
Club Boat Dives
Weekends Away

Social Outings
Wreck Diving

Reef Diving
Boat Diving

Shore Diving
Night Diving



South Pacific Divers Club

www.southpacificdivers.com



Established 1960

Wet Rag

June 2006 Edition



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The South Pacific Divers Club Newsletter "WETRAG" is published by South Pacific Divers Club. All material submitted to the newsletter should be sent to the Editor, P.O. Box 823 Bankstown, NSW 1885. or geoff@utilize.com.au

President's Report

Well stranger things have happened, but we have to go some way to find them.

Sadly we bid Bernie adieu, as he has resigned from the club and this left a vacancy within the Executive. We all wish Bernie well for the future and thank him immensely for the efforts he has applied as President over his long term in office. The BBQ top will be a little less exotic.

I filled the position temporarily until the last general meeting, where to my surprise I was left in the position until the next AGM, which will be held in July on the normal monthly meeting date of the third Monday of the month. This will be the 17th July, 2006.

Geoff Cook, an old member of the club has returned to the fold, along with a number of others and Geoff is doing an excellent job of reconstruction in the form of drive and direction, with new members, some old, some new, coming on board.

It has to be said at this point that the current Executive is tired and has reached the point that at the coming AGM it is imperative, so as to build upon Geoff's determination and efforts, that new blood is installed at this level of management. Therefore, the need for all members to attend to the AGM and those that have the desire to see the club re-invigorated as the club once was, to put their hand up and come forward as part of the new leadership team and get involved up to the elbows.

If there are 10 people out there with the drive and passion that Geoff has displayed of late, SPDC will certainly be a Phoenix and rise from the ashes to

the level of respect it once held in the international diving community, but this can only come to pass if Geoff has help in more than words.

Although I was in Canberra for the Long Bay dive day, I understand that it was a great success and as President, welcome the new members that joined on the day. Well done to all involved and may the club see many more such events.

It is clearly apparent that the desire to re-build the club back up as a "dive" club in the first instance is accepted by all if the recent events are any sort of indicator and on that note, I can but say, well done by all.

Duane Langley
Acting President

Editors Comment

Well, as they say..."Everything old is new again." And it's with great pleasure that I compiled this months newsletter after an absence of about 10 years as newsletter editor. Not to be outdone I've made sure this months newsletter is the Biggest Ever!!!

I also got wet for the first time in a long time recently on the club dive to the wreck of the Malabar.

17th July is our AGM so please pay your membership if you haven't already, and get involved. I'll look forward to handing over the job of newsletter editor to one of the 'young guns' in the club. It's really not that hard to put together and club members are always forthcoming with articles and stories for inclusion.

Exciting times are ahead with plenty of enthusiasm amongst the members so make sure you are there on 17th of July to have your say.

See you all in the water.

Scott Leimroth



SPDC WANTS YOU!!!

17th July, 2006
is our AGM

It's important to attend the AGM so be there on the 17th of July to have your say, nominate someone for a position or put your hand up to step into the breach and help the club out. As JFK once said: "Ask not what your club can do for you but what you can do for your club."...or something like that.

Even more important is the fact that **membership fees are due and must be paid by 30th June**. There is a honeymoon period until the 31st July to continue current membership status but such status is only as an un-financial member and as such, voting rights are not accorded.

Here are the Committee Positions that will be decided upon on the night.

*PRESIDENT
*TREASURER
*SECRETARY
*PHOTOGRAPHIC OFFICER
*SOCIAL SECRETARY

*DIVE ORGANISER
*PUBLICITY OFFICER

It's important to note that there may be more than one person occupying each of these positions. In fact the more the merrier so **come along to the AGM** and **get involved**.

Need for New SCAN rep for Marine Parks Advisory Council

It is time for SCAN to nominate a new representative for the Marine Parks Advisory Council. This position is very important for a variety of reasons. Some being;

- a) You represent all club SCUBA divers & by default all SCUBA divers in NSW regarding Marine Parks issues.
- b) You are looking at statewide or all park issues not just one park.
- c) This is a great position for SCAN to have & needs to be managed / done well.
- d) By default you also keep an eye open for the dive charter boat operators as our constituents use them.

Whilst a reasonable knowledge of marine / conservation issues obviously is important it is not the single important aspect. A good practical understanding of how "things work" and what impact rules / zonings may have. So think about whom in your club might make a suitable candidate! Someone who is a good orator and reasonably quick is important. I anticipate a CV will be required. Things to mention; like places been (marine & terrestrial parks) understanding of park management goals eco tourism. All pretty general stuff.

SPDC MALABAR DIVE DAY AND BBQ



Spot on 9am Scott and I motored into Little Bay we could see the South Pacific Divers battle flag up in the car park and there was already a good crowd of new and old faces. A quick meet and greet of people who we had meet on Dive Oz. The hub of activity and interest was an A3 folder with pictures articles and dive maps prepared by John Fardoulis on the Malabar and Goolgwai.



I knew everyone was keen to dive. The 'Weather Gods' were happy. Clear skies light breeze, the seas admittedly had a bit of surge to make life interesting. Did I say keen!! Actually a little too keen... Mitchell and I were up the front of my boat stowing gear away as people started to clamber onboard Barjumpa.. I looked back and sure enough there were already 8 divers with tanks, weight belts and gear on board and they were still handing tanks on and one person climbing the ladder. So that was ten

people on a boat that I normally have 4 or 5...!



I have a self draining cockpit in the boat. But at this stage people at the stern are standing in 10 inches of water, the motors which were running were going under water, starting to splutter and drown. Water was pouring in. Every one is having a great time not seeing my horror unfold. Barjumpa was going to submerge!!!! Get off you fat bastards!! Turning into the 'fishmongers wife' convincing people to bail overboard.

I guess if we were in deeper water and the skegs at the bottom of the outboards hadn't hit bottom that it would have been ugly.

Note to divers.... 'Barjumpa' is like the owner... Built for comfort.... Six divers was even a little crowded but they were not getting off.. As I said 'They were keen to dive.'



At the site people geared up, some were well versed and in others were new and a little unsure. I actually think some of the divers expected to see a fully intact wreck just below the waves

and were a little disappointed at seeing the scattered wreckage others were in wreck diver heaven.



The boats anchored over the wreck.

Finally after 8 boatloads of divers out to the site I was at last getting in for a dive as usual I was diving alone. Every dive I do on the Malabar I find something of interest. There is so much to see if you take your time to take everything in. Heaps of big items strewn over the bottom. The iron of the hull tends to blend in with the bottom but the three 12 metre drive shafts, huge piles of anchor chain, engine, propeller give a good indication of the size of the ship that was the first diesel powered ship in Australian waters. As I was gliding around the rocks with the current I was identifying bits and pieces amongst the wreckage. Looking under ledges here and there I found not **one**, not **two** but **three** complete port holes in wreckage within 15 square metres.



The support I received in the organisation of this dive was to be commended. A very big thank you to Scott Egginton for bringing his boat,

Leo Bergagnin for getting the BBQ Scott Leimroth for the Tables and BBQ equipment John Fardoulis for his preparation of the information folder Carina Gregory, Ann and for the preparation and sensational cooking on the BBQ. Finally to Roland Zur OvenKrockhaus (who is now absolutely everyone's best friend) providing 3 great boxes of Lindt Chocolates for the masses. Across the board to anyone I have missed the support made the day easy.

We will head back there on a less surging day when the Nor-Wester's start. All in all a good day.



Above: The (In)Famous Sea Puncher (Don't laugh)

Captain Cook founders in Botany Bay...almost!

And what a long day it was for some. As the evidence below shows poor old Barjumba just couldn't handle the pace after being in mothballs for so long and had to be towed home by 'Sea Puncher'. As the sun began to set and the rescue choppers were warming up their engines the two boats finally made their return to the Cooks Rive boat ramp.



SPDC MALABAR DIVE DAY AND BBQ



As you can see from the photos above a great time was had by all at the recent club dive day and BBQ. Don't miss out on the fun, be there next month on one of the club dives. Contact Geoff geoff@utilize.com.au or see him at the club meeting on Monday 19th June 8pm Bankstown Sports Club.

25th June Annie M Miller – 9am from Rose Bay : **2nd July** Port Hacking Dive – 9am Dolans Bay : **6th July** Bombo Dive Wollongong.

The Grey Nurse Shark

Historically, due to their fierce appearance and being mistaken for other sharks that pose a danger to humans, large numbers of Grey Nurse Sharks were killed by recreational spear and line fishers and in shark control programs, particularly in south-eastern Australia. Major threats to the recovery of Grey Nurse Sharks include:

- incidental capture by commercial and recreational fisheries;
- shark control activities;
- shark finning; and
- ecotourism.



The life history characteristics of Grey Nurse Sharks have left the remaining populations vulnerable to any small scale changes, and populations in NSW & Qld waters have not recovered since their protection in 1984. The total number of individuals on the East Coast of Australia is low and estimated to be less than 500 individuals. The number of Grey Nurse Sharks in NSW could be as low as 292; the highest number of individuals observed during a single survey period at all sites where these sharks are currently known to occur in NSW. There are concerns that this population has fallen to such critically low numbers that individual animals are now failing to find mates and

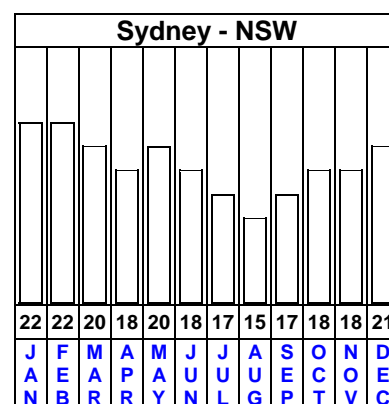
successfully reproduce. In addition, fishing activity, particularly recreational line fishing are thought to be impacting severely on the existing Grey Nurse **Shark population.**

On 1 December 2002, NSW Fisheries introduced new regulations to protect the grey nurse shark. These regulations include the establishment of ten grey nurse shark critical habitat sites. These newly established critical habitat areas can be found at:

- Julian Rocks - Byron Bay
- Fish Rock & Green Island - South West Rocks
- The Pinnacle - Forster
- Big & Little Seal Rocks - Seal Rocks
- Little Broughton Island - Port Stephens
- Magic Point - Maroubra
- Bass Point - Shellharbour
- Tollgate Islands - Batemans Bay
- Montague Island - Narooma

New fishing and diving rules apply within the critical habitat areas and buffer zones. These rules will minimise harmful activities to the grey nurse. Critical habitat areas are 200 metres out from the relevant natural feature, with an additional 800 - metre buffer zone.

Sydney Water Temperatures



The USS Oriskany is sunk as an artificial reef on May 17, 2006



Divingindepth.com was on location for the sinking of the USS Oriskany. By maintaining the required one mile distance from the sinking ship, we were able to get the following pictures and video. The ship has been sunk on its keel, meaning it's sitting upright. The "island" on the flight deck sits in approximately 60 feet of water, the flight deck is around 120 feet deep, the hanger deck is at around 150 feet, and the bottom of the wreck sits in sand at 220 feet deep. The wreck is going to be available for open water divers and technical divers with many available types of dives. The Oriskany is over 850 feet long, so seeing this wreck on one dive is not an option. Many of the local dive shops from Ft. Walten Beach to Pennsecola in Florida to Gulf Shores, Alabama will be offering trips to the wreck.



Tank Dangers

Recently, an aluminum scuba tank that was being stored in a garden shed exploded, splitting the tank entirely in half and damaging the walls of the shed. Not good. Fortunately no one was injured but it has highlighted the need for these old tanks to either be professionally tested and rated by a qualified person, or disposed of.

This incident has prompted a warning to consumers about scuba tanks made of aluminum that are fifteen to thirty years old. Scuba tanks were once made of a material called aluminum alloy 6351, and this material is susceptible to sustained load cracking, (SLC), when it becomes aged and is stored containing compressed air. "The problem is some of these cracks aren't easily detected

and it's with this particular alloy which was used between 1975 and 1990."

Consumer Protection has been advised of at least twelve tanks rupturing around the world over a long period of time, of these occasions five have caused injuries. Alloy 6351 tanks have historically been manufactured by a number of cylinder manufacturers. SLC is not a manufacturing fault, but a metallurgical phenomenon that occurs in later years after manufacture of the product. Anyone who owns alloy 6351 tanks manufactured prior to 1990, should contact your state based Consumer Protection's Product Safety Unit.

Shipwreck starts to yield secrets

Wednesday, 11 May 2005

A dive team working off the coast near Bermagui has returned from their continuing study of a World War Two 'Liberty' ship, William Dawes, torpedoed in 1942.

Director of the NSW Heritage Office, Mr Reece McDougall said the shipwreck, discovered in October 2004, was a valuable addition to the inventory of some 2000 shipwrecks that adorn the NSW coast. The survey crew of professional deep wreck technical divers, The Sydney Project, used underwater scooters to aid their recording of the enormous 127-metre long, 7000-ton freighter. Located in 135 metres of water 18 nautical miles off Bermagui, the wreck diving operations are the deepest undertaken in NSW, and the second deepest in Australia.

The Anzac weekend dives aimed to gain a fuller picture of the complex

wreck site and its associated debris field. The William Dawes is the only located example of four 'Liberty' ships sunk in wartime action in NSW.

One of the divers Samir Alhafith said the dive was fantastic despite it being short-lived because the current dragged the shotline 140 metres off course. However they were able to establish the wreck is intact and that it is lying on its side. Mr Alhafith said the team was aiming for another dive on May 28 and 29 when hopefully they would have more time to explore the wreck.

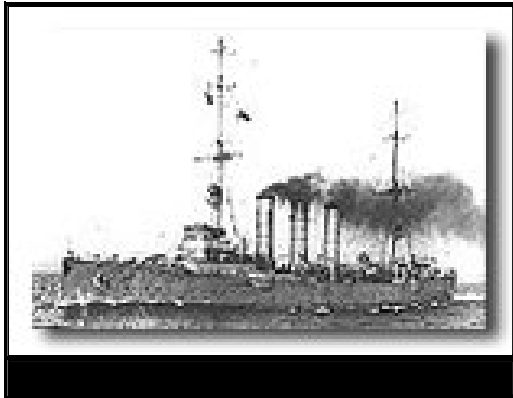
The NSW Heritage Office, as the delegated authority in NSW, manages the shipwreck site under the Commonwealth Historic Shipwrecks Act 1976. William Dawes was a US armed steel merchant ship carrying war munitions, jeeps and armoured vehicles to the Pacific front.

On July 22, 1942, it was struck by two torpedos fired from a Japanese 1-class submarine off Merimbula. The 112-metre long 1-11 submarine had earlier sunk two vessels off Jervis Bay. Five crewmen died in the William Dawes explosions and resulting fire and today the wreck site constitutes a war grave. Japanese and German submarines sank 19 vessels off the NSW coast during World War Two. They brought the war directly to Australia and created concern for merchant vessels and those engaged in wartime convoy duties.

The independent diving expedition has been aided by the close involvement of local Bermagui commercial fishing operators who have provided information on previous net 'hook-ups' at the site.

Falklands' Battle surviving cruiser bell recovered.

Chilean and German divers recovered the bell from the German cruiser "*Dresden*" scuttled during the First World War off the Chilean island of Juan Fernandez, reported Peter Neven, the German



Embassy Cultural Attaché in Santiago.

The historic bell which is the main purpose of the operation was in good conditions with no signs of corrosion. The bell has engraved the name of the city it represented.

"*Dresden*" was the only vessel to escape from the Falklands Battle, December 1914, when the German fleet under Von Graf Spee was completely destroyed. The historic piece was found at a depth of 65 metres in Cumberland Bay and has been underwater since March 14, 1915, when the vessel was sunk by its own captain who refused to surrender to three pursuing Royal Navy units.

The 60 centimeters tall and 80 centimeters diameter bell will be handed to the Chilean Navy for its conservation. Later on she will be flown to Germany to be exhibited. At the outbreak of war in 1914, the *Dresden* had been stationed in the Caribbean for a year, and was preparing for the return journey to Germany. However, orders were changed to prepare for commerce raiding. The *Dresden* then headed for the South Atlantic and went around Cape Horn, sinking British merchantmen along the way. In October she made rendezvous with the German East-Asiatic Squadron at Easter Island. In company with Vice-Admiral von Spee's other ships - which were *SMS Scharnhorst*, *SMS Gneisenau*, *SMS Leipzig*, and *SMS Nürnberg* - the *Dresden* participated in the victorious Battle of Coronel on November

first. Together with *SMS Leipzig* she damaged and forced the escape of the British cruiser *HMS Glasgow*.

In early December, *SMS Dresden* was the only German cruiser to escape at the disastrous Battle of the Falkland Islands, her turbine engines proving faster than her expansion-engine squadron mates. The ship then headed south back around Cape Horn to the maze of channels and bays in southern Chile. Until March 1915 the ship evaded Royal Navy searches while paralyzing British trade routes in the area. On March 8, the *Dresden* put into Cumberland Bay on the Chilean island of Más a Tierra (today known as Robinson Crusoe Island). Due to lack of supplies and parts for the worn-out engines, the ship ceased to be operational. Six days later, on March 14, 1915, British cruisers *HMS Kent* and *HMS Glasgow* found the elusive German cruiser. After a few shots were fired, the *Dresden* ran up a white flag and sent the-then Lieutenant Wilhelm Canaris, who would become a famous Kriegsmarine admiral during the Second World War, to negotiate with the British. However, this was just a ruse to buy time so the *Dresden's* crew could abandon ship and scuttle her. At 11:15 AM the *SMS Dresden* slipped under the waves with her war ensign proudly flying. The *Dresden's* complement of about 350 sailors was interned in Chile for the duration of the war, with about a third electing to remain and resettle in Chile at war's end.

The wreck, which lies in about 60 metres (200 feet) of water, is gaining popularity with recreational Scuba divers, and is occasionally used by the Chilean Navy for diver training.

SMS Dresden belonged to the light cruises class: 3.664 tons with two shaft Parson turbines reaching a speed of 24 knots. She had a crew of 361 and was launched in 1907. She was armored with 10 x 105mm (4.1in) SKL/ 40cal (10 x 1), 8 x 52mm (2in) (8 x 1), 2 x 450mm (17.7in) TT.



Northwest Island. The Great Barrier Reef 2006 Trip Details.



Hi Everybody

Its time for all those thinking of returning to the Reef with us in 2006 to start getting organised.

This year we are not taking the compressor for scuba diving. We hope this will give us more boat time for fishing and for the snorkellers to explore the more interesting neighbouring reefs and islands.

The dates are below. Lots of people have already booked so if you are thinking of coming please contact Laurie ASAP. If you have not been before contact Laurie for a full information pack

2006 Dates

Sun. 22 October to Sun. 5 November 2006

Gladstone/Gladstone

*The cost \$895. (+ \$4 a night camping fees).
(ex Gladstone) all meals included. (same as last year)*

*To secure a spot send \$100 (payable to L.O'Grady) to ...
36 Burleigh Ave, Caringbah 2229*



This years fancy dress theme is the letter "D" so this gives you plenty of time to think up something spectacular.

As always if you have any questions or its been some time since you have been and you would like one of the information packs you can contact Laurie on the following...

Home 02 95240168

Mobile 0419140168

Email logrady1@bigpond.net.au

Post 36 Burleigh ave Caringbah 2229



SOUTH PACIFIC DIVERS CLUB



NEW MEMBERS AND OLD MEMBERS ARE WELCOME TO ATTEND OUT CLUB MEETINGS AND DIVE OUTINGS.

South Pacific Divers Club is again a social diving club whose members have a common interest in scuba diving, wreck diving, cave diving, reef diving and photography. An active calendar of 4 or 5 dives a month is being organized including weekends away to the favourites, Nelson Bay, Seal Rocks, South West Rocks to the North and Bass Point, Jervis Bay, Narooma, Bega in the South. South Pacific Divers Club holds monthly meeting at the Bankstown Sports Club on the third Monday of every month. Meeting start at 8.00pm and include a guest speaker and video/slide show.

Coming soon!

New Club Website.

Club Raffel at meetings with great prizes.

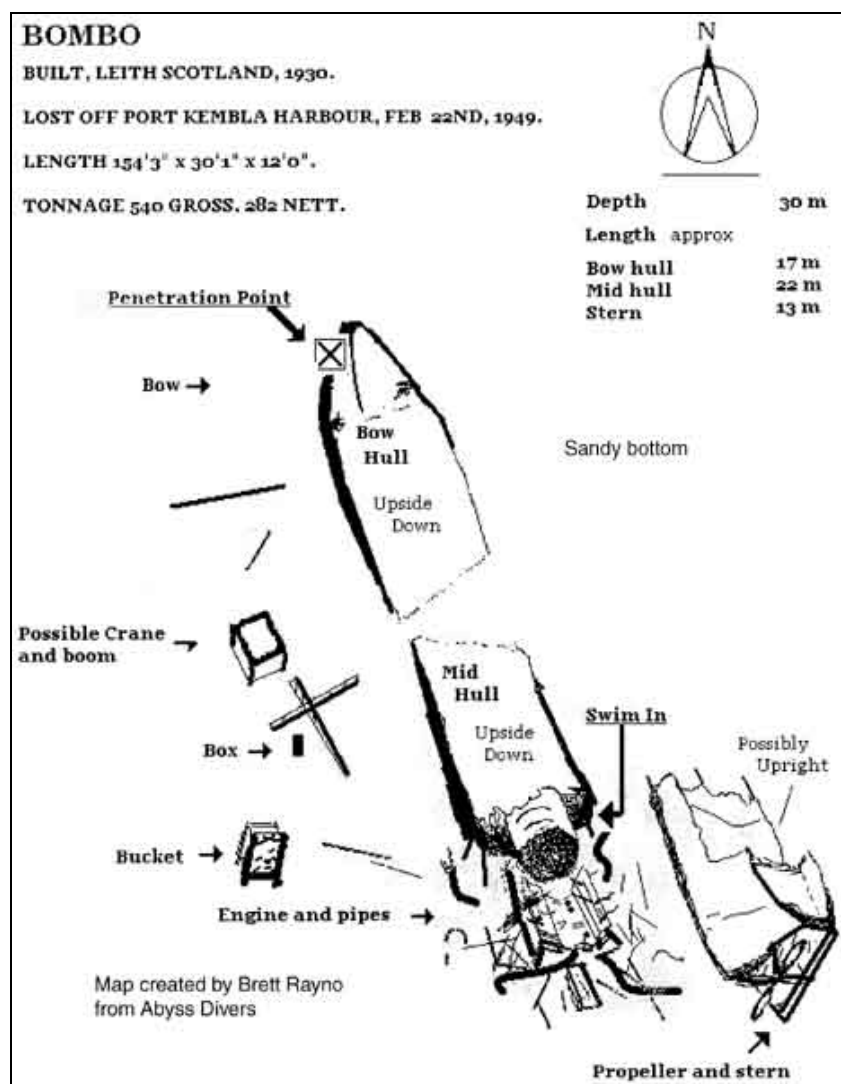
New Look WetRag.

2 New Club Boats.

Stay tuned for more....

Club Wreck Dive. S.S.BOMBO.

On Sunday the 28 May 2006 the South Pacific Divers ventured down to Wollongong to dive the S S Bombo. Meeting at the harbour side ramp and car park we hooked up with Leon from [United Divers](#). Arriving ready for a refreshing 8am early dive but unfortunately the Port Kembla Harbour Master blocked the area until 9am because of a shipping movement and we adjourned to the dearest café in Wollongong for a couple of heart starting coffees in the sun to warm up and tell dive stories

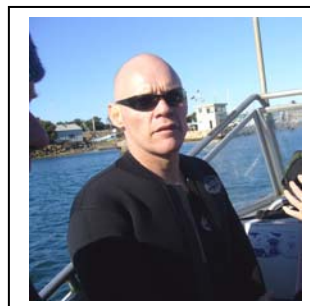
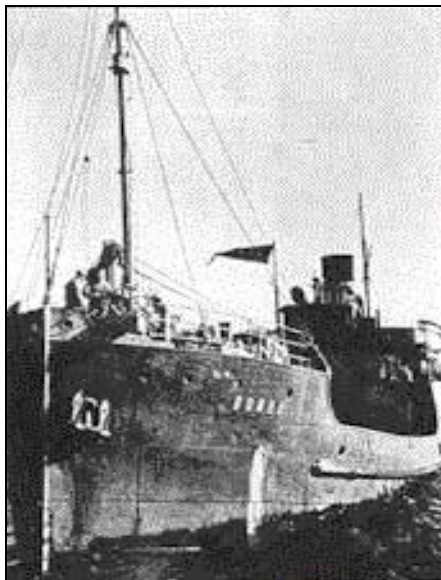


The Bombo wreck site is just a short trip out from the harbour and although it was a little lumpy we were onsite and hooked up in no time. The wreck lies upside down on the sand in 30 metres of water and has changed greatly since my first dive on it in the early 1980's but still just as interesting in all respects. The water is still very warm and the visibility at 9 to 10 metres is more than acceptable.



The hull and holds which in the past towered 5 or 6 metres above the bottom have collapsed onto the sand and the bow is now imploding upon itself. The stern and propeller have broken off to the ocean side of the wreck and settled back up the correct way. There is still an interesting penetration into the hull from alongside the boiler. A bit of a tank rattle into the passages from there lead forward into collapsing compartments. Your view here is obscured by fish. There are some many fish that they hide the sharp pipes and fallen beams that are easy to bump into. As I emerged from within the ships hull I effectively drove the school of fish out of the hull like a volcanic explosion that clearly amused the other divers. The centre of the hull which originally held it shape except of a crack across the top has now collapsed flat onto the sand. Moving forward the hull rises out of the sand. The hull on the ocean side is showing the effects of deep ground swells that are twisting the rusting metal inwards. Running alongside the keel a long crack is opening up. The remaining metal has little or no strength left after 57 years on the bottom. If you push hard on the hull you literally can punch a hole clean through. It will not be long until it will be totally collapsed.

Two lazy wobbies lay camouflaged against the hull waiting for an unsuspecting cameraman and several large flathead also lay next to the hull in the sand. Out wide to the side in a moraine of blue metal cargo is the mechanical bucket remains of the funnel and beams.



Time on the dive passes quickly and but with heaps of air left we stayed past ndl for one last survey of the steam engine before the anchor was unpicked and it was time to leave for an 8 min stop on the deco bars. Back in the boat Leo had a four inch shiver but a smile from side to side. The Bombo, is a great dive, that is very easy and well worth going back. Leon and Suzanne's great hospitality invited us back to their United Divers Shop to get air fills, brewed coffee, long chat and history lesson allowed us time to look at their wreck artifacts, including two telegraphs, oiler boxes, lamps bottles and a full dress Siebe Gorman dive outfit and manual hand pump.

The Club is Diving the Bombo again on Sunday the 16 July!!

First dive will depart Wollongong about 8am. We can car pool down if necessary.
Breakfast afterwards at a beachfront café
Cost of dive is \$30.00.

Contact Geoff to reserve you spot on the dive or see him at the next club meeting on
Monday 19th geoff@utilize.com.au

If you manage to penetrate the Bombo you might even see one of these.....

Pineapple Fish



Diving on Anzac Day at 6 fathom reef I saw a little group of Pineapple Fish. These non-aggressive fish are named for their pinecone or pineapple like appearance. They are nocturnal feeders and can usually be found alone or in a pair under ledges or inside caves during the day. When cornered or captured they emit a loud grunting noise. To assist in attracting the small shrimp which are their usual diet, pineapple fishes have light organs located on both sides just below the lower jaw. These light organs activate symbiotic phosphorescent bacteria which create a greenish glow in the dark. As the fish age the colour of the light is reported to change to red.



Two species of Pineconefish are found in Australia. The Japanese Pineconefish (*Monocentris japonicus*) is yellow in colour with black scale margins. It grows to around 17 cm and its scales form a bony carapace. Its light organs are small and rectangular in shape. They are generally found in 15 - 200m. They have been found in numerous locations around the world including the Red Sea, South Africa, Mauritius, Sri Lanka to Australia, Japan to North New Zealand.

The Pineapplefish (*Cleidopus gloriamaris*) is named for its pineapple-like appearance. This species has been reported only in the east and west coasts of Australia with no reports from Victoria, Tasmania or South Australia. It is yellowish in colour with dark scale margins and grows to around 25cm in length. Its light organs are some what larger than those of *M. japonicus* and are more ovular in shape. They are found in rocky and coral reefs in 5 - 50 m. The Pineapplefish is also known as the Knightfish or Port and Starboard Fish .



Don't Forget
This month's club meeting is on Monday 19th
June at 8pm at the Bankstown Sports Club.

Club Member Profile: Matthew Reeve

What's your nickname?

Ned Kelly or Bin Laden.

How long have you been a club member?

Since sometime in 99.

What sort of diving do you enjoy most?

All of it deep wrecks caves reef bottles.

What is the most common misconception that people have about you?

I'm a terrorist.

What kind of music are you into?

Hardcore metal and electronic mainly but I will listen to just about anything.

Any phobias?

Water, sharks and being serious

What temptations are you powerless to resist?

Buying junk I don't need.

What do you like to do in your spare time when you're not diving?

Work to pay for more diving or photography.

Whats your favourite dive site and why?

Wreck would be the USS Aaron Ward - Cave would be The Shaft.

But I love Camp Cove always something interesting to see there or bottles.

What's your most treasured piece of dive equipment?

Cant narrow it down there's so much of it.

What's the most annoying thing someone could do to you on a dive?

After waiting 2 minutes at 65 metres for the dive guide to get there to go thru the Aaron Ward he enters drags a fin thru the silt then goes for the big power stroke kick. That one stands out clear as day even though I was narced off my face. That or being told to buddy up.

If you could go anywhere on the planet to dive where would you go and why? Antarctic cause its pretty much unspoilt or Bikini Atoll to see what giant fire crackers do.

If you could have a 'celebrity' dive buddy who would you choose? Definitely not the Lonegans.





Club Diving and Events Calendar

**Monday 19th June at 8pm
at the Bankstown Sports Club**

25th June

Annie M Miller – 9am from Rose Bay

2nd July

Port Hacking Dive – 9am Dolans Bay

16th July

Bombo Dive Wollongong.

Don't Forget!!!

**17th July, 2006
is our AGM**

SOUTH PACIFIC DIVERS CLUB

P.O. BOX 823 BANKSTOWN 2200

APPLICATION FOR MEMBERSHIP

I wish to apply for membership for one (1) year tick.

NAME:.....

ADDRESS:.....

..... Post Code.....

TELEPHONE:

Work:.....Home:.....Mobile:.....

E-Mail

Address:.....

Diving Certification:..... Certification Number:.....

Are You a Boat Owner:.....

Type of Boat:.....

CURRENT MEMBERSHIP FEES: Single \$50.00 Family \$75.00

Please Note that Membership for 2006-07 has been increased to cover Insurances

DIVING MEMBERSHIP APPLICATION:

I/We..... hereby apply to join South Pacific Divers Club Inc. I/We understand the Club is non-profit, non-affiliated with any training organisation and is for certified divers. South Pacific Divers Club Inc does not offer instruction, advice or supervise its members' divers. It is a condition of Club membership that members exercise their own judgement in accordance with their training in deciding whether and/or how to participate in any particular dive, the technique used, or choice of equipment and that any clarification in regard to these matters should be referred to a qualified instructor or my/our certifying agency.

I/We have read the above conditions and accept same as a condition of membership.

SIGNED.....

DATE.....