

Artefacts from the Pandora.



Pacific islanders wearing traditional shell armbands.

Golden City (1852-1865): First used for the Californian Gold Rush, this American-built clipper became an immigrant ship plying between England, Australia and New Zealand. She was wrecked at Lady Elliot Island while loading guano for export.

S.S. Gothenburg (1854-1875): Built in London as the *S.S. Celt*, the screw steamer was lengthened in 1866 and renamed *Gothenburg*. This iron vessel was also rigged as a three-masted schooner and on her last voyage was carrying general cargo and gold bullion from the Pine Creek diggings south of Palmerston (now Darwin). Among the 84 passengers were various dignitaries and miners who were carrying gold-laden money belts. The ship struck Old Reef off Ayr drowning 106 people.

Foam (1877-1893): Wrecked on Myrmidon Reef off Townsville, this blackbirding schooner was returning Pacific islanders who had completed their indenture period on sugar plantations. All were saved. Systematic study of this vessel should contribute greatly to an interesting facet of Queensland's history. To date, trade objects raised and conserved include ceramic armlets, manufactured to imitate traditional ornaments carved from giant clam shells.

Yongala (1903-1911): This single screw passenger steamer sank in a cyclone off Cape Bowling Green, south-east of Townsville, with the loss of all 120 on board and its general cargo. The wreck is lying on the seabed with the hull virtually intact, providing a valuable archaeological resource and a home for interesting marine life.



Ceramic armbands at the Foam wrecksite.

Visiting wrecks

Most wrecks lie in the intertidal zone or below the tideline, accessible only to divers. Their value as a cultural resource includes not only their archaeological importance but also their attraction to the diving public. If relatively intact, they can host many reef fish and other marine life as well as forming a dramatic visual feature. Recognizable objects such as cannon, anchors, deck machinery, crockery, and glassware add to the excitement of wreck diving.

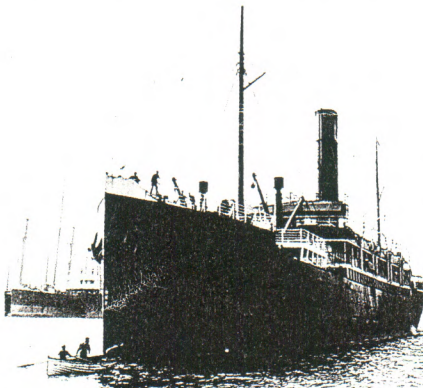
These irreplaceable relics are prone to pilfering and human interference. Anchoring directly over the site or the use of explosives or similar means to uncover artefacts wreaks great havoc. Even minor disturbance can begin a process of erosion and degradation to a wreck where the processes of disintegration have more or less stabilized. Removing relics also robs other divers of 'discovering' them anew. Once removed from the water, relics will deteriorate seriously if not properly conserved by professionals.

Wreck site management

All wreck sites and objects have some cultural value and their management will receive increasing attention in the future. Most sites will be left almost untouched, being surveyed and recorded with minimal impact. Others may be partially or fully excavated with the objects conserved and samples displayed in museums and interpretation centres. Wreck diving trails and accompanying interpretive notes are planned for some key sites.

To encourage responsible wreck diving and provide for constructive public involvement, the Queensland Museum assisted in the establishment of the Maritime Archaeological Association of Queensland.

Programs include shipwreck assessment, artefact conservation and historical records research. Practical training courses in wreck survey and related fields are run periodically.



The Yongala before her fateful encounter in 1911.

Authors

Peter Lawson is a Management Officer with the Queensland National Parks and Wildlife Service, Maritime Estate Management Branch.

Peter Gesner is a Curatorial Officer with the Queensland Museum, Maritime Archaeology Section.



Navigation lights from the Yongala revealed by a diver's torch.

Shipwrecks and the law

The most relevant legislation is the Commonwealth's Navigation Act 1912 and the Historic Shipwrecks Act 1976. The former covers salvage laws and relates primarily to people who are in possession of salvaged material. All shipwrecks and relics remain the property of their lawful owners or the Crown.

The 1976 Act and its regulations have the ultimate aim of protecting our maritime heritage by providing for the protection of historic shipwrecks and relics. Wrecks can be declared historic shipwrecks under this Act. Declared wrecks in the Great Barrier Reef region are the *Pandora*, *Morning Star*, *Mermaid*, *Gothenburg*, *Quetta*, *Foam* and *Yongala*. A reward may be paid to the discoverer if a previously unlocated wreck is declared historic.

Further information may be obtained from:

Great Barrier Reef Marine Park Authority
PO Box 1379
Townsville, Qld 4810
Telephone (077) 81 8811

Queensland National Parks and Wildlife Service
PO Box 190
North Quay, Qld 4002
Telephone (07) 227 4111

Queensland Museum
Maritime Archaeology Section
PO Box 300
South Brisbane, Qld 4101
Telephone (07) 240 7673

Regulations apply to declared shipwrecks and relics to prohibit their disturbance or removal. Unrestricted access may be allowed at such sites. Alternatively a protected zone may be declared around the site prohibiting certain activities or access without a permit. Protected zones in reef waters have been declared around the *Pandora*, *Yongala* and *Foam*. Under Queensland's Marine Parks Act 1982, all wrecks and relics within state marine parks are protected.



Prolific marine life festoons the remains of the Yongala.

Marine Parks



This Reef Note has been published by the Queensland National Parks and Wildlife Service as one in a series to promote a better understanding of the Great Barrier Reef.

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