

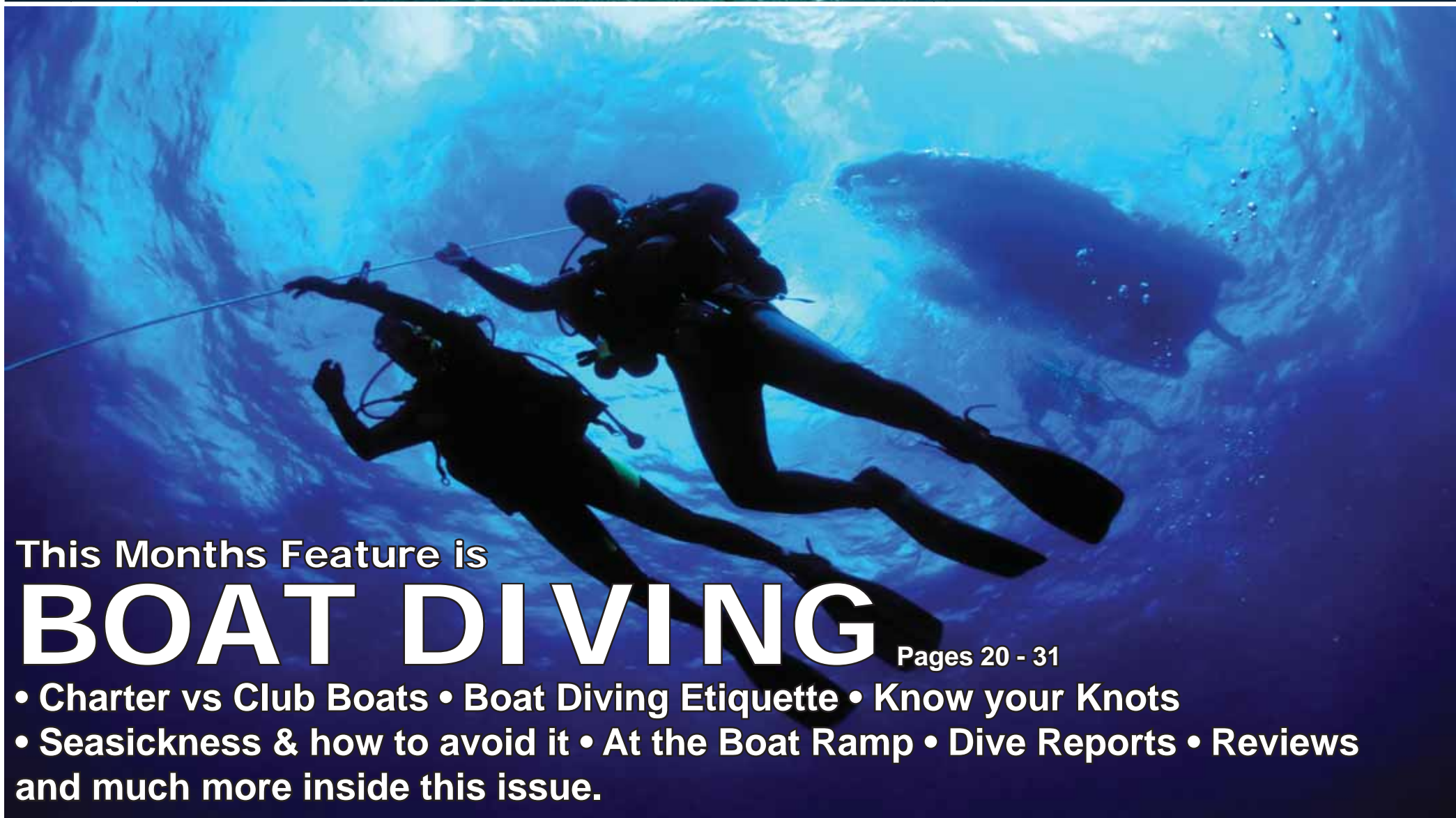


Established 1962

WET RAG

www.southpacificdivers.com

JANUARY | 07



This Months Feature is

BOAT DIVING

Pages 20 - 31

• Charter vs Club Boats • Boat Diving Etiquette • Know your Knots
• Seasickness & how to avoid it • At the Boat Ramp • Dive Reports • Reviews
and much more inside this issue.



Club President's Report



Happy New Year and welcome to the first Wet Rag of 2007. The main theme this edition is boat diving and I'd like to take this opportunity to acknowledge how important our club boat owners are.

Personal boats help facilitate a lot of club diving, and unlike some of the other independent dive clubs, we don't have a communal club boat, instead relying on the hospitality of members with vessels. Owning, transporting and maintaining a boat isn't always easy so it's worth reminding everyone of how much boat owners contribute to diving activities.

Maybe a few more people might like to volunteer to go home with boat owners and help them wash their boat – it would be a nice gesture. Following on, we're on the verge of launching a Boat Handler's Special Interest Group, where general members will get the opportunity for some hands-on practice in driving, anchoring, launching, pulling up at a wharf and gain other nautical experience.

Courses are also being looked at, perhaps another way of nautical novices gaining tuition in seamanship. Most of these courses culminate in sitting for a boat license as well.

Some of the boat owners might offer to take members of the Boat Handler's Group under their wing, providing further opportunities for mentoring out on the water.

Dive, Dive, Dive

Now that summer is here, diving activities have stepped up a notch. Conditions haven't been completely favourable with bouts of cold dark water but clear warm currents are due soon.

One of the most pleasing things about our last club meeting was that every single person gave a dive report, perhaps the first time this has ever been done. We're a dive club and the future of our group depends on members being active. January's meeting is another casual one and hopefully such interaction will be repeated.

February's meeting will see the return of a Launch Night format, launching March as Tech Month on the third Monday in February.

I've also been in touch with the Presidents of TUG and DOUTS over the break and would like to organise more interclub activities throughout the year.

Phone a Friend

South Pacific Divers Club is becoming more healthy each month and we've established an environment where people of all levels of experience can happily coexist. This means the first phase of rebuilding is basically complete, so now is the time to contact colleagues, friends and relatives who haven't been underwater for a while and get them out for a refresher dive. Or help motivate non-divers to do an Open Water course. Our club is something to be proud of again, time to share a passion for diving with others.

See you at the boat ramp.

Cheers,

John Fardoulis

john@southpacificdivers.com

President – South Pacific Divers Club

Editors Report

This issue has seen some major design changes to the Wet Rag. 95% of people reading this are probably doing so via their computer so we have changed to a horizontal format to make reading on screen much easier. This is the standard for most e-mags and I'm sure you'll agree that reading and viewing each page is much easier with this layout style. The second major change is that I have done all layout for this issue. It's taken me many hours of work and still far from the usual high standard Kylie produces, although I have tried to imitate some of her style.

Hopefully the production changes will make reading the Wet Rag easier and lead to more people downloading it.

Just over 25% of content is provided by club members. A BIG thank you to those who contribute. More contributors are needed. If you have any material for the Wet Rag please send it to me, no matter how small it may be or trivial in nature. I would prefer local content and diving related. Images are also important. You'll notice many in this issue. A picture tells a thousand words so simply sending in a picture you've taken at a dive or club event with one or two lines of text is more than enough. This is YOUR CLUB and YOUR CLUB MAGAZINE so help to make it just that by contributing just a few paragraphs to the Wet Rag each month.

See you in the water sometime soon,
Scott Leimroth

SPDC WET RAG Published by South Pacific Divers Club Inc.
Editorial content can be sent to scott@southpacificdivers.com

Xmas Club Meeting – 18th Dec 2006

The Xmas club meeting saw a really good turnout for what is traditionally an informal meeting. I guess everyone had time off to attend being the holiday season. The night started with most having dinner in the bistro then continued in the meeting rooms upstairs. Over 20 dive reports were given showing just how active the club has become over the past few months. Discussion continued on a range of topics from rebreathers to wrecks to boat diving and more. Members booked onto dives at the central coast and Jervis bay for the coming weeks (read more about these in this issue). This was probably one of the most active club meetings I have attended in a long time, with social and diving activities being planned for the new year and discussions continuing long after the meeting had wound up. A great way to end the year and a very positive outlook for the year ahead.

SPDC Memberships December



**ANDY DEL RICCIO
& LUCY SERRANO**
NEW Family Membership



**ANGELA JEFFERY,
NATHAN SAIPA'IA &
JECINDA SAIPA'IA**
NEW Family Membership



JOYCE LEE
NEW Single Membership

JOIN US!

To become a Member of the South Pacific Divers Club simply fill in the application form on the back page of the WetRag or contact John Fardoulis - john@southpacificdivers.com

Dive Organisers Report Jan | 07

The start of the new year brings new horizons, goals and ambitions to each and every one of us. New Challenges, New Dive Sites and more importantly New Friends.

It has been pleasing to see new faces at each club dive, each with a different level of diving ability. The Club Trip to Truk Lagoon is now less than a month away but if necessary there is still a chance you could be included. The price of the trip will be around \$3000. and a few of us have extended our stay in Cairns on the return trip.

It is pleasing to also see the emergence of the South Pacific Divers Club Junior Divers. The diving these members will be doing will obviously be restricted in depth, ability and availability of supervision, but clearly will have many interesting dives in the coming year. Rob Creaser and Ange Jefferys have great plans for the year so if there are Junior Divers wanting to get involved, but with your supervision, don't hesitate to contact either myself, Rob or Ange become involved.

Best laid plans for a seven day, 'Wreck Run' in the post New Year Holiday period were dashed by the dodgy weather and the miserable visibility. The plan was to run North, initially based at the Central Coast but then moving North to dive nine different wrecks in seven days out of private boats. Oh well, the wrecks have certainly been there a long time and they will be there next month... It would have been a good test of The Pres's new rigid inflatable. The DOUTS Club boat was also keen to get involved in the trip but unfortunately rolled crossing the Wolli Bar. Whoops. Boats can be fixed, and smashed egos will soon heal. The good news is that everyone was uninjured and that is what really mattered.

It was interesting to see the discovery of two new wrecks on the North Coast over the Christmas break. One is confirmed as the 1972 wreck of the ferry K..... which sunk after springing a few plates whilst it was being towed to Japan to be scrapped with three other vessels that ultimately ran aground in Trial Bay.

Never underestimate the power of the "Dark Side". During Christmas it would seem that the mind controlling abilities of these 'Jedi' rebreather types, aka Steve Lonegan and Andy Del may have even convinced a dedicated open circuit diver (like me) to the Dark Side.... I kid you not...! Sitting and listening to Steve L and Andy at the evening BBQ at the Central Coast proved that even an old fart like me could be taught new tricks. A lot of the mystery of the units was dispelled by myth whilst Andy pulled apart the KISS Rebreather. Steve chimed in with a computer slide show and then everyone was addicted. Everyone tried it on for size and to be honest it seemed to fit. Comparisons were then drawn to the 15.5 and now we have about 10 people that want to go and do a trial dive or three..

So there it is.. I have said it... I will be trying a rebreather, I know I have often used the terms "when hell freezes over" and "Dr Kavorkian Death Machines" but it would seem there are some appealing advantages. So sue me!

I would like three other people to step up to the task of organising a dive each month. Be it boat, night, rock hop, junior or commercial dive. This will give the club more depth. So who will do that for the club? Really it is not that hard....

Barjumpa 2007



More Dive Organisers Needed
Contact geoff@utilize.com.au if you'd have a suggestion for a dive or would like to help organise one. It's not hard and Geoff will show you the ropes from contacting boat owners to organising crew.



JANUARY DIVE CALENDAR



When	Where	Departing From	Type of Dive	Contact	Other
21st January	Dee Why Wide	Tunks Park 8.30am	Reef	Bob May	Double dives
Sun 22nd January	Bass Point	9.00am	Boat & Shore & BBQ	Geoff Cook	RSVP by Fri 20th to Geoff on 0404 554 554
25-28 January	Jervis Bay	Jervis Bay	Various	Bob May	Divers need to organise their own accommodation
Sat 27th January	Port Hacking	Wally's Warf 8.30am	Various	Geoff Cook	RSVP by Fri 25th to Geoff on 0404 554 554
4th February	Annie M Miller		42m Wreck	Bob May	Deep Dive involving Decompression

Print this page out and stick it on the fridge so you remember what's on this month.

To book onto a dive come along to our monthly club meeting and put your name on the dive sheet or contact the dive organiser listed. Be sure to confirm the dive 24 hours beforehand as weather conditions or other circumstances may result in a change of plans. If you need to cancel please try to find a replacement and notify the dive organiser as soon as possible.



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CREATURE FEATURE

Jellyfish

They range in size from about 1 inch (2 1/2 centimeters) to 200 feet (61 meters) long. They have been drifting through the world's oceans for more than 650 million years.

Jellyfish are not fish at all. They are invertebrates, relatives of corals and sea anemones. Where there's water—from icy polar seas to tropical Pacific shores—there are jellies. Scientists estimate there may be 2,000 species of jellyfish.

In its adult form, it is composed of 94–98% water. Most jellyfish are passive drifters that feed on small fish and zooplankton that become caught in their tentacles. Jellyfish have an incomplete digestive system, meaning that the same orifice is used for both food intake and waste expulsion.

Although most jellyfish are not perniciously dangerous to humans, a few are highly toxic. Contrary to popular belief, the menacingly infamous Portuguese Man o' War (*Physalia*) is not actually a jellyfish, but a colony of hydrozoan polyps.

A group of jellyfish is often called a "smack." Many species of jellyfish are also capable of congregating into large swarms or "blooms" consisting of hundreds or even thousands of individuals. The formation of these blooms is a complex process that depends on ocean currents, nutrients, temperature and oxygen content. Jellyfish will sometimes mass breed during blooms.



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Dive Report - The Arch, Jervis Bay

By Rob Creaser.

Dive Log from 28 Dec, 2006.

Bottom Time 20 Min

Deco Time 27 Min

Max Depth 38.7 M

Gas Used 187 BAR @ 11 Litre Tank

Average Depth 20.3 M

The warm and blue (surface) water to 20 Metres had great viz in excess of 15 Metres, but viz was poor below where the temp was 1-2 degrees cooler below the "Thermocline/Halocline". The Arch site has lots of fish - Pike & Bullseye Schools, large Blue Morwongs. Red and Yellow Gorgonian fans adorn the walls here, and a nice Eastern Blue Devilfish was hiding in a small slot. The interesting topology is great to explore and photograph, the Bob Smith memorial plaque is also located there at the South Eastern end of the arch on the bottom at 39 Metres. I saw another diver above me alone, and sculling with his hands... I immediately thought this was really strange, we train divers to NOT use the arms because it increases air consumption. I looked at my computer and depth close to 40 Metres (130 Ft)... I thought that this deep and inaccessible site is not the sort of place one would expect to find a novice diver, looking once again (double-take) at the diver and then saw that not only was he alone, but there was an absence of swim-fins altogether! It suddenly dawned on me that this MUST be the diver in the picture of the SS Caterthun at rest in 60 Metres (200 Ft) at Forster NSW in the Australian Geographic magazine.

When Bob and I surfaced after a long decompression dive I decided to swim over to the small boat and speak to the divers onboard. I saw what appeared to be a Pilot Whale 10 Metres beneath me, it came closer and I saw a Seal. I felt it was a good omen as it rushed toward me, smiled and "barked" at me, baring its long dagger-like canine teeth! The Seal left as quickly as it came, disappearing into the blue haze. I arrived at the tiny Aluminium boat just as the diver I had seen underwater surfaced. I helped him with a weight belt, which by some miraculous effort had single-handed brought it back to the surface! I asked permission to come aboard, and was welcomed heartily and talked with the divers and discovered his name is Neil Mc Lennan, along with his brother Allan were indeed the ones that dived on the wreck Caterthun with the late (member of SPDC) Rick Latimer.

I noticed his wetsuit was cut-off above each knee and that he was bleeding from several fresh wounds from the dive, which he discounted as mere scratches, and cared not as he had no feeling in either leg anyway! He must have touched down or brushed against something during the dive and without feeling to guide his actions, lacerated his knee on the myriad of razor-sharp hazards covering every surface underwater. Perhaps the injury occurred when picking up the weight belt, for I can think of no other time a diver of this skill level would come into contact with the reef. I enquired about what happened to his legs, and apparently at age 17 he was riding his motorcycle and sustained a spinal injury, after he collided with a car driven by a drunk driver who had gone onto the wrong side of the road. I also learned that Neil slings his tank very high on his back which allows him to swim in a posture that remains "flat" and therefore with perfect trim, which reduces drag to an absolute minimum. A side benefit to this technique is easy access to operate the tank pillar valve, which can sometimes be left "OFF". Allan explained that his brother can out-swim most divers whose posture is typically head-up and legs down.

Image courtesy of <http://www.michaelmcfadyenscuba.info>



This month's Celebrity Diver

Fiona Horne

Fiona Horne is known in the USA, UK and Australia as a television and radio personality, accomplished author, rock star, actor and expert on Witchcraft and the paranormal.

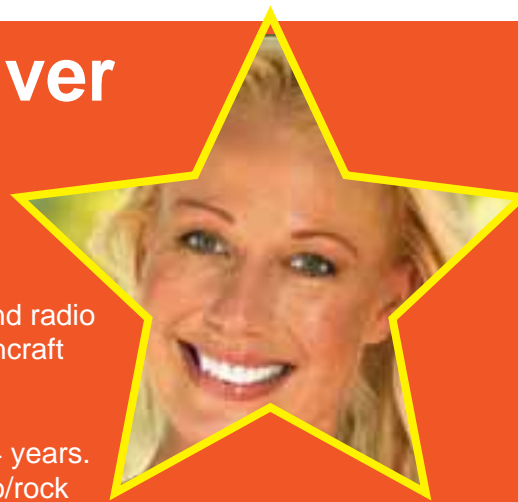
Born in Australia, Fiona has been based in Los Angeles for the past 4 years. She was lead singer / songwriter for popular Australian Top 40 techno/rock group DEF FX, releasing three albums and touring locally and internationally.

This success laid foundations for a varied broadcasting and publishing career. She hosted 2002's U.K. love-advice show Sexy Spells, the 13-part series Party! for Australia's Channel 9 Network and guest hosted Russell Gilbert Live interviewing Britney Spears, Melissa Etheridge and Tom Jones. For two years she was a regular panelist on Australia's number 1 daytime talk show, Beauty and the Beast.

She is a keen diver and works regularly for PADI, hosting, demonstrating and doing voice over for their instructional videos, television and radio commercials including voicing the National Geographic/PADI Underwater Explorer DVD series.

"People might think I live the Hollywood life but I'm actually a real outdoorsy person and I love roughing it," she says. "When I travel myself, I always go somewhere like the Philippines or Bali...I like to go somewhere where you just sleep in a \$2 shack on the beach, scuba dive and just hang out with the locals eating the local food."

When she was on Celebrity Survivor her chosen charity was Project Aware. "I am very happy that by participating in Celebrity Survivor I will be able to raise money for my chosen charity Project Aware Foundation, to promote and participate in ocean conservation."



"I am a PADI certified diver of 20 years. Ever since my first dive off the beach at Little Manly, Sydney, Australia when I had the awesome privilege of diving with a grey nurse shark and a bronze whaler shark, I have been hooked."



"Some people think you have to go to outer space to experience the truly extraordinary, but you don't - just jump in the water and go diving - it will change your life for the better, EVERY time you do it!"



Information courtesy of: <http://fionahorne.com/> and <http://fionahorne.multiply.com/> her own personal scuba website.

Feeling Lonely?

We've got plenty of dive buddies for you to pair up and dive with. A lot of our diving is inexpensive and fun boat diving.

Contact john@southpacificdivers.com to find out how you can come diving with us, meet new friends and have some fun with our club on a dive. You don't have to be a member to come along and enjoy yourself.

A Little Nervous?

Come along to one of our relaxing, divemaster assisted, dives. We'll even hold your hand if it helps. Join us for an easy supervised dive.

The Next Step?

Been diving for a while and ready for the next step? Sick of the same old dives?

Meet some of our experienced divers and learn from them. We cater for divers of all skill levels, from our active juniors group right through to our rebreather special interest group and beyond.

Contact john@southpacificdivers.com to join us on our next club dive or to simply find out more.

Remember, you don't have to be a club member to join in the fun.



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Xmas Diving the Central Coast

By Angela Jeffery

Over the Christmas period dives were kept locally on the Central Coast. We have some great diving here, with lots of different sites available.

The Trench – Catherine Hill Bay

Date: Monday, December 25, 2006
Location: The Trench – Catherine Hill Bay
Diver: Ange + CC Friends (Barry & Occy)
Depth: 11.9m
Dive Time: 34 min
Visibility: < 5m
Temp: 14.9oc

Water was freezing, on the higher end of 14 degrees and the weather was cold and rainy. Kids jumped in, then as quick as could be, Kids jumped out!! Something about stinging hands and faces from the cold water. Barry, Occy and I decided to dive; at the end of the Trench lost sight of the bottom (abt 4m below us). We hung around the mouth of the trench and the point.

Though the vis was terrible, we saw just enough to decide to spend more time there in better conditions. Most times diving here, we enter via the trench and head out north over towards the coal loader. While the coal loader has bigger fish life, the trench area has a nice overhang with macro life to explore; kelp and seagrass bed and mini walls. The Kids did some snorkelling around the bay while we finished our dive.

Chowder Bay

Date: Friday 29th December 2006
Location: Chowder Bay
Diver: Ange + CC Friends (Belinda, Lee, Natalia)
Depth: 11m
Dive Time: 49 min
Visibility: 5-8m
Temp: 20.7 oc

Dived with Lee and Belinda from Scuba Shack (Norah Head) + a friend of and Lee's little girl Natalia; and geared up at Plunge Diving.



Ray at the Skillion.
Image:
Angela Jeffery



Image: Julia Hingston

Travelled out to the chain from Plunge Diving's Wharf to find plenty of small curious leatherjackets schooling & anglerfish; back underneath the wharf was a bit more interesting on the day with colourful sponges, kelp. I've dived the bay previously on much better visibility and usually a very pretty dive, again conditions were against us.

Skillion Cave

Date: Saturday 30th December 2006
Location: Terrigal
Diver: Ange + CC Friends (Steve, John, Tony, Occy, Darren)
Depth: 19.2m
Dive Time: 49 min
Visibility: 15m+
Temp: 19.4 oc

Skillion can be dived either by boat or from entering via the rock platform on the northern side of the Skillion; conditions must be flat / calm for a entry/exit from the rock platform.

The initial descend is 5m down to the kelp bed due east, where you'll come across a drop off to 12m. Turning north (left) we followed the rock wall descending slowing to just above 20m as we reached the Skillion Cave. The journey to the cave is just as interesting as the cave its self; the topography is a mix of sand and boulder along the floor with numerous nooks and cranny's to investigate; and the wall on the west side. The conditions on this day were a nice change from what we had been getting on the Coast over the previous week or so and made for an easy dive.

The cave is not so much a cave, but a large V Trench into the rock platform, with an enormous boulder that has fallen and lodged on the top of the trench which provides the trench's ceiling. The cave walls have a lot of colour with soft corals and sponges, and a healthy fish population ranging from the resident grouper, bream, wrasse, yellowtail, angel fish. Nudi's and large starfish can also be found on this dive.

Fly Point

Date: Saturday 6th January 2007
Location: Terrigal
Diver: Ange + CC Friends (Greg, Julia, John, Occy)
Depth: 22.7m
Dive Time: 42 min
Visibility: 15+m
Temp: 18.3 oc

My first visit to Fly Point and I wasn't disappointed. Joyce came up for the day, meeting me at Tuggerah, then met up with our divers for the day. We arrived at Fly Point with the tide all ready in, so we wasted no time gearing up to dive before the tide turned out. One of our divers got their regs (lol not me this time), but I did have an 'O' ring blow out.

Fly Point reminds me of a flower garden; with lots of colour and activity going on. Reaching the first drop off from the kelp bed the scenery changes from green / brown into a kaleidoscope full of colour. This site is also deceptively deep – as you move out into the 'gardens' of the marine reserve depth can quickly sneak down to below 20+m.

We happened across moray eels; a wobbly (Joyce swears she saw); nudi's of every colour combination; sea squirts; bream schools; pygmy leatherjackets – there is just an amazing amount of fish life for a people busy area.

When shore diving on the CC I hook up with divers from Scuba Shack. This group of divers are pretty easy going, friendly and accommodating. Some of our local up and coming dives are:

Date	Meeting Time	Site	Location	Depth	Entry	Exit	Travel Time from north of Sydney
Saturday 13th Jan	9am	Flat Rock	Soldiers Beach	10m–14m	Shore or rock hop	Shore exit	1 hr
Sunday 14th Jan	9am	Desoto Inlet	Catherine Hill Bay	6m – 16m	Rock	Rock – can be tricky	1hr
Wednesday 17th Jan	6pm	Halifax Park Night Dive	Nelson Bay	20+m	Shore	Shore	1hr 45min
Saturday 20th Jan	9am	Skillion Cave	Terrigal	20m	Rock	Rock – can be tricky	50min
Sunday 21st Jan	9am	Cabbage Tree Bay	Norah Head	10m	Shore	Shore	1 hr



If interested in any of the above dives email at me at [saijef \(@\) optusnet.com.au](mailto:saijef (@) optusnet.com.au)

Images taken at Fly Point by Julia Hingston

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Top 10 Scuba Pickup lines

For the Guys:

- 1) *I like to maintain my own equipment — you look like someone I'd like to "tinker" around with.*
- 2) *I'm new at the resort — could you give me directions to your room?*
- 3) *You know, some things look much bigger when you're not in the water.*
- 4) *Ok, those are the basics of buddy breathing. Now, let's try it without the regulator.*
- 5) *Excuse me, Miss. I'm a Scuba Diver: I go down, I go deep, and I stay longer.*

For the Girls:

- 6) *I'm planning on going shark diving. Could I borrow your bang stick?*
- 7) *Is that a snorkel in your speedos, or are you just glad to see me?*
- 8) *No. No. I didn't ask if you were a 'Tough' diver.*
- 9) *Do you think I have a bouyancy problem, because I just can't keep myself from going down.*
- 10) *Hello. My name is Octopussy.*

<http://www.scubaduba.com>

Reporters Wanted!

The Wet Rag is your Club Magazine so help support it by submitting a dive report or other information.

Worried about writing?

Don't be! All you need to do is write a few paragraphs or even submit your thoughts in point form.

A Picture tells a thousand words!

Send in your captioned diving pictures.

If you're at a dive just pull out your mobile phone (most have a built in camera) and snap a few shots before or after the dive. No need to write a full article, just a few lines in point form and you're on your way to getting published.

Submit your articles or images by emailing them to: scott@southpacificdivers.com



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Safe Boating 101 Quick Fact

Any vessel (including a sailing boat) which is overtaking another vessel must keep well clear of the vessel being overtaken. You can overtake another vessel on either side but only when it is safe, and you must stay well clear. In narrow channels you must be particularly careful when overtaking. In all instances, make sure you do not cut in front of the vessel you have overtaken.

<http://www.maritime.nsw.gov.au/onwater.html>

Welcome to Southpac Juniors

SouthPac Juniors is an exciting arm of the South Pacific Divers Club as it specifically caters for younger divers to get together with divers within their age groups.

Who are SouthPac Juniors?

SouthPac Juniors are our younger SPDC members under who are actively diving within the club. SouthPac Juniors inaugural members are Jesse Creaser, Nathan Saipa'ia and Jeci Saipa'ia (from the Central Coast NSW). Although these SPDC junior members are at various ages and levels of diving experience, all are dive enthusiasts hanging out for their next dive adventure.

Who looks after SouthPac Juniors?

The SPDC Juniors will be headed by Rob Creaser with a collaborative effort from parents and members within the club to assist in the organisation of the kids dive activities. The juniors will also have a say in the direction that their part of the club will take i.e. dive sites they would like to visit, specialties they would like to try or learn about.

What is the Goal of SouthPac Juniors?

Our goal is a simple one and this is to provide a fun, safe, youth friendly environment that enables younger divers the opportunity to explore the marine world, while developing their diving experience.

How Will SouthPac Juniors Achieve their Goals?

Safety

- Dives are organised to levels of diver experience and ability
- All dives are supervised by diving parents within the club
- An adult / young diver ratio of 1:2 on easy/beginner rated dive sites e.g good visibility, calm conditions
- An adult / young diver ratio of 1:1 on more challenging dive sites and conditions, specialty dives e.g. wreck, photography and treasure hunts/nav dives.
- Ratio of adult / young diver will be agreed upon prior to dive briefing
- Minimum of 2 diving adults on each Juniors dive within the above ratio.



Southpac Juniors return from a successful dive



Jessie Creaser

Fun

- Diving opportunities to explore the underwater world
- Special interest dives
- Special interest days
- Staying as informal as possible – red tape free

Kid Friendly

- Providing an environment where our younger members are encouraged to share their ideas and freely participate

What Will the SouthPac Juniors Get Up To?

- Tech days where the kids will learn about how stuff works e.g taking apart an old pair of regulators; learning how they work and developing an understanding of the equipment that they use during a dive.
- Photography days allowing the kids to try their hand at underwater photography and DVD
- Treasure hunts that challenge navigational skills
- Wreck dives – on appropriate shallow wrecks such as the Malabar
- Regular shore and boat diving in and around both sides of Sydney
- Contribute to the South Pacific Divers Club magazine the 'Wet Rag'

The list is endless and the above is just the tip of the iceberg when it comes to the kids and what they can get up to. It probably should be noted though, that the special interest days that we put on for the Juniors will not replace formal dive specialty training that diver training organisations can offer. The SouthPac Juniors will always run dives and special interest dives within the ability and recognised training levels of each diver.



Nathan Saipa'ia Jeci Saipa'ia



Left - Nathan Saipa'ia

Below - Jessie returns with some treasure.



Where To From Here?

As much as possible the SouthPac Juniors will endeavour to integrate their dives in with the SPDC general members diving activities, though we recognise that this will not always be possible. On days where SPDC general members are diving outside of our Juniors dive training and limits, we'll make sure that we get them to a dive site and into the water at a suitable location.

We welcome and are looking for new members to SouthPac Juniors so we can grow to become the most fun, safe, diverse and active junior diver clubs in Sydney.

Event Name: OZTeK'07
Diving Technologies
Conference & Exhibition

Date: 17th - 18th March
2007. 09-00 - 18.00

Venue: Australian
Technology Park
Bay 4 Atrium & Auditorium,
Locomotive Workshop
Eveleigh, NSW 1430
Sydney, Australia

OZTeK'07
17 - 18 MARCH SYDNEY 2007

... the adventure continues
Focussed on diving excitement,
adventure and education,
the internationally acclaimed
OZTeK Diving Technologies
Conference and Exhibition
continues to be an inspirational
forum catering to every aspect
and level of diving interest.

Featuring an international cast of
speakers and presenters drawn
from the among the world's most
accomplished divers, a full-scale diving
exhibition showcasing the very best
that the world of diving has to offer
together with non-stop workshops
and seminars, OZTeK'07 is again
poised to push back the boundaries of
diving knowledge and establish a new
standard of excellence for Dive Events.
To be staged at Australian Technology
Park, (in Sydney, Australia,) on the
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OZTeK'07 is a clearly focussed and
targeted event that taps into the very
core of exciting diving experiences;
one that nobody who takes their diving
seriously can afford to miss.

Visit <http://www.diveoztek.com.au/> for
more information



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Sat 5.30am-4pm
Sun 5.30am-4pm

Filmed by Paul Boler



Southern Cross Divers
Leaders in Technical Diving

January Dive News



Australians net international scuba-diving honours

Neville Coleman and Rodney Fox are to be inducted into the International Scuba-Diving Hall of Fame.

Neville Coleman (top right) has spent 50 years recording marine life in Australia and overseas. Based in Brisbane, Neville has pioneered the discovery of many new marine animals and is one of the most published underwater educational authors in the world with over 65 educational books on marine life and identification.

Mr Coleman flies to the Cayman Islands in the next few weeks to accept the award and will make a presentation on his research and discoveries.



Great white shark expert Rodney Fox (left) will also be inducted into the International Hall of Fame. Since Rodney's attack by a Great White in 1963 his involvement with the giant sharks include consultant, guide, expedition leader, hunter, film producer, photographer, coordinator, actor, diver, cage designer, protector and more.



Divers to explore historic Gallipoli submarine

Australians may soon know more about one of Gallipoli's untold stories - the Australian submarine HMAS AE2.

It is referred to as the Silent Anzac and is the first allied submarine to be lost after entering the Dardanelles, off the Gallipoli coast, in 1915.

Thirty-five people survived when it sank and it now lies about 75 metres under water.

The Federal Government and the Submarine Institute of Australia are contributing about \$800,000 for an archaeological assessment of the area. The Minister Assisting the Minister for Defence, Bruce Billson, says Australian divers will carry out the survey sometime next year.

"To see how we can best preserve it, how we can best bring to life the story of the AE2 and then to consider options for its long-term management and care," he said.

Mr Billson says it is too early to know if parts of the submarine can be brought to the surface and restored.

"At this stage it's a little too early to know," he said.

"That's the key goal of the maritime archaeological survey, to understand exactly the condition that it's in and to consider what options are available for its long term protection and preservation."



BOAT DIVING

Feature Section

Boat diving is an integral part of the South Pacific Divers Club.

In this feature section we present some hints and tips which will make your boat diving safer and more enjoyable.

Charter Boats vs Club/Private Boats

CHARTER BOATS

- Can be expensive. Average cost is around \$40 - \$60 a dive or \$100 for a double dive.
- Will pickup and drop off at set times. You can just turn up and dive then head home after.
- Crew will anchor for you and even help you gear up.
- Often provide snacks after the dive.
- A crewed by registered insured coxswains.

PRIVATE BOATS

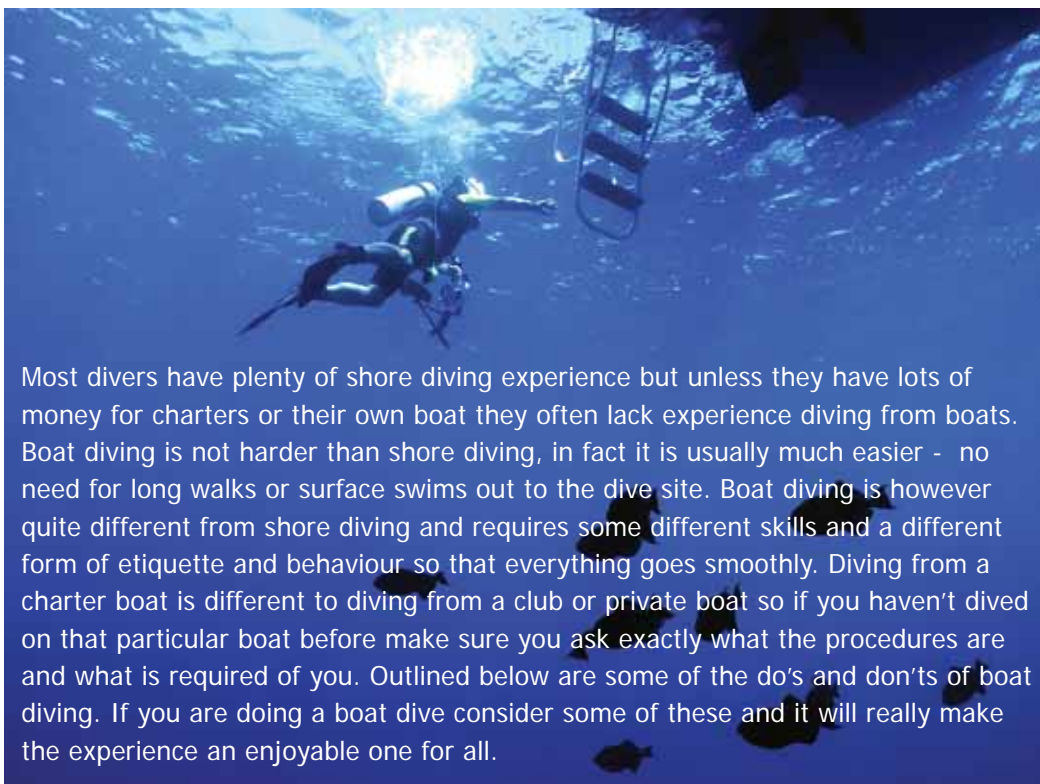
- Are cheap to run if used regularly. Not for profit means just that.
- Will pick up at a set time but you may be required to help launch the boat and pull the boat out of the water or even wash it afterwards.
- You may be required to help out on the boat with anchoring or other crew duties.
- Club dives are often social events with BBQ's at the beach afterwards. You may need to pitch in to help with catering or cooking.
- All private boat owners must have a current boat registration and boat drivers license.



Club boats can vary in size from large boats the size of most charter boats, taking 8 or more divers at once, right through to smaller inflatables taking only 2 or 3 divers.

Smaller boats have their advantages. They are easy to launch and can be taken almost anywhere. They are also cheap to run.

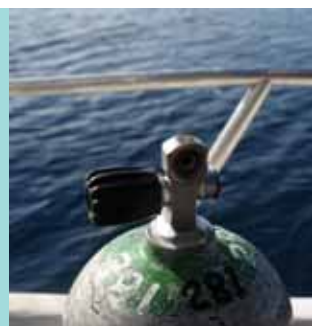




Most divers have plenty of shore diving experience but unless they have lots of money for charters or their own boat they often lack experience diving from boats. Boat diving is not harder than shore diving, in fact it is usually much easier - no need for long walks or surface swims out to the dive site. Boat diving is however quite different from shore diving and requires some different skills and a different form of etiquette and behaviour so that everything goes smoothly. Diving from a charter boat is different to diving from a club or private boat so if you haven't dived on that particular boat before make sure you ask exactly what the procedures are and what is required of you. Outlined below are some of the do's and don'ts of boat diving. If you are doing a boat dive consider some of these and it will really make the experience an enjoyable one for all.

Boat Diving Etiquette

If you need to cancel then cancel early – If you need to pull out of a boat dive for some reason then it is just good manners to do it well ahead of time. On a shore dive no one will be too put out if you don't turn up and the dive can still often go ahead. On a boat dive failure to show up could mean the costs of the charter will blow out for the remaining divers. On a club boat dive then failure to show up may mean a boat has been organised that isn't needed. Boat owners provide their boats as a service so don't take them for granted unless you like shore diving a lot. Boats also run to a schedule and it is just bad manners to leave people waiting around at the dock for you to turn up.



Boat Diving can be great fun if you use some common sense.



Do call to confirm the dive – Boat dives are often much more weather dependent than shore dives so it is important to confirm the dive is on if weather conditions have changed. Wind and rain may not mean the dive is cancelled as boats can often tuck in behind the lee of the shore somewhere to find calm water. Stay in touch with the boat owner or charter operator if you are unsure. Communication is the key to making sure everyone knows what's going on.

Don't be late – Boats run to a schedule and for charter boats time really is money so make sure you are at the departure point well before hand. On a shore dive you often have all the time in the world to get ready and it's just a matter of a short walk back to the car if you forgot something. Be at the dock well before hand so you can check your equipment because if you forget something the boat will not be able to return to shore. Once again it is bad manners to leave others waiting on the boat if you turn up late and then have to spend 20 mins assembling your gear. Be there with plenty of time to spare. There are always other divers to chat to while you are waiting.

Be prepared – If you need to take seasickness medication then take it before you get on the boat. Make sure you have plenty of water, a towel, hat and sunscreen and anything else you may need for the trip.

Do ask the captain before loading – Ask the captain of the boat before you start loading your gear on board. Often there will be a procedure for loading and usually there is a place for everything and everything in its place. Most boats have a place for weight belts, a place for the tanks and a place for dry gear such as towels, wallets etc. The captain will tell you where he wants your gear stowed, if he doesn't then don't be afraid to ask. The captain may also give you other information about the boat such as the location of life vests or no go areas on the boat.

Be aware of conditions – A boat ride can be bumpy at times so hang on and be aware of conditions such as waves. Also be aware of others on board. Make sure you know where your dive gear is located as it is easy to get things mixed up with someone else's gear. Putting your name on your gear is essential. Be careful where you put things down. A bag can easily fall overboard if placed on the edge of a moving boat and a mask can easily be broken if a tank or weight belt falls on it during the boat trip to the dive site.

At the dive site – Once the boat arrives on site it may take time to anchor. On a charter boat often divers will begin gearing up while the boat is anchoring. Listen to instructions or dive briefs from the crew. In places such as Melbourne's Port Phillip Bay heads the boats do not anchor but simply drop a shot line and then run a 'live' boat to pick up divers after they surface. If you have any concerns about the dive then raise them with the crew or captain now. If you are uncomfortable with the conditions or any other aspect of the dive then let them know your concerns. Make sure your equipment is adjusted and you are comfortable before you enter the water.

In the water – Be aware of conditions. If there is a current running you may need to use a mermaid line to drag yourself up to the anchor at the bow of the boat. If the boat is anchored then it is very important to stay in contact with the anchor line at all times during descent and ascent. Our club president John Fardoulis can tell you what happens when you let go of the anchor line to adjust your equipment and then find that you can't regain contact with it due to a current. Drifting off from the boat can ruin everyone's dive and it isn't a nice feeling floating around in the open ocean waiting to be picked up by the boat. Always carry a safety sausage in case you get separated from the boat. You may never have to use it but if you ever get separated from the boat you will be very glad you have one.

On the bottom – Make sure you take note of where the anchor is situated. On a wreck look for pieces of structure that will tell you how to find it again eg. It may be right next to the boiler or at the bow. On a reef check the depth the anchor is in and look around for any notable structures that will tell you where it is such as coral or rock formations. Be aware of the direction you are heading away from the anchor and time so that you can leave ample time to return to it at the end of the dive. If you return to the anchor with time to spare you can always spend the remaining time looking around in its vicinity before you ascend. Don't run out of air trying to locate the anchor. If you are low on air and can't find the anchor then do a blue water ascent and be glad you have your safety sausage with you. Finally, when you are preparing to exit the water don't sit right behind the ladder as another diver in front of you may fall on top of you. Wait until the ladder is clear before you try to climb it.

After the dive – Once again stow all your gear correctly so that it doesn't get mixed up with someone else's when you unload the boat later. If you're on a charter boat then thank the captain and crew and remember to pay before you leave. Do a final check of the boat to make sure you haven't left anything behind. If you are on a private boat then you may be required to help get the boat out of the water and even help wash it. Ask the captain what is required and they will tell you. It is bad manners to just take your gear and leave and you probably won't get another invite to boat dive if you are not prepared to help out.



Seasickness

"A sure cure for seasickness is to sit under a tree." Spike Milligan

Mal de Mer is a rather pleasant and unassuming French term for the debilitating effect sea sickness may have on your body. Luckily, it is not usually life threatening although many sufferers wish it were if only to bring relief to the extreme discomfort they feel!

The characteristic seasickness symptoms are headache, vertigo, nausea, pale, cool, moist skin, muscular relaxation, increased flow of saliva, sunken features, and changes in taste and smell.

90% of all people will have suffered from motion sickness at some point in their lives. Almost anyone who has normal inner ear balance function can suffer motion sickness - even sailors. The good news for sufferers is that the condition often disappears without medical treatment within a few days. As your brain learns to compensate for the swaying and pitching of the boat you will get your "sea legs". However, immunity from seasickness is relative, not absolute. If conditions turn bad even the most experienced of sailors can become seasick.

What causes it?

Seasickness happens when the body, inner ear, and eyes all send different signals to the brain, resulting in confusion and queasiness. It is a problem generally attributed to disturbance in the balance system of the inner ear (vestibular) system. Your sensory perception gets out of sync as these nerve fibres attempt to compensate for the unfamiliar motion of the ship moving through water.

The visual stimulus is misleading as it reports things like cabin walls, and furniture, in such a way that the brain interprets these things as stable when they're not. Your brain is being told by the vision system that the world is stable, while the inner ear is screaming that it's not.

There are three seasickness triggers guaranteed to cause sufferers uncomfortable symptoms. These triggers should be avoided whenever possible during the initial boarding and first few hours at sea: -

1. Going below deck for extended time periods. Not easy if the weather is poor and impossible on some boats. At least try to find a window or porthole and keep your eyes gazing at but not fixed on the horizon.
2. Looking through binoculars for anything longer than a glance.
3. Reading a book, looking at a compass, doing detailed work or staring at one point. Try to keep your peripheral vision out on the horizon and not staring at objects your brain will interpret as stable.

Prevention

Those suffering from seasickness often find relief by:

1. Keeping their eyes directed to the fixed shore or horizon, where possible.
2. Lying down on their backs and closing their eyes.

3. Move into a position where fresh air is blowing on their face.

4. Keeping near the centre of the boat where any rocking motion is least pronounced.

You can often avoid seasickness by staying busy and keeping your mind occupied. Any activity that will keep you above decks and focus your mind on anything other than the swaying environment will help.

Take deep breaths and drink plenty of water. The worst thing that you can do is go below decks with no land or horizon to look at. Loud noises and swinging things below don't seem to help at all, but are a good indication you are starting to get sick.

Keep your senses, particularly your eyes, working flat out interpreting the motion of the boat and the waves. Find a haven on the boat where the motion is at its minimum and which allows your eyes to gaze at the horizon.

On a large ship try and face forward. Your peripheral vision is an important factor, keep it out on the horizon but do not visually lock on to it. Let your brain adjust to this unstable environment by allowing the horizon to act as a true point of reference.

If you can, try and eat lightly and avoid fatty or spicy foods. Try to stay warm, relaxed and comfortable. Try to sleep at the appropriate time and allow your brain to recover. Avoid any strong smells (like diesel exhaust blowing in your face).

Faster speeds usually help with the boat motion while slower speeds let the waves have their way with the vessel.

Preparation

- Don't drink caffeine the day before or day of. If you are addicted to caffeine the first day you stop drinking your coffee you will have a caffeine headache. This is the last thing you want if you get seasick so you may want to stop your caffeine intake a couple days before.
- Stay away from greasy, heavy and acidic foods.
- Eat something light an hour before you leave so your stomach has something to process.
- Avoid drinking alcohol the night before.
- Get plenty of sleep the night before.
- If you need to take medication for sea sickness take it as directed (usually before boarding the boat).

Cures For Seasickness

Natural cures:

Ginger - Is a natural anti-emetic that helps prevent nausea if taken the day before and the day of leaving. It comes in many forms, ginger tea, pickled ginger slices, ginger cookies, ginger pills. Especially strong ginger cookies have done very well in preventing motion sickness

Coke and Saltines - The phosphoric acid in the coke settles a sea-sick stomach and a salty snacks always seem to help while under way.

Bagels - Eating a bagel seems to help motion sickness, some think because of the carbohydrates involved.

Motion Eaze (www.motionease.com) - Herbal Oils that smell nice and are supposed to help get rid of your seasickness. It may help a little if you use it at the early stage of seasickness and the movement isn't too bad. Anything to distract your visual senses from the rocking may help.

Vitamin C - 3000mg (3 grams) taken when you begin to feel sick.

Vitamin B-6 - May help with seasickness along with digestion and muscle spasms. One of the reasons may have to do with it's ability to help maintain salt and water balances.

Relief Band - Is a watch type device that sends electricity through a point in your wrist to stop seasickness. It works almost instantly, within 10 or 15 minutes. It works best for mild cases, but when the going gets rough you will turn it up to the point of possible nerve damage, and be so seasick that you won't know the difference. Also, when you are running around on deck it is easy to knock the device off of the pressure point.

Wrist Acupressure - An elastic wristband with a plastic point is used to stimulate the same median nerve the Relief Band does but by acupressure. This is supposed to help with seasickness but the problem is, like with the relief band you need to keep it on the correct point.

A variety of cures are available. Preparation and planning are vital to avoid seasickness.



Pharmaceuticals:

There are several drug remedies that could reduce the effects of seasickness. We do not endorse any of these products and you should read the product instructions carefully before use.

Antihistamines - The most common drugs are antihistamines such as dramamine and dimenhydrinate (Brand name – Travacalm - Contains dimenhydrinate 50 mg, hyoscine hydrobromide 0.2 mg and caffeine 20mg) also anticholinergics such as hyoscine hydrobromide (Brand Name - Kwells). Antihistamines will make most people drowsy. Considering the alternative, that's not necessarily a bad side effect.

Emetrol - Is a sweet syrup anti-nausea drug of made of phosphorated carbohydrates and based on the Coke syrup recipe. It is over the counter, has no side effects and dosage is one teaspoon per hour.

Other prescription drugs may be available. If you suffer from sea sickness please consult your doctor.

"Seasickness: at first you are so sick you are afraid you will die, and then you are so sick you are afraid you won't die."
Mark Twain



With good planning Seasickness doesn't have to interfere with your boat diving.



BOAT RAMP ETIQUETTE



Rule Number One:

The first and most important rule is to not go near the ramp until your boat is ready to launch. Nothing shortens tempers like someone who drives onto the apron of the ramp and then proceeds to do all those little jobs like undo straps, and putting bungs in while everyone else waits. The correct procedure is to do ALL these preparations in the parking area AWAY from the ramp. Alternatively you can do a lot of this work while you're queuing for the ramp on busy days. But you should NEVER be doing these jobs on the operational area of the ramp itself. If you do run into some hitch while you're in the queue tell the next boat owner behind you to go on ahead of you. If you're new to the ramp always check it out before launching. Pull up the car away from the ramp and walk over to check the water depth, the flow of the tide and any slippery hazard areas.

Ramp Etiquette:

Now it's your turn to launch. First move onto the apron and reverse down the ramp. If the ramp has marked lanes, stay within them, otherwise make sure you leave enough room for other boats if the ramp is wide enough for more than one,

or two boats. Stay to the right, or left hand side so another vessel can launch at the same time. Basically don't hog space more than is necessary. Also check the car's handbrake is on and in gear (or park) before you get out.

There are many ways to get a boat off a trailer. Most rigs are reversed into the desired spot of water depth. The towing eye and safety chain are disconnected and the boat is pushed, or just slides into the water.

Some larger craft are 'shunt' launched using either reverse gear, or downhill momentum with a stab on the brakes to roll the boat into the water. In some situations the boat might be positioned in the water and then someone aboard the boat starts the engine and reverses the craft off the trailer. Most small craft are just pushed off the trailer and are controlled by using a bow line once the boat is in the water.

For anyone new to boating the key is to ensure there's enough water to float the boat off the back of the trailer. With the boat off the trailer there are two jobs to do. The first is to move the boat off the ramp as quick as possible, the second is to park



Don't loose your cool at the Ramp!

the car. Many people confuse this point and leave their family or fishing group holding the boat in the launching area while they park the car and walk back.

Make sure the boat is moved onto the sand, or jetty or whatever, straight after launching. This is just good manners. In a few places, the very construction of the ramp may hinder this but mostly it's possible to take the launched boat away from the main working portion of the ramp.

Once the boat is out of the way park the car and trailer. Always park the car out of the way of the turning circle of the apron of the boat ramp. This rule applies particularly to early morning anglers who may find a deserted ramp in the wee small hours and they park their car close to the ramp only to hinder everyone else who uses the place for the rest of the day.

Team Work:

Most groups who go boating soon operate as a team to speed the launching process. With the car driver often doing little more than pushing the boat off the trailer and the crew knowing automatically to pull the boat to the side of the ramp. With the boat in the water and the car parked there is little to do but exit the area and enjoy the day. Always look behind your vessel when reversing out, I know it sounds logical but lots of bumps happen during this little manoeuvre.

Once well clear of the launch area and with a warmed up engine you can move away at an appropriate travelling speed. Remember to also observe speed signs on the shore. In some places 4 knot and 8 knot, and No-Wash zones extend for quite big distances.

Coming Home:

The end of a long hot day can be the time when things can really get hectic at the ramp. Add a few tired people, some screaming kids, a little alcohol and you've got the recipe for potential conflict.

Avoiding being involved in this sort of nonsense is always a good idea, especially if you want to continue to enjoy your trailer boating. Always approach the ramp at slow speed, it can be a congested area and fast driving can be both dangerous and disturbing for others. Your wash can also bash other boats into the concrete or trailers causing unnecessary aggravation to all.

Ramps with a bit of sandy beach allow people to queue in order of arrival, but ramps with concrete all around can make queuing difficult. Problems often happen when boats have to stand off the ramp waiting their turn. While most of us seem to know which boat arrived before us, some people seem to have problems with this. Sometimes this can be an honest mistake but other times it is just a case of their gross ignorance and lack of manners.

With the boat in a queue it's just as likely the car will need to be in a queue and be ready to come down the ramp when it's your turn. Be ready for this and have the boat and car in place at the appropriate time. Admittedly it's not always easy to get this timing exactly right and again you need to educate your regular crew to help with the job.

If you are operating alone you can only do so much. Once it's your turn don't muck about, reverse down the ramp and put the boat on the trailer. Secure the vessel correctly and move off the ramp and ramp apron to do all tidy ups and tie downs that need doing there.

There is a bit of learning skill in all of these processes but basically, either winch the boat onto the trailer or drive it on in the case of larger vessels.

Watching pedants who know everything or nothing (take your pick) gum up the works by mucking around so their precious trailer doesn't get any sea water on it can cause tension. Others find countless ways to complicate what is a simple job.

Have A Plan:

The trick is to develop a routine and stick to it. Put the boat safely and accurately onto the trailer and move out of the way. Once out of everyone's way you can clean and pack to your hearts content without upsetting the system.

Take care when reversing, trailer boats obstruct vision and it is very easy to back into someone. Adjust the mirrors properly and look before you move. In tight spots it's often wise to get someone to guide you.

The other vital point when working on boat ramps is that they are almost always slippery so don't walk down the ramp without careful inspection of its lower portion.

All boat owners have to understand that some people take time to learn the ropes. If you can help someone with advice do so in an easy manner. If they reject your help, just back off, these sort of people are really their own worst enemy, not yours.

Summary:

While most of the day to day happenings at boat ramps are fairly minor a few serious things can and do happen. Leaving the hand brake off and the car out of gear will result in both the car and boat going for a swim.

No one sets out to do these things deliberately. However cars can slide into the water when shunt launching. It's caused by the wheels hitting the slippery green stuff at the bottom of the ramp.

If travelling, never assume anything about the ramp in a new destination. Always inspect it first. Launching in rough country particularly requires some thought before putting the boat onto what passes for a ramp.

And always think of SAFETY. Keep your kids out of the way and watch for other people's kids and crew while manoeuvring. Don't let the kids swim around the ramp either. I guess that sounds obvious, but there are plenty of people who allow their kids to do it.

Most of all apply a bit of care and courtesy to the day, it will help you and others enjoy their boating. Launching and retrieving a boat should be fast, safe and easy. Work on keeping it that way.

Article courtesy of <http://www.marineews.com>

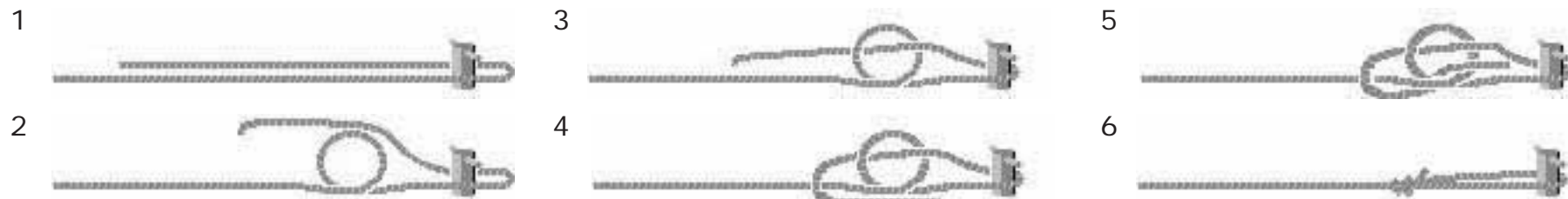


KNOW YOUR KNOTS

If you do any sort of boat diving chances are you will eventually encounter the need for some of the knots below. While there are hundreds of knots and hundreds of uses for them the ones below are quite common and very usefull.

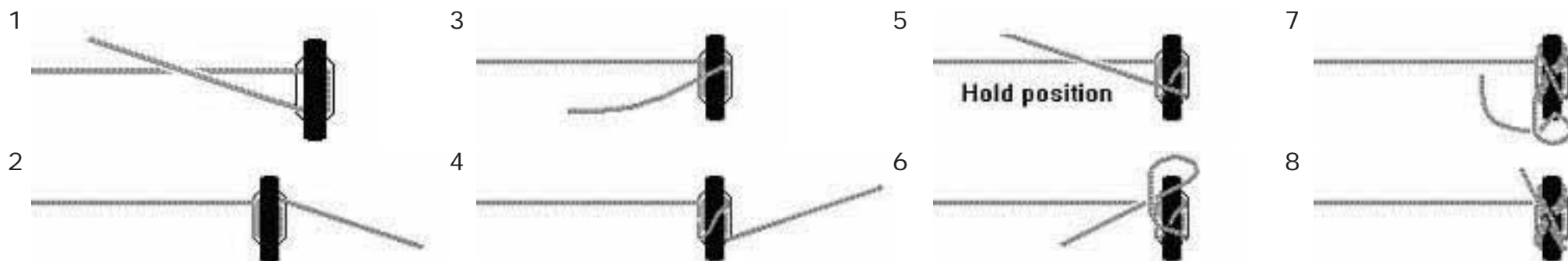
Bowline Knot

Creates a loop for purposes such as slipping to a bollard. Quick and will not slip, kink, or pinch. Easy to undo.



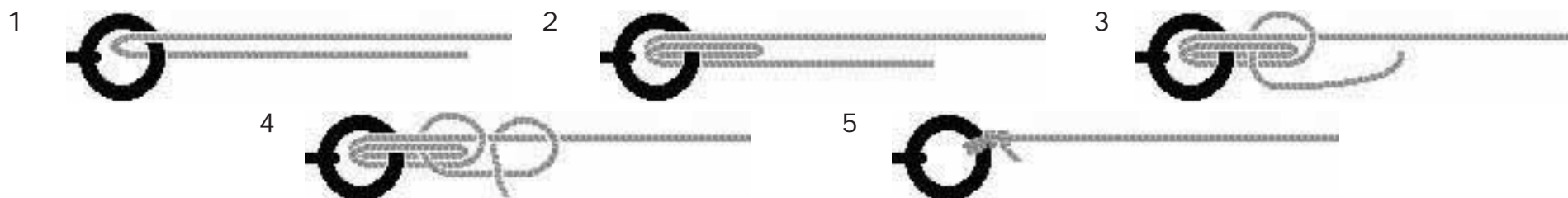
Cleat Wind Knot

The recognised way to secure your boat to a cleat. When half formed it presents a holding or adjusting position. Whilst secure it can still be released very quickly. This is the knot used to secure the anchor line to the bollard.



Fisherman's Bend Knot

Usually used for making fast to a buoy or spar.



Central Coast Dreaming.

In the Christmas NewYear break the Club invaded the Daley's Point waterfront home of John Fardoulis's parents to dive the Northern Sydney wrecks. Sadly the weather gods did not smile, actually it was more like hayfever... It blew, it rained, the seas came up and to add insult to injury cold and very dirty water welled up dropping the water temperature from 19-20 degrees to a brisk 12-14 degrees

A dive planned on the Hall Caine was canned after Andy Dell followed a line down to the bottom and viz was less than a metre. The wreck was reportedly covered by a long line and hooks so canning the dive was probably wise.

Later in the week I dived the Valiant with Kylie Suttor and Mandy Whatson. Viz was about 4 or 5 metres and a little nippy, but this was my first dive on the Valiant. The wreck has deteriorated and is starting to break up. The metal of the hull is so soft that your hand can push holes through the deck plating.

Fish life was interesting in the semi darkness. Several large moray eels were out, (It looked like they had the love eyes on) several wobbys and a couple of sleeping blind sharks.

It doesn't take a long time to navigate around the Valiant and through the cabins.

Barjumpa.



Unfortunately Mitchell Cook became seasick, much to the amusement of his dad. I hope he can get some remedies from our article on Seasickness in our feature section.



The view from Chateau Fardoulis looking out over the servants quarters and the dive boat.



Kylie and Mandy after a dive on the wreck of the Valiant.

Happy People

By John Fardoulis



Even though conditions were patchy at times, I dived around the Central Coast over the Christmas break. My parent's place isn't too far from Terrigal, providing an opportunity to become friendly with a number of members of the Terrigal Underwater Group (TUG).

Social Equilibrium

Diving Foggy Cave and The Pinnacle meant spending time around the Haven, where quite a few interesting lessons were learned about the Central Coast diving community in general.

One of the more pleasing insights was how independent dive clubs such as TUG and BWAC get along well with commercial dive operators in the area. In Sydney, some of the commercial operators aren't very fond of independent dive clubs.

What's also different about Terrigal is one main focal location - the Haven for launching boats, getting air fills or just sitting in the café outside Les and Fran Graham's shop. The Haven is a place where club and charter boats are moored/launched, people walk and swim, meaning that locals bump into each other all the time. In Sydney people launch their boats and dive all over the place rather than a centralised location to gather and build community spirit.

Diving Community

I was fortunate to have been invited for a dive off the TUG club boat, which provided a great opportunity for a guided tour of the area by local members. One of the barriers getting in the way of some people's diving can be lacking people to go out with, a problem that independent dive clubs such as ours and TUG solve by organising activities and introducing members to new diving friends.

Members of TUG have been networking with local fishos to discover new dive sites. One example is a reef (now known as anchor reef), where local fishos asked members of TUG to search for lost anchors.

And who knows, maybe one day a hookup that professional fishos stay away from might even turn out to be a shipwreck. Most shipwrecks get nets snagged on them which costs pro fishermen money - leading to snags being marked on charts so they keep clear.

Interclub Diving

It was great diving with members of TUG, a club which is part of SCAN (Scuba Clubs Association of NSW). DOUTS were also going to be a part of combined activities out of Broken Bay but unfortunately, there was a mishap with their boat. Perhaps this year in addition to official SCAN days interclub diving can be arranged more frequently? Such an initiative will help everyone gain more variety up and down the coast, as well as locals showing divers around.



Being in a club is a great way to meet new dive buddies. Here John Fardoulis joined members of TUG for a dive off their boat.





Dive Report | Fly Point *By Joyce Lee*



Date – Saturday 6th January 2007

Location – Fly Point

Diver – Joyce, Ange + friends

Time In – 11am

Visibility – 30m

A workmate recently started her PADI OW, and over lunch I recalled my first OW ocean dive at Fly Point... learning to put my gear together on the grass patch across the road, struggling with all that heavy gear and cutting my hand on rocks (heaven knows what I grabbed onto in hope of staying under).

Couple of years on and a few more dives later, I returned to Fly Point with fond memories of the site. These days the biggest hazard is collision with snorkelers who swim a little close to divers gearing up. Parking is occasionally a problem, but was lucky on this day as the holiday crowd departed en masse post Christmas.

Getting in before the 1100 incoming tide, our group – consisting of South Pac member Ange and friends from Norah Head's Scuba Shack, jumped into the 14C water. As a diver friend once said – there is no shame in being warm... therefore hood stayed on, despite looks of horror from swimmers soaking up the 30C sunshine.

Fish hatchings swam right into the shallows feeding on bread thrown in by those on shore, with lots of life from our first decent. Sponge, kelp and rock formations speckled a sandy bottom. Schools of snapper and bream circled above head as we were 15m below. Numerous colourful nudibranchs lay slightly hidden amongst the sponge, whilst a wobbegong laid out in the open (yet much camouflaged) at approx 20m in depth.



Fly Point is one of the best shore dives in NSW. The picture below shows Fly Point as seen from a boat.



For the briefest of moment – my computer showed a reading of 136 bars and 13.6m. I had to do a double take before watching the gauge tick over to 135 bars.

Overall a leisurely and pleasurable 50min dives for our group of mix experienced divers – unfortunately no second dive as the wind picked up off shore, and vis on decline.

Nelson Bay itself has changed tremendously over the years... now condo style apartments laced amongst motels and family homes. More and more boats are using the waterways, and sometimes you do wonder if they're just a notch too close to the marine park.

As a Sydney-sider, I sometimes forget that Nelson Bay is not really too far for a day trip. Perhaps a candidate for the next South Pac club outing?

DVD Review

Byron Underwater – Where tropical and temperate waters merge – A film by Tim Hochgrebe and Andrew Bambach

Byron Underwater showcases the sea life of Byron Bay. With over 50 species of coral and over 500 fish species, as well as being the most easterly point of Australia, Byron Bay's Julian Rocks is a unique marine environment. It runs for 57 minutes and the stunning footage and interesting facts presented in the commentary kept me riveted the whole time.

Shot by Tim Hochgrebe, some of the footage is truly spectacular such as the scene of hundreds of schooling eagle rays as well as footage of schooling kingfish and mulloway, a wobbegong eating a large octopus, mating dances and displays of various fish, a moray biting a wobby to get him out of it's preferred resting place, a turtle feeding on a very large jelly fish and an anemone fish defending it's host anemone from a hungry turtle.

The DVD is presented in sections on the different sea life such as octopi, rays, eels, sharks, nudibranchs, jellyfish, coral, turtles etc and the voice over provides a wealth of interesting information about the local environment and each type of animal. A very educational and interesting video, well worth a look. If you are thinking of diving in Byron or wondering what you might see up that way then you will really be inspired to dive there once you watch this video.

For more information contact www.planula.com.au



Tank Tests

Club Member Simon Gayler can get tank tests for \$18 (excluding fill) minimum 5 tanks at a time. Hydro place is in Ingleburn. Simon lives in Camden and can pick up from a club meeting and travels to and from Liverpool for work if we can arrange pick up and drop offs near there.

Contact Details are:

Simon Gayler

Email: sgayler@exemail.com.au

Mobile: 0418 41 22 35



NEW FOR 2007

Silent operation for rebreather divers

UNDER 50 pounds/23Kg!

OVER 100 minutes runtime

OVER 100 meters /330 feet depth rating

WATERPROOF NIMH BATTERY PACK

INSTANT throttle response

Proven, cave diving world distance record driveline

High torque, brushed, direct drive 24 volt DC motor

Submerge Scooters

3 year corrosion warranty

Lifetime warranty on workmanship

submerge@silent-submersion.com

Available from
Plunge Diving
Ph: 99695733
info@plungediving.com.au

Simple, clean design.

Machined carry handle: Perfect for boat dives

How to Win Friends & Influence People

Club member Andy Del Riccio (Andy Del) recently discovered a good way to make new friends was by taking his KISS Rebreather to a diver BBQ.

Once affectionately known as 'death machines', a lot of curiosity now exists regarding Rebreathers. Perhaps not for everyone, a lot of pioneers now use Rebreathers, raising the profile of such equipment across the diving community in general.

Benefits

Rebreathers generally provide advantages for long and/or deep dives, such as extended Cave Diving and venturing down to deep wrecks.

Being virtually bubble free, Rebreathers also allow underwater photographers and film makers to get closer to marine creatures without spooking them. As a minimum Nitrox is used extensively, perhaps also Helium in Trimix/Heliox, meaning that such equipment is aimed at experienced divers. Capital outlay can also be an issue, weighed up by deep divers against lower running costs, due to more efficient use of expensive gasses such as Helium.

Rebreathers have been around since before Scuba, and are used extensively by the military for stealth missions.

Special Interest

As a club we've found enough interest in Rebreathers to launch a specific Interest Group, with a number of members who are actually building their own units. Other members have commercially produced Rebreathers and have been diving with them for the last few years.

If you like attention, maybe have a look on eBay for a cheap Russian model and take it to your next BBQ and become the life of the party.



Bring a Rebreather along and become the life of a party!



Grant Bradley, TUG President likes his gadgets, wonder if a Rebreather has now been added to his shopping list?



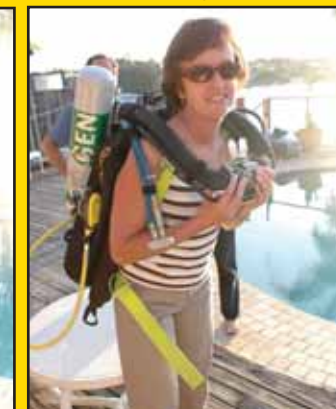
Above: Paula Bradley, Terrigal Underwater Group (TUG) member and former President tries on a Rebreather for size



Geoff Cook (Barjumpa) wasn't left out, noticing a significant reduction in bulk from twin tank Open Circuit gear.



Right: Neil & Lyn Vincent are highly regarded Cave Divers and Underwater Photographers, curious about advantages Rebreathers offer in both these areas.



Some Guidelines for the Design of Recirculating Underwater Breathing Apparatus.

By Rodney Nairne

Continued from November 06 edition....

Canister:

According to the Molecular Products, the inter-granular space of the canister should equal the volume of a normal breath (or 1/2 a normal breath in the case of the split counterlung). Assuming a 3l normal breath, and the advertised inter-granular space of 40% of the volume of the scrubber material, single bag counterlung units would have to have 3/0.4 or a 7.5l capacity scrubber! In the same case the split counterlung requires only a 3.75 l capacity, which is about the optimal volume if you consider overall package size. Larger volumes require either radial* or big bore canisters to both accommodate the volume of material and keep the work of breathing reasonable. These two options are often rejected for reasons of complexity of manufacture and physical size respectively. (Note the Cis-Lunar uses radial flow, and the MK16 has a modified big bore canister.) According to information provided by Molecular Products the aspect ratio of simple cylindrical scrubbers preferably should be 1 to 1.75 to 1, with a diameter of about 6 inches.

Axial flow:

Imagine a pipe, with gas flowing through it from one end to the other. This is axial flow as it is parallel to the axis of the pipe. The surface area is cross section of the tube. Breathing resistance is proportional to length of the bed along the axis of gas flow and inversely proportional to cross-section.

Radial Flow:

Imagine the same tube but with two inner tubes: a small central tube and a large tube, which leaves just a small gas space between it and the outer tube. The two inner tubes have holes to allow gas transfer. In this arrangement the gas enters along the outer and 1st inner tube, passes through the scrubber bed along the radius of the canister, (i.e. the gas flow through the bed is at 90 degrees to the flow in the axial scrubber) into the central tube and out. This arrangement gives a lot more cross sectional area and a shorter path for the gas through the scrubber bed. The gas velocity is also reduced over the axial design, due to the larger cross sectional area.

Here is an example: Assume a 150mm (6") pipe, 170mm (7") long. Such an axial flow canister has a 3litre capacity. The cross sectional area is 28 sq. inches. Now consider the radial flow canister. Such a canister if it were to remain a 6' diameter with a 1 1/2" inner and 5" intermediate tube diameter, would need to be slightly longer (10") to have the same scrubber capacity. But the cross sectional area (if measured in the middle of the bed if calculated on a 1.625" radius

pipe, 10" long) is roughly 100 sq. inches, or 3 times that of an axial design. That said, the author has had no difficulty with a 6" axial flow canister down to 280feet, provided the appropriate diluent (heliox/rich trimix) is used. Subjective resistance has been noted at 100 feet with the small mesh size Sofnolime with air diluent.

Advantages of Axial Flow:

- Simple to manufacture
- Very little chance of channeling, if the bed is packed in the same axis as the gas flow, as the variability of the density of the material is 90 degrees to the gas flow.

Disadvantages of Axial flow:

- Higher work of breathing than radial designs (exception is the MK 16 style big bore design)
- Difficult to incorporate hydrophobic membrane.

Advantages of Radial flow:

- Low work of breathing
- Provides a good place to add a hydrophobic membrane, around the outside of the second cylinder

Disadvantages of Radial flow:

- Very prone to channeling, as the bed is packed perpendicular to the direction of the gas flow. Hence the gas tends to pass through the granules packed last, which

are the least dense. Even if the canister is very well prepared, there will always be a tendency to settle in transit on a pounding boat.

- Relatively difficult to manufacture
- Requires extreme care in packing the scrubber (see 1st point)

To be continued next edition.....



Above: The unique inner shape of the Ouroubros Rebreather canister.



Packing the RB80 scrubber. A common design and very simple to homebuild.

Coping with a Critical Incident.

by David Strike



It's a delicate subject and one that – rather than being openly discussed – is often skirted around, or even avoided altogether. But as an adventure activity that takes place in an alien environment, recreational diving carries with it an element of risk.

That those risks can be reduced to a manageable level through appropriate training and a rigid adherence to proper procedures and protocols doesn't nullify the fact of their existence. They are real and have their basis in the many variables that divers have to consider. That's not to suggest that a properly considered and executed dive plan is any more dangerous than, for example, crossing a busy intersection when the traffic lights are in your favour: Although the potential for mishap is always present, it's reduced when everybody

observes the rules.

A diving incident, of course, comes in many forms. It may be something as seemingly trivial as a badly leaking mask that causes both you and your buddy to abort the dive. It might be a major equipment malfunction that's resolved by carrying out an air-sharing ascent back to the boat. Or, and at the more extreme end of the scale, a bad judgement call that can result in severe injury or even death.

Perhaps because serious incidents are comparatively rare when balanced against the tens of millions of dives that take place each year, few people ever give thought to how they might manage an emergency: Not only in the flurry of the crisis itself and their immediate ability to respond to the needs of the victim but, and of equal importance, how they will cope once the situation is resolved?

There are three distinct phases in any incident; the events that precede it; the episode itself; and the aftermath. An appreciation of each is important in determining how well

people will cope when the unthinkable happens.

Prevention is better than cure.

It may sound trite, but the first step in learning to cope with a critical incident is to ensure that all reasonable precautions have been taken to prevent one happening!

Many of the so-called 'accidents' that occur in diving are avoidable. Rather than being, 'events without apparent cause', they are often the result of a failure to safeguard against what – in retrospect – becomes the obvious.

With the benefit of hindsight, it's usually easy to determine what went wrong:

- The dive plan was flawed.
- A diver failed to adhere to the dive plan or follow the pre-dive briefing instructions.
- The person giving the pre-dive briefing omitted key facts.
- Nobody thought to check the qualifications of a diver allowed to participate in a dive beyond the level of their experience.

Reducing the risk

The first step in reducing risk is to eliminate unnecessary worry about something that may never happen. Imagine the worst that can possibly happen: And then calmly try to improve on procedures so that it doesn't!

Everyone who dives must accept responsibility for his or her own well being and safety. Exposure to risk – for themselves and others – can be reduced if divers ensure that:

- They regularly practice all of their diving skills.
- Their qualifications and experience are adequate to the dive being undertaken.
- They are fit, well, and have a positive mental attitude towards the dive.
- They have the strength of character to say, 'No!', when they're uncomfortable with any aspect of a proposed dive.
- Their equipment is appropriate for the dive; that it's well maintained and operational in every respect; and that they are completely familiar with its use.
- They plan every aspect of the dive in meticulous detail; that they are familiar with the plan, adhere to it; and know when to abort the dive if any aspect comes "unglued".
- They have familiarised themselves with all emergency procedures and the proper use of safety equipment.
- They ask questions about any aspect of a dive briefing that gives them concern.
- Regardless of experience, they respect all acceptable safety conditions imposed on them by an operator.
- They recognise their limitations and dive within them.
- They keep in mind that today's dive starts the night before!

The above represents a very small number of all the steps that divers can take to ensure that they don't learn to handle a critical incident the hard way.

- Pre-dive safety drills and equipment checks were overlooked.
 - A qualified person failed to properly check rental equipment before it left the dive store.
 - A diver caved in to peer pressure and undertook a dive that they didn't feel comfortable performing.
 - Unsuitable equipment was used.
 - A seemingly minor incident or malfunction went unreported and subsequently escalated into a major one.
- The list is endless and highlights the fact that in

diving nothing should be taken for granted and that nobody should relinquish personal responsibility for his or her own safety and well being.

However – and regardless of effort – it's impossible to plan for the totally unexpected. One day, despite all reasonable care, a diver or dive operator may still be confronted with a crisis. It's then that any precautions they've taken to protect themselves or their customers from harm will pay dividends, not least as regards the insidious effects of later self-recrimination and nagging doubt about what they might have done to prevent the incident.

“We have a problem!”

Although they might appear similar, no two diving incidents are ever exactly the same. Both the circumstances and the actions taken will differ.

How each individual responds to an emergency will largely depend on their level of training; their experience; whether they've mastered and absorbed the information taught; and how much thought they've given to the, “What if ...?”

questions of diving.

(In this regard the ability to visualise what could happen is a useful technique. Not only for its value in spotting causes of an incident but also in influencing the outcome. In the emotion-charged atmosphere of an emergency most of us lose sight of the fact that an ill-considered and inappropriate response may actually compound a situation and prove worse than no action at all!)

In extreme circumstances, particularly when the victim is beyond immediate help, it may be necessary to call on specialised assistance to affect a rescue or recovery. It's at times such as these when, frustrated by inactivity and their inability to assist in what they believe to be a positive fashion, those at the scene of an incident are at their most vulnerable.

As a useful tool in ensuring the best outcome to an incident, the value of an emergency contingency plan cannot be over-emphasised. Documenting all of the procedures to be followed – including the assignment of small tasks to keep people's minds occupied – an Emergency Plan is a

reference source that can be used by anyone at the scene. Providing step-by-step instructions on what to do, and when, a well-formulated contingency plan can, quite literally, be a life-saver.

Coming to terms with an incident.

It's human nature to feel sympathy for any victim of an incident, even those who've fallen in harm's way through their own lack of good sense. But after the emergency, when its impact finally hits home, it's just as important to extend that same compassion and understanding to everybody involved.

It's something that Public Safety Dive Team members, like Mike Wallace, from Alabama, have to contend with as a matter of course during rescue and retrieval situations.

“Many people attempt to hide their human feelings by showing a certain callousness towards the event that caused injury to the victim,” he says, “but it's impossible not to feel some sense of shared hurt or loss.

“Public safety personnel see this everyday, and each of us develops some way of dealing with it on the scene. But after it's all over and we're back somewhere private, we spend a lot of time coming to terms with what we've had to do.

“Personally, it takes me a long time after each call-out before I can let go of the scene and the results. We each handle it in our different ways. But at least, in the Public Safety sector, we have others whose experiences match our own and with whom we can talk through and share some of the stuff that we have to deal with.”

Rather than maintaining a stoic attitude towards adversity and being left to cope by themselves, those involved in an incident should be encouraged to take part in a ‘hot’ de-brief. Held as soon as possible after the event – and out of sight and hearing of anybody not involved – the supportive atmosphere provides positive help in reducing the likelihood of post-traumatic stress.

It may even be necessary, to follow this up within a day or so with a more

formal counselling session conducted by a trained professional.

Nobody, of course, plans a diving incident! But preparing in advance for something that may never happen is the first step in learning to cope appropriately should one occur.



New Central Coast Wreck?

By John Fardoulis



The buzz on the Central Coast at the moment is all about the HMAS Adelaide, which locals believe they have a strong chance in being awarded to sink as an artificial reef.

Apparently a decision is getting close, and after six years lobbying, hopefully providing the Central Coast with a decommissioned ship to sink off the coast, slightly south of Terrigal. This proposal is with the current state government (Labour) and is different to the recently signed memorandum of understanding with the state opposition (Liberal).

Cost Neutral

One of the key planks in the Central Coast submission is the exercise being cost neutral. That is, the NSW Government won't be out of pocket in organising the sinking. This is due to scrap being sold to help fund the purchase from the Commonwealth Government, and pay for transportation, safety and other sinking costs.

Tourism Magnet

The HMAS Adelaide is a 138m long, 4100 tonne Frigate, slightly smaller than the ex-HMAS Brisbane, a wreck which has stimulated coastal tourism off Mooloolaba in QLD. There's already talk of constructing a wharf in the Haven at Terrigal to help better facilitate access for those wishing to dive or fish the potential new artificial reef. The proposed location for the sinking is outside of main shipping channels, but remains within a 10 minute boat ride from Terrigal Haven.



All going well, the HMAS Adelaide might be on the bottom, ready to dive off Avoca sometime in late 2008 or early 2009.



Key Stats

HMAS ADELAIDE (FFG-01) is a long-range escort frigate with roles including area air defence, anti-submarine warfare, surveillance, reconnaissance, and interdiction. The Ship can simultaneously counter threats from the air, surface and sub-surface.

Launched: 21 June 1978
Commissioned: 15 November 1980
Displacement: 4,100 tonnes
Length: 138.1 metres
Beam: 14.3 metres

Armament: 76mm rapid fire gun, Harpoon anti-ship missiles, Standard surface to air missiles, Phalanx Mk15 close-in weapon system, 2 triple anti-submarine torpedo tubes for Mk 46 torpedoes

Main Machinery: Two General Electric LM2500 gas turbines geared to one controllable pitch propeller

Speed: More than 30 knots

Ship's Company: Approximately 210

*Source: <http://www.navy.gov.au/ships/adelaide/default.html>



SPDC MEMBER PROFILE

CARINA
GREGORY



What's your nickname?

I don't have one, and do not wish to in the future!

How long have you been a club member?

3 months but I was previously a member of SPDC in 'the old days' (1990's).

What sort of diving do you enjoy most?

Boat diving on smooth, warm, clear water, none of this cold and dirty Sydney stuff (I know this is a big ask at times!).

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

That I am meek and mild, looks can be deceiving!

What kind of music are you into?

A mixture, no particular music favs.

Any phobias?

Nothing that stands out but I can't stand dirty bathrooms... I am a bit of a clean (and organised) freak.

What temptations are you powerless to resist?

Chocolate, a nice chardonnay, cheese, good Italian food, seafood... should I go on?

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

Shopping, exercise, eating out, cooking, catching up with family and friends, and more shopping!

What's your favourite dive site and why?

I have dived a range of dive sites over the years both in Australia and overseas but one of my favourites would have to be the SS President Coolidge in Santo, Vanuatu. This is because this was my first experience of diving a WWII wreck which offered amazing experiences at a range of depths. And Boris the 200kg Grouper (R.I.P.) was there to entertain while you were doing deco as well.

What's your most treasured piece of dive equipment?

It's all pretty important to me, as a lot of it is my original equipment from when I first learnt to dive.

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

Make horrible sounds in getting seasick which then makes me feel seasick.

If you could go anywhere on the planet to dive where would you go and why?

Anything warm and tropical in nature. I have dived in Vanuatu and the Solomons which I really enjoyed, and am off to Truk in February with the Club.

If you could have a 'celebrity' dive buddy who would you choose?

Sting



Boat Owners & Dive Leaders



BOAT OWNERS

Geoff Cook

Email: geoff@southpacificdivers.com
Phone: 0404 554 554
Location: Barden Ridge
Boat Type: Shark Cat, 5 shallow, 4 deep
Favourite type of diving: Wrecks



Scott Leimroth

Email: scott@southpacificdivers.com
Phone: 0413 717170
Location: Cronulla
Boat Type: Inflatable, 3 shallow, 3 deep
Favourite type of diving: Wrecks



Martin Kandilas

Email: martin@mdk.au.com
Phone: 9525 9399
Location: Dolans Bay
Boat Type: 5.5m, 5 shallow, 4 deep
Favourite type of diving: Wrecks



John Fardoulis

Email: john@southpacificdivers.com
Phone: 0400 888 888
Location: Lilyfield
Boat Type: RIB, 5 shallow, 4 deep + 7.5m half cabin,
6 shallow, 6 deep
Favourite type of diving: Helping novices



Scott Egginton

Email: pennynscott@optusnet.com.au
Phone: 0406 049 449
Location: Milperra
Boat Type: 5m, 4 shallow, 3 deep
Favourite type of diving: Wrecks and Deep



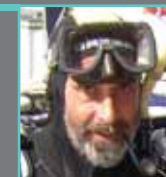
Scott Willan

Email: swillan@thomascoffey.com.au
Phone: 95437095
Location: Bangor
Boat Type: Runabout, 4 shallow, 3 deep + Yacht
Favourite type of diving: Fun Dives



Bob May

Email: bobmay@hotmail.net.au
Phone: 0428 649 249 or 02 4579105
Location: Windsor
Boat Type: 6.5m Marlin Broadbill, 8 shallow, 7 deep
Favourite type of diving: Reef & Photography



Max Gleeson

Email: maxglee@optusnet.com.au
Phone: 0416 041 021
Location: Caringbah
Boat Type: Marlin Broadbill, 4 deep
Favourite type of diving: Wrecks



DIVE LEADERS

All boat owners are dive leaders. In addition, the following are also shore dive co-ordinators and dive leaders.

Scott Hansman

Email: scott.h@southpacificdivers.com
Phone: 0403 843 521
Location: Cronulla
Favourite type of diving: Reef dives, shore dives



Paul Stranger

Email: paulstranger@hotmail.com
Phone: 0432 860 501
Location: Newtown
Favourite type of diving: Night dives, shore dives





BUNYIP ON THE PROWL

Who is the diver who after floating in the shipping lanes for around 6 hours outside of Coffs Harbour, hanging onto his very very expensive camera and lost it, when his dive boat failed to negotiate the bar at Woolgoolga?

Who's mobile phone was still ringing days after the same incident? Apparently it was in a waterproof case and was still floating around somewhere.

Same incident, another well known diver is also upset after one of his tanks was lost. He needed it for his sojourn down the south coast and had no idea it was even in Woolgoolga.

Which two club members have been banned from wearing speedos in public after a very unfortunate display while pulling up the anchor on a recent club dive?

Which Sydney dive club president recently had a big night on the town, 'got lucky', took a young girl home and..... promptly fell asleep?

WEBSITE STATISTICS

The Website receives between 100 and 200 visits per day from users all around the world. They are downloading the WetRag with on average over 2300 downloads per month for each issue..

We had the most visits in September - 5639 !!

In December we had 3427 visits to the website.

Wednesday is our busiest day on average.

Most people visiting the website between 5pm and 10pm.

Join Us



Like to join the South Pacific Divers Club?
Membership has many benefits including:

- **Like minded people** to dive with.
- **Mentoring** - Learn more about diving. Increase your diving skills by diving with others. Experienced members are keen to help you learn more. Group organised education such as first aid and boat handling courses.
- **Adventure** - New places to dive. New things to see.
- **Boat Dives** - Charter boats at discount rates and a number of members boats are available to dive from. Not for profit diving with new friends.
- **Develop Special Interests** - Rebreather, Photography, Ecology, Wrecks, Exploration.
- **Free Independent Advice** - Equipment, sites to dive, trips away, etc.
- **Social Activities** - BBQs, Barefoot Bowls, Wine Tasting, Movies, Charity events, Paintball, and much more.
- **Life long friendships** and contacts in the diving industry - Not just a club, it's a way of life.

To **join** simply fill in the form on the next page and post to
P.O. Box 823, Bankstown, NSW, 2200.

Better yet, come along to one of our **club meetings** held every
3rd Monday of the month at Bankstown Sports Club, Greenfield Parade, Bankstown. Email
john@southpacificdivers.com for more information.



ESTABLISHED
1962

Join the Club. Membership Application Form

Complete this form and post to: **South Pacific Divers Club, P.O. Box 823 Bankstown NSW 2200**

APPLICATION FOR MEMBERSHIP

☐ I wish to apply for 1 year's membership.

NAME: _____

ADDRESS: _____

Post Code: _____

Phone: _____

Work: _____ Home: _____

Mobile: _____

E-Mail: _____

Diving Certification: _____

Certification Number: _____

Are You a Boat Owner: ☐ yes ☐ No

If yes, type of boat: _____

CURRENT MEMBERSHIP FEES:

Single \$50.00

Family \$75.00

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

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 _____