

WET RAG

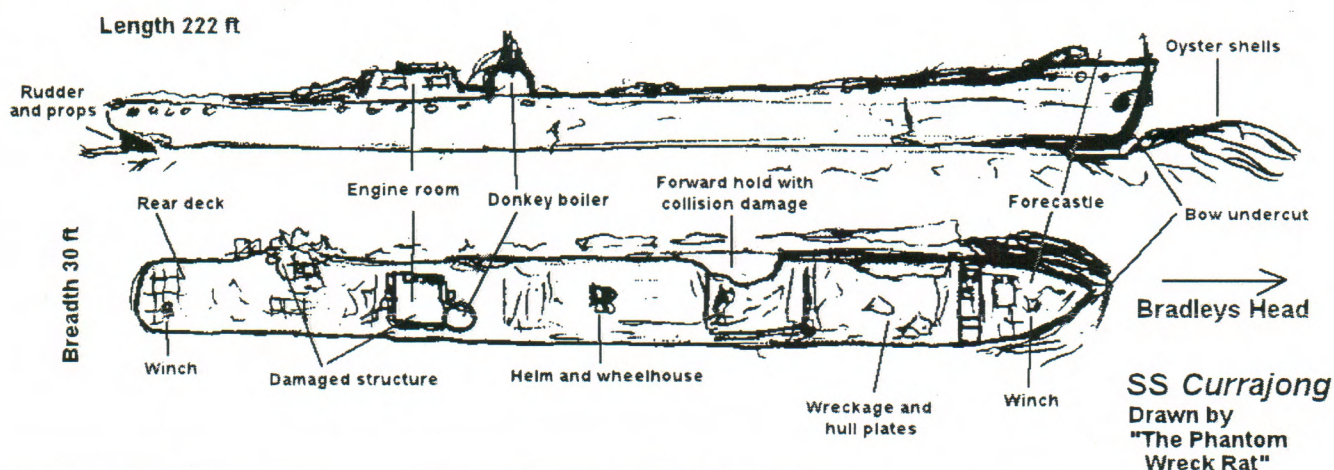


MONTHLY NEWSLETTER OF THE
SOUTH PACIFIC DIVERS' CLUB (established 1962)

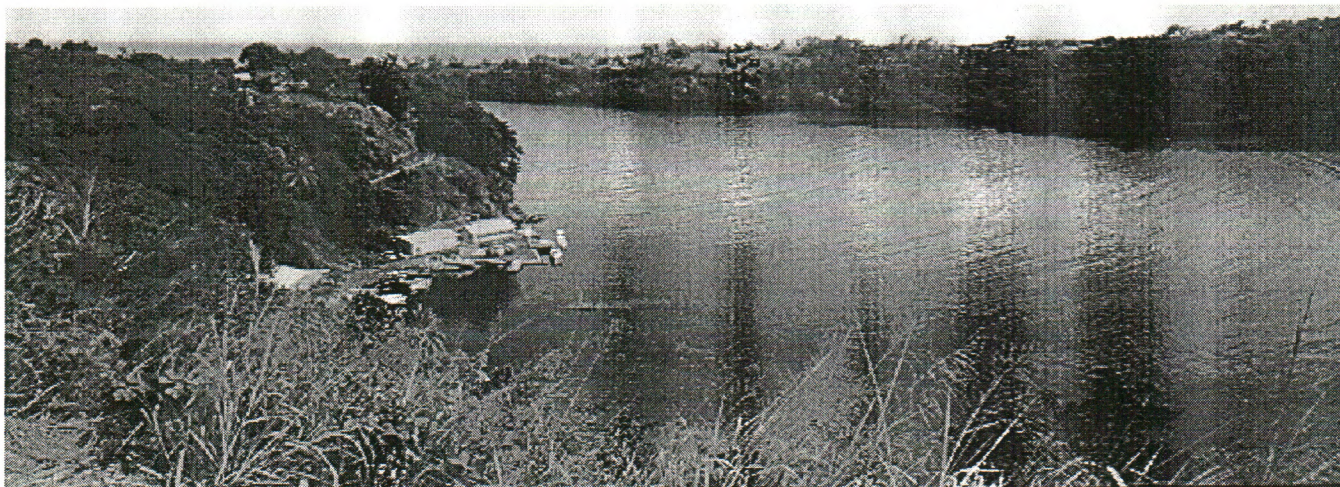
PO Box 823, BANKSTOWN NSW 2220

March 1995

This great drawing of the wreck of the SS *Currajong* was done by a member to accompany his article which appears in this month's *Wet Rag*. The *Currajong* is a little known wreck in the middle of Sydney Harbour, described by noted wreck authority John Riley as the best preserved wreck in New South Wales. See page 6 for the article.



What seems like the whole town of Tufi in Papua New Guinea turns out to meet the plane when it arrives. The photo below is of Tufi Harbour, one of 30 fjords in the Cape Nelson area. The Tufi Dive Resort is on the top of the hill above the wharf. See page 4 for a report.



Meetings of the Club are held at 8 pm on the 3rd Monday of each month in the Emile McDonald Room of the Bankstown Sports Club, Greenfield Street, Bankstown. This month the meeting will be held on Monday, 20 March 1995.

President's Message

It is certainly an unpleasant situation I find myself in re-inheriting this position after the sudden and rather dramatic resignation of the former president, Leo Mayer.

After just four months in the job, Leo stated that a conflict between himself, the committee and some members led to the resignation. Maybe consultation rather than confrontation could have averted this whole nasty business. In a follow up to his departure, Leo complained he has been misrepresented in the minutes of the January meeting regarding the running of the monthly raffle. Unfortunately, the committee at the time were left in a position of doubt about the arrangements with the prizes and as such, decided rather hastily to abort the raffle. The tickets were certainly at the meeting. The committee have assured me that the wording was not intended to mislead Club members and no malice was ever intended.

Moving along to more important matters. The weekend just past saw Joe's baby bear fruition. Some 12 odd months ago, Joe Ingegneri met up with John Chad from Ryade Underwater Club and between them they came up with the idea of more club interaction. The first attempt was the paintball game which proved successful "even though we was robbed". From that the Jervis Bay Festival was born. Naturally, many others have since carried the flag and the result is six clubs joined together for this event. Make sure you get the April edition of *DIVE Log* for the results and pictures.

At our last meeting I asked Club members to approve our participation in the Qantas Kings Cross Charity Bed Race. Whilst information was sketchy, the members approved the entrance fee of \$600 which goes to the Royal NSW Institute for Deaf and Blind Children. This event is going to be held on 19 March and the Club will be participating. Nine athletes over 18 are required and a huge cheer squad is essential. Time trials will be conducted at JB. All teams parade before the race so mask, fins, snorkel and Club shirts are dress standards. This will receive national press coverage and will certainly boost the image of the Club. Organise a group of members and friends to urge on our team. Contact the committee for more details. It's also a great cause.

After the race, we will have a post mortem and debrief at the Thurless Castle Hotel in Cleveland Street, Chippendale. If you can't come to the race, join us for a drink or two.

Keep up the diving

Leo Bergagnin

Photographic Officer's Message

The George Roberts Photographic Competition with its great prizes closes at the next meeting. Get your slides in to me then for the judging. Remember, there are some great prizes, including trips to South West Rocks and the Solitary Islands. See page 8 for more details.

The Australasian Underwater Photographer of the Year Competition is now well under way. The planning is proceeding quite well. More information at the March and April meetings.

See you then, Peter Flockart

Treasurer's Message

Just a reminder that this is the last month for members to renew their membership. Anyone who has not paid their fees by 31 March is no longer a member of South Pacific Divers' Club and this will be your last *Wet Rag*. If you receive a colour reminder with this newsletter, you must pay your membership within the next three weeks to keep your membership current. Please send your money and form to the Club ASAP.

John Fardoulis

Newsletter Editor's Message

As many members would be aware, I was lucky to do a quick trip to Papua New Guinea in early February to write some articles for *DIVE Log* and *Sportdiving*. I went with a number of dive shop owners, including one of the Club's sponsors, Belinda Kerr from South West Rocks Dive Centre. We visited Madang and a little place called Tufi, both on the main island's east coast. In this month's *Wet Rag* you will find a short article on the trip.

The day before my trip to PNG, I got my new Aladin Air X dive computer to replace my Aladin Pro which was stolen by house thieves in December. A brief review of my experiences so far also appears in this issue of *Wet Rag*.

Scott Leimroth has written another article to follow his first piece on his Victorian trip. Scott's articles are very good, so much so that *DIVE Log* approached *Wet Rag* to see if they could publish his first article in the next month's edition. Look out for it and others to follow.

We also have this month an item on a "hidden" wreck of Sydney Harbour, the SS *Currajong*. This article, by a phantom writer, includes a very good diagram which I have computer enhanced. A great read.

As I indicated in the last issue, the deadline for *Wet Rag* is the last day of the month. Get those items in for the next issue.

Good diving, Michael McFadyen

COMMITTEE MEMBERS

The following members are on the committee for the 1994/95 year.

Position	Name	Home No:	Work No:
President:	Leo Bergagnin	558 2592 Mobile: (041) 451 7285	517 2853
Treasurer:	John Fardoulis	634 4607	831 9246
Secretary:	Suzanne Evans	891 1964 (answering machine provided)	
Photographic Officer:	Peter Flockart	371 0265 Fax: 374 2688	374 2382
Publicity Officer:	Merridy Cairn-Duff	630 6575 Fax: 868 2732	805 1748
Dive Organisers:	Scott Leimroth Geoff Cook	759 6501 543 5817 Mobile (018) 29 4897	529 4340 543 5817
Social Secretaries:	Barbara Sweetman Carina Gregory	550 1712 (046) 25 8630	319 3144 (046) 20 1423
Newsletter Editor:	Michael McFadyen	558 8181 Mobile (015) 27 6556	585 6434

BOAT OWNERS CONTACT LIST

The following members of the Club are boat owners. They generally go out diving most weekends and often need extra divers to make up numbers. Why not give them a call one day. If you are a boat owner, why not give a non-owner a call (see the membership list distributed regularly) and invite them along with you.

Name	Home No:	Work No:
Sue Armstrong	(042) 94 2769	697 2248
Martin Atkins (lives in Jervis Bay area)	(044) 43 4631	(042) 74 0210
BJ	709 5535	
Peter Booth	529 3818	
Jean-Michel Cousteau	0011 1 805 899 8899	
Geoff Cook	543 5817	(018) 29 4891
Bruce Cremonesi	668 8126	645 0286
John Fardoulis	634 4607	831 9246
Martin Kandilas	725 7808	725 7808
Rick Latimer	645 4405	(042) 61 5631 (018) 64 7329
Bob May	(045) 79 1053	(045) 75 1177
Ron Mines	602 9851	602 3544
Robert Rubesa	740 6571	695 2063

Remember, the following dive charter operators support the Club. You are encouraged to utilise their services when diving in the area they serve.

Max Western, *Sea-tamer II* (Port Hacking area), 567 2658 or (018) 28 0791.

Peter Hall (a Club member), Twofold Dive at Eden, (064) 96 3384.

If you are going to Jervis Bay (or want to dive there) how about phoning member Martin Atkins who lives in the area. He is always looking for dive buddies. See his numbers above.

DIVE REPORTS

SOUTHERN SAFARI 95 Submarines, Shipwrecks, Sharks & Sinkholes (Part 2) by Scott Leimroth

(Scott and Rebecca have just left Portsea for the Great Ocean Road)

We had considered doing a shore dive along the Great Ocean Road but the unfamiliar coastline and lack of dive shops or local knowledge meant we did not risk it.

The first place we thought about was the 12 Apostles just north of Port Campbell where we saw a dive boat from our cliff top lookout. We drove into Port Campbell and inquired about boat dives at the local dive shop. We were directed across the road to the "Lock Ard Shipwreck Museum" where the boat dives were booked. Here we met our saviour, a guy by the name of Ron Cashmore, a cross between the Solo man and Mother Theresa. Ron informed us that the last dive charter had left a half an hour ago and fishing charters were booked for the rest of the day. Our sad faces must have touched a nerve because, to our surprise, Ron asked if we would like to come out on his private boat. "After all" he said, "we only get flat seas like this about 10 days a year and we do just take the day off and dive while we can."

We thanked him and could not believe our luck. We met him at the jetty an hour later and spent the next two days on the water with him and his buddy Rex showing us the sights. We motored around the 12 Apostles and other rock formations in the area in dead flat seas. We dived a great reef covered in sea fans with undersea archways and cliffs like those above the surface. We swam ashore to one of the many tiny beaches inaccessible by land, to look at a penguin rookery. We swam with dolphins for over an hour and at one stage Ron manoeuvred the boat some 200 or so metres into the cliff face in a sea cave where, by the light of our dive torches, he did a three point turn and motored out again. WOW! What an unforgettable experience.

The highlight, however, had to be diving on the *Loch Ard*, a 117 years old shipwreck and amazingly unpilfered. Cases of bottles, lead shot, porcelain trinket boxes, cutlery, brass gaslight fittings and other examples of this ship's large cargo still remain on the wreck. We surmised this must be because of its inaccessibility due to the weather. I would have to rate this wreck as my best wreck dive ever because of its history, water clarity and stillness on the day, condition of the wreck etc.

It was great to have someone like Ron take us out and show and tell us about the sights and the

wreck. Only a local and someone who owns the museum about that wreck could do it as well. His hospitality was amazing considering he did not know us from a bar of soap when he met us. The *Loch Ard* Museum has a great range of artefacts on display from many of the wrecks of the area and is well worth a visit, especially if you are into maritime history.

As it turned out, Ron himself discovered the shipwrecks *Schomberg* and *Newfield*, a fact we were not to learn until after we left Port Campbell.

So far this was the highlight of the trip and perhaps a life time. Nothing could be better, we thought, as we headed for Mt Gambier. Little did we know what lay ahead.

Continued next month.

ILHAS DOS PAPUAS - ISLAND OF THE FUZZY HAIRS by Michael McFadyen

In mid-February I made a quick trip to Papua New Guinea for *DIVE Log* and *Sportdiving* to visit Madang and Tufi. The whole trip was only seven days but the diving made up for the lack of time. After a five and a half hour stop over in Port Moresby (a very dangerous place if I ever saw one), we flew to Madang. Our first three nights were at the Jais Aben Resort, about 15 minutes north of the town. The resort is extremely comfortable, with large semi-open dining room, swimming pool, bar area and very well kept grounds patrolled by bow and arrow totting guards. The rooms are bungalows with a double and single bed, fridge, toilet and shower. The food was reasonably priced and very good and the beer (South Pacific Lager - appropriate for South Pacific Divers' Club members) \$2.80 a stubby.

The diving is conducted "in-house" by two instructor/dive masters. Using two high powered runabouts, even the more distant dive sites were easily reached. While I was not exactly happy with the quality of dive brief given (it would be nice to be informed of the current to be expected, the surfacing point and the best dive plan) the overall operation was very good. However, less experienced divers could well get into trouble on some of the drift and deeper dives.

I did six dives at Madang, the first being the best. This dive was on the SS *Boston*, a WWII freighter that sank in July 1946 while on its way from Sydney to Guam. This fully intact wreck is about 45 minutes run north of Jais Aben (about 50 km), with a maximum depth of 39 metres. It is done as a drift dive by starting off up current and drifting back onto the wreck itself before surfacing in the nearby shallows. On the drift we saw sharks, barracudas, turtles and other big fishlife. The wreck is about 70 metres long and the front hold

contains filing cabinets, ink wells, pens, hole punchers and paper weights. It has very nice soft and hard coral growth on it.

The next dive was about 100 metres south at The Quarry. This site was also quite good, with some large gorgonias of all colours (yellow, white, red, green) and barrel sponges. The third dive was at the Hole In the Wall. This site is a bit further north and done from the shore. The dive starts from a very small "lagoon" separated from the sea proper by a wall. You drop to the bottom of the lagoon and head out under the wall through an arch to the open sea. To the south, the terrain goes from a steady slope to a vertical wall dropping from 10 metres down to 60 or more. A good dive, but not one to do more than once on your trip.

Our night dive was on the wreck of the *Coral Queen*. This smallish coastal freighter (50 m long) is famous for its flashlight fish. Virtually the whole dive is carried out in total darkness, with lights only able to be used right at the end. This is so the fish are not disturbed. It can be very unnerving doing a night dive 30 metres down in pitch black darkness on a wreck that you have never before dived! Nevertheless, an excellent dive.

The next day we travelled by boat south past the mouth of Madang Harbour to Planet Rock. This roughly oblong shaped reef lies in an area subject to currents. After submerging, you drop over the reef wall and drift in the current. Sharks, barracudas and other large fishlife were very prominent. The best section of the dive was the area to the immediate south of the boat mooring where sharks and barracudas were schooling. This spot was also ideal as at the end of the dive you could stay at seven metres or so and look down to where the beasties were lurking.

After a short break on the inappropriately (as far as I could see) named Pig Island, we did our final dive off the north-eastern section of the island at Barracuda Point. Unfortunately, this was the one dive that I felt was really let down by a lack of planning and a poor dive briefing. We started the dive to the west of the mooring under the impression that the current would pull us towards where the boat would be moored. WRONG! The current was actually running the other way and we swam into it for nearly the whole dive. What's more, the dive leader took us down deeper and deeper until I had gone so far into deco that I had to abandon the group and head for shallower water. After almost 20 minutes deco I surfaced, looking for the boat. Luckily, I was not too far away. An inexperienced diver in the same situation could have got into big trouble.

We visited Madang after this dive and it was a real pleasure to see. The town itself lives up to its

reputation as the most beautiful in the South Pacific. The markets were very good value, although we did not care too much for the turtle eggs or the huge tobacco "joints". Plenty of masks and pottery was available for purchase around town and in nearby villages.

The next morning we flew to Tufi via Port Moresby. Located due east of Port Moresby, Tufi is a very small village consisting of an airfield, school, wharf, shop and homes. Surrounding Tufi are 30 fjords, making this one of the most beautiful places I have ever seen.

The Tufi Dive Resort is located on the top of one fjord (Tufi Harbour) and has a commanding view. The resort is only fairly basic, but the accommodation is more than adequate. The food is quite good and prices very reasonable.

The first afternoon here we were treated to a singsing by the locals. This was very traditional and quite exciting. The local women were very fetching, although the elaborate tattooing on their faces detracts somewhat from their beauty.

Diving at Tufi is on reefs about 10 to 12 kilometres from the village. After walking down the steep road to the wharf (there is only one vehicle in Tufi), you board the twin engined diesel boat for the hour long trip out to the sites.

Our first dive was at Tonys Reef on Greaves Reef. This dive site consists of a saddle between two shallow reefs where the maximum depth required is about 35 metres. On the northern side there was an enormous gorgonia and sharks and barracudas were seen. The southern side of the saddle had a reef that was only five metres deep but dropped to more than 30 off its edge.

Back towards the mainland was our second dive site, Red Light. This site was located on Stewarts Reef with a red (port) channel light as its only above water feature. Starting at the light, a drift with the slight current to the north enabled nearly the whole reef to be seen. Once again, sharks and barracudas were the most popular fish seen.

As indicated above, Tufi has a wharf. This wharf was originally held by the Japanese and was the site of a US World War II PT boat station. Off the wharf there is a large amount of wreckage and debris, including a PT boat with three engines, torpedo, gun and depth charges. As well as these items, there is a large concrete boat, empty 200 litre drums and anti-tank barriers. A very interesting dive of almost 50 metres just a short swim from the wharf.

Our final dive here was on a previously unnamed reef. I unfortunately followed it to the north (where it was good) but the best was to the south where there were numerous caves, tunnels and

overhangs. More sharks and trevallies made this a pretty good dive site.

Finally, after three nights at Tufi and six in PNG, it was time to head home for Sydney. Another passage back through Port Moresby and we were on the Air Niugini flight home. My memories of the trip could be summarised as follows: shoes on powerlines (ask me about this), green overalls and razor wire, sharks, barracudas, steep reefs, very and hot humid days, nice pleasant nights, cool beers and good books.

If you get a chance, I can recommend both Jais Aben and Tufi Dive Resort for your next holiday.

SS CURRAJONG by the Phantom Wreck Rat

The SS *Currajong* sank off Bradleys Head, Sydney Harbour, after a collision with the SS *Wyreema* on 8 March 1910.

A dive on this wreck is not for the inexperienced or faint hearted. Because of its position under the major shipping lane off Bradleys Head, it is impossible to even consider anchoring, so a shot line is dropped and attached to a reel of line approximately 300 metres long. Snapper sinkers are attached to the line at 10 metre intervals (to keep the line on the bottom) as the boat motors towards Bradleys Head. After anchoring 10 to 15 metres off the shore, you enter the water for a swim of 8 to 10 minutes along the bottom following the line to the wreck.

The first thing you see as you approach the wreck are thousands of oyster shells built up on the bottom around the wreck. Soon the bow looms out of the dark, with the deck some five metres above the bottom. A large undercut has been formed by tides under the bow. The forecastle could be entered but for the danger of vast amounts of silt filling the wreck. The sides are covered in growth resembling the *Yongala* with its covering of oysters. Wreckage is scattered on the deck and the damage on the port side can still be clearly seen. Here the whole side of the ship is crushed in where the vastly larger *Wyreema* struck. Further aft, the helm is still visible, although the wreck here appears to have been blown up at one stage, probably many years ago to avoid damage to shipping.

The donkey boiler stands out as does the entrance structure to the engine room which can be swum through. No entrance to the decks below can be found as the floor of the structure is also deeply covered by silt. Towards the stern, the deck has collapsed and its wooden support frame is still visible. Under the stern, the props and rudders sit in a bed of silt which is built up around the ship and in combination with its covering of oysters has probably contributed to keeping the wreck in such good condition. The

positions of removed portholes along the side of the ship can be seen and silt flows from these holes. Parts of the deck along the sides of the ship are quite flat in places with other sections littered in steel plate and wreckage.

The wreck lies in 25 metres of water and on twin tanks you leave the wreck after 50 minutes bottom time for the swim back along the line. About 13 minutes decompression at three metres is required for this bottom time. If you do it on one tank, a 40 minute bottom time can be achieved.

Schools of fish cover the wreck but the highlight is when a ferry or other large ship passes overhead and the water goes dark at this time. You can hear the thud of the engines and your whole body shakes with the engine noise. Needless to say, you should never surface when on the wreck and even in closer to your boat care should be taken when surfacing - remember, yachts are silent.

A dive on the SS *Currajong* is at your own risk and is most probably an illegal activity, so watch out for the MSB.

DIVE SITES TO REMEMBER

Fairlight

Another very protected dive site is Fairlight in Sydney Harbour. Located on the north side near Manly, Fairlight is probably a better night dive than day dive but is also a good fall back dive in bad weather. The start is from the rocks to the west of Fairlight Beach and heads to the south. It is fairly shallow until it drops off a small wall a bit further out. A lot to see, including the wreck of a very large aluminium speedboat.

Red Flag, Long Bay Rifle Range

One of the best things to come out of the Sydney Water Board's, sorry, Sydney Water's upgrading of the coastal sewage treatment plants was the opening up of many new dive sites near the old outlets. Behind Long Bay Rifle Range, the closure of the Malabar outlet at Yellow Rock has enabled divers to visit many new sites. One of these is Red Flag, so named for the red warning flag shown when firing is under way on the range. This site is in a smallish bay below the flag. The terrain is composed of rocky boulders and drops away a bit to 20 to 24 metres. Close to the rock platform, there are many caves and overhangs. A very good site.

CLEAN UP AUSTRALIA DAY

On Sunday 5 March, 16 members of the Club and their families worked on Clean Up Australia Day. The Club had chosen the Captain Cooks Landing Place section of Botany Bay National

Park at Kurnell, one of our favourite dive sites, as the place we would clean up. Unfortunately, the weather was atrocious with pouring rain all day and enormous seas. Only a couple of (fool?) hardy souls braved the waters of Botany Bay which were crowded with surfers who were attracted to the three metre plus waves breaking off the monument. The remaining members spent considerable time darting in and out of the bushes, collecting considerable amounts of plastic, paper, clothes (?); broken glass and beer bottles. Thanks to all who turned up.

EQUIPMENT REVIEW

Aladin Air-X by Michael McFadyen

On my trip to PNG I had the first chance to new my new Aladin Air X dive computer. As most people would be aware, the Air X is an air integrated computer (that is, it incorporates a contents gauge via a hoseless radio transmitter) which takes into account air consumption and water temperature in calculating no-deco limits. It is also able to be downloaded to an IBM compatible PC.

The computer is very easy to read and the contents gauge is also quite clear. The computer gives you remaining bottom time for the air contained in your tank and your current depth and consumption. Even on deco dives, the computer calculates the air needed to surface and undertake the decompression required. Theoretically, you should never be able to run out of air if you take notice of the computer.

On the first two dives I carried an Aladin Pro for comparison and was surprised at the results. On the first dive the computers read very similar, with little variance between the two. However, the second dive of the day was somewhat different. While the Air X was showing a good deal of no-deco time still available, the Pro was well into decompression.

Even though the Air X was more generous in bottom time on the dives I checked, the computer showed markedly different figures after the dives. For example, the no fly time was three to four times that shown by the Pro while the desaturation time was about double.

One of the most attractive features of the Air X, at least so far as I am concerned, is the fact that the computer can download detailed dive profiles to your PC. The Air X can store 200 minutes of very detailed information, including depth every 20 seconds and instantaneous air consumption, as well as basic information for 39 dives. This includes dive time, maximum depth, date, time, water temperature, surface interval etc.

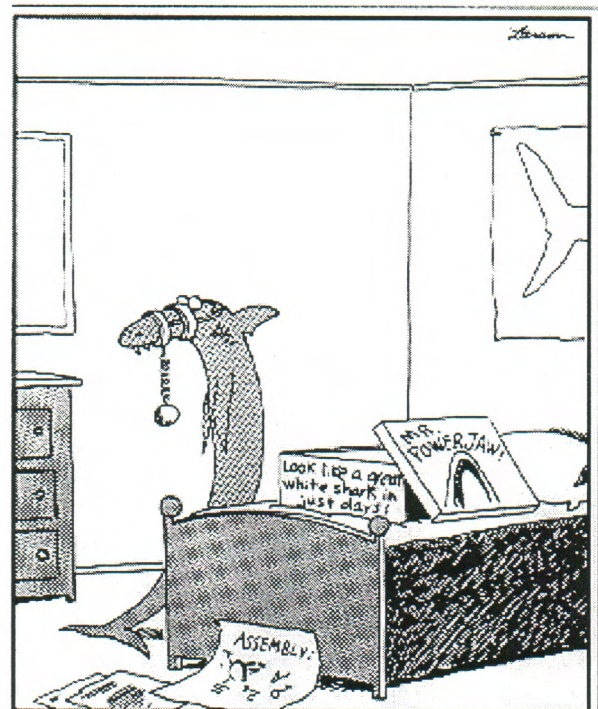
A problem arose on my trip to PNG when the Data Trak software that comes with the Air X (an optional extra) would not work. Phone calls from Madang to Sydney failed to extract a result so I lost the detailed information for six dives. It turned out that the software was faulty.

So far I am very pleased with the computer. I will report again when I have used it back in Australia in more familiar waters.

I SPY

Which the Club member has gained the nickname "Mitch"? It seems he has been so christened as he closely resembles (though not in looks/build) the character in the "highclass" TV show "Baywatch".

CARTOON OF THE MONTH



Products that prey on shark wimps

CONTROVERSY CORNER Scott Leimroth

Certain members have raised their belief that the wreck of the SS *Myola* has been blown up in the past. To date I have dived it 6 times and can see no evidence of this. The boiler rods are not tied in a bundle as mentioned - 4 blades are missing off the prop - who knows how. I believe they may have hit the rudder as the wreck hit the bottom. The wreck is a long way out to sea and huge seas as in the last few days could easily move, roll, boilers around. The wreck is very broken up but much brass fittings, pipes etc are still to be found. A poor salvage attempt if ever I saw one. I suggest these people should dive the wreck more than once and have a good look on a day with clear water before they pass judgement or jumping to conclusions.

UPCOMING DIVING ACTIVITIES

Contact Numbers: Scott Leimroth 759 6501 [h] and Geoff Cook 543 5817 [h] or (018) 29 4897 [w]

March

The first ever **Multi Club Dive Weekend** at **Jervis Bay** is all but over but **wrecks** and **sharks** can be dived at **Seal Rocks** on **25 and 26 March**. Cheap accommodation. Get in quick as limited spots available. Another boat owner (with small boat for beach launch) needed. Phone Scott.

The monthly boat dive and BBQ will be held on Sunday 26 March at a location to be decided at the February meeting. Phone Geoff Cook for more information and to book.

April

The **Easter Long Weekend** is **14 to 17 April** and a trip to **Nelson Bay** has been planned. As well as boat dives, shore dives are planned. More details at the February meeting or call Scott Leimroth now.

John Beddie is planning to travel to **Eden** to dive the tugs over **Easter**. Phone him (046 20 1746 w) for more details.

UPCOMING SOCIAL ACTIVITIES - Phone Carina Gregory (046 20 1423 w , 046 25 8630 h) for details.

The Club hopes to organise an event at the Kaos Theatre Restaurant at Ramsgate in the near future. This is a really top night out, with heaps of top entertainment and good food included in the price. Carina will take bookings at the next meeting.

A paintball rematch between Ryde and South Pacific is planned. More details soon.

NEXT CLUB MEETING - Peter Norris

The next meeting will be held on Monday 20 March 1995, starting at 8 pm in the Emile McDonald Room of the Bankstown Sports Club. Club member Peter Norris will be showing some of his films.

FUTURE CLUB MEETINGS

Tuesday 18 April 1995 (changed due to Easter) and Monday 15 May 1995.

GEORGE ROBERTS PERPETUAL TROPHY

Remember, the George Roberts Perpetual Trophy, closes at this meeting. Prizes are five nights accommodation and six boat dives at both the Solitary Islands donated by **DIVE QUEST MULLAWAY** and at Fish Rock donated by **SOUTH WEST ROCKS DIVE**. The presentation will be at the April meeting which will be on Tuesday 18 April 1995.

LAST MONTH'S QUIZ

The wrecks on the NSW South Coast and at Honiara in the Solomons with the same name are the TSS *John Penn* and USS *John Penn* respectively. The ships were named after the famed ship steam engine builder. Although I was not present at the last meeting, the winner of the bottle of wine was Scott Leimroth because he took the trouble to tell me the answer when he sent me an article for *Wet Rag*.

THIS MONTH'S QUIZ

Jervis Bay is a famous dive location. There are many hundreds of great dive sites at Jervis Bay, the vast majority of which are outside the bay. However, inside the bay there are two identical and unique (for Australia) dive sites. One has been discovered and the other (reputedly) remains undiscovered. What is so special about these dive sites? The most correct answer I receive at the March meeting to this question will win the member a bottle of good Australian wine.

CLUB SPONSORS The South Pacific Divers' Club is honoured to be sponsored by the following:

Dive Quest, Mullaway, contact Chris or Gary on (066) 54 1930

Max Western's Sea-tamer II charter boat, contact Max on 567 8658 or (018) 28 0791

Shiprock Dive, contact Leo or Lesley on 526 2664

South West Rocks Dive Centre, South West Rocks, contact Noel or Belinda on (065) 66 6614

Twofold Dive Charters, Eden, contact Peter or Lorna on (064) 96 1778

Wet Rag, the South Pacific Divers' Club Newsletter, is published by South Pacific Divers' Club. Edited by Michael McFadyen.



Send material to 46 Gannon Street, Tempe, 2044. Phone: 585 6434 [w], 558 8181 [h] or (015) 276 556 [m]. Deadline for material is the last day of each month.

SOUTH PACIFIC DIVERS CLUB MEETING AT BANKSTOWN SPORTS CLUB 20 MARCH 1995.

Meeting opened and members and guests welcomed by Suzanne Evans; Chairperson in Club President's absence.

Apologies: Scott Leimroth, John Betty.

Previous Minutes delivered verbally to all members and guests present. Michael McFadyen requested a change in previous minutes wording within Treasurer's Report: Michael will use the help of club sponsors in regards to printing the Club Newsletter at no charge. Previous Minutes accepted by: Joe Ingegneri, Seconded by Geoff Cook.

Incoming/Outgoing Correspondence: Other clubs' newsletters, Competitions' sponsors confirmation/decline letters. Consumer Affairs Certificate of Registration of Business Name; confirmation of change in public officer. RAN letter. Jervis Bay weekend 'honorary membership' letter.

Treasurer's Report: John Fardoulis;
Bank Statement for month of January: \$272.00 In / \$0.00 Out.

Processing of members fees paid has been updated.

Report accepted by Gordon McDonald, seconded by Craig Harwood.

Photographic Officer's Report: Peter Flockart;
George Roberts comp. closing date extended to Fri 24 March.
4 prizes include Mullaway and South West Rocks dive trips.
Judges all confirmed for AUPY comp.

Publicity Officer's Report: Merridy Cairn-Duff;
Entry forms for AUPY comp. not in current issue of Dive Log?

Letter sent to Undersea Explorer in regards to comp. sponsor.

Michael Aw a keen contender for Guest Speaker at AUPY comp.

Dive Organiser's Report: Geoff Cook;
Seal Rocks dive weekend 25-26 March: 2 boats organised to depart from beach charging \$25.00 per dive. Includes diving The Catterthun (190ft depth), Sharks dives etc.

Easter weekend 14-17 April, diving at Nelson Bay.

Nelson Bay trip 27-28 May, Wreck diving including SS McCleay (140ft depth), The Oakland, Fly Point nightdive, Swansea.

BBQ at Geoff Cook's house early April, date to be fixed.

Social Organiser's Report: Carina Gregory;
Chaos Theatre Restaurant- \$34.00 Fri/Sat, \$30.00 Weekdays,
includes show and dinner, need numbers and deposit.

Skirmish rematch to be organised for later in year.

Member's Dive Reports:

Joe Ingegneri "Official Sleazemaster" at Shelley Beach,
working for Dive 2000.

John Fardoulis at Jervis Bay weekend, 4 dives including The
Docks, Pyramid Rock, Reef and Spider Cave; immaculate vis.

Ben Butcher double dived Dragons Alley and Portuguese Beach.
Following the dives his eyesight was not good. Eye Specialist
at Prince Henry Hospital referred Ben to HMAS Penguin
recompression chamber. (Prince Henry closing down) for 8 hours
over 3 days. Ben's eyesight and balance much better one week
later.

General Business:

John Fardoulis outlined changes to be voted on in regards to
Rules of Incorporation, Rule 29B; Boat Owners Insurance
clause, noting 21 days notice had been given, taken as of
previous club meeting and February newsletter.

Proposal is for deletion of current wording of Rule 29B and
new wording to be implemented as follows:

"Members who are boat owners are entirely responsible for all
statutory requirements, insurances, maintenance and condition
of their boats, and that the Club or it's committee members
shall not be responsible for statutory requirements,
insurances, maintenance and condition of boats, or for any
loss, damage or injury resulting from the boats or use of
them."

John Fardoulis proposed the vote, Rick Latimer seconded and a
show of hands from members present showed a majority were for
the change. One member voted against the proposal, although
declined a retraction when offered. **Vote for change approved.**

When questioned on how secure the newly worded clause will be
John explained that it is the individual's insurance that will
be sued in such a case. The Aust. U/Water Federation makes a
"Floating Policy" available although the main impression is on
the boat owner's insurance. John read Rule 30A & 30B as a
request.

Michael McFadyen suggested that Rule 31B be looked at in
regards to the Kings Cross Bed Race donation.

Joe Ingegneri commented that it was the best idea the club has
had for a while, considering the charity was the Deaf & Blind
Institute. Joe outlined the results of the day; \$40,000.00
raised from 55 competitive teams and described the win by SPDC
of the "Best Dressed Bed" trophy.

Merridy advertised Michael Aw's "Bunaken" and "Reef Fishes" books and a "Coral Reef Field Guide" by Gerard Allen & Roger Steene books available for sale.

Info on new strobe arms by "Assoc. Design Manuf. Division".

John Fardoulis discussed combining an Advanced Resusc. Course with other clubs.

Michael McFadyen suggested an Oxy Reg. \$235.00, Oxy bottle can be rented from "Airdive".

Joe Ingegneri has just finished a course with Steve Cross and will check out his setups.

Martin Kandilas may know where to get gas for free.

Raffle:

4th Prize of Kodak disposable camera and film won by:
Barbara Sweetman

3rd Prize of Kodak disposable camera and film won by:
Jeff Harper

2nd prize of 2 free air fills donated by Leo and Lesley Hillyer of Shiprock Dive won by: Rico Garcia

1st prize of free boat dive on Sea Tamer 11 donated by Max Western won by: Russell Stoker

Thankyou to all our Club Sponsors for their generous support.

Guest Speaker: Peter Norris, Club Member.

Peter has been filming for 15 years including 6 years of underwater filming. He has 170 films to his credit which include 35 diving films. His outstanding footage has continuously won and is still to this day winning him awards and glorious trophies, giving him National and International recognition as a talented filmmaker. Peter presented 5 films: Lady Elliott Island - Reef Walking, Wonder Down Under, Kurnell-A case for a Marine Reserve, Fujikawa Maru, He's A Worry. Thankyou for your wonderful presentation Peter, we were all extremely entertained and informed.

* print out template to give committee *