



Established 1962

WET RAG

www.southpacificdivers.com

Autumn | 08

In this Issue:

- Rebreathers
- Diving in Tassy
- Wreck Diving
- Tons of dive reports
- Historical diving
- plus much more...

Autumn Edition

www.southpacificdivers.com

WET RAG Autumn | 08



Club President's Report



Now's the Best Time to Dive!

Welcome to another edition of the Wet Rag. Most of our internal communication is achieved using the club internet forum, monthly face-to-face meetings or our group email list. It doesn't mean the Wet Rag is obsolete but other forms of communication take the pressure off publishing it monthly. Even still, we'll endeavour to continue to produce the Wet Rag for both our members and the diving community at large, but probably on a quarterly basis. As you can see, it's a lot more than just a newsletter, a true electronic magazine (eMag).

Moving on, there seems to be an underlying theme this edition, mostly influenced by a lot of diving we've been doing. Wreck diving! Its always been a core activity, with a number of members either responsible for finding, or at least pioneering dives on various wrecks. Take for example the SS Catterthun and SS Annie M. Miller – Professor Peter Harper and Rick Latimer pioneered diving on those.

The SS Birchgrove Park was often dived by members in the 1970's through 1990's, along with the SS Tuggerah. Our club's even got a wreck historian as a member, and from first-hand experience, I can attest that venturing out with Max Gleeson is like gaining a history lesson each time we break out the cuppa soup and world famous finger buns, post-dive.

Dive reports this edition are typical of wrecks often visited these days – such as the SS Currajong, SS Kelloe, SS Myola and SS Woniora. Each of these is a relatively new wreck, only discovered (or dived regularly) over the last 20 or so years. Reviewing such findings was interesting when discussing wrecks with veteran club members, as they didn't have access to them back in the 1960's and 1970's. The Kelloe was perhaps the first of this new batch found, being dived by recreational divers since the late 1970's.

The SS Currajong wreck has great appeal each time we organise an outing as it's suitable for members at various skill levels ranging from Advanced Open Water to those who are experienced mixed gas and

Rebreather divers. Most of the offshore wrecks require planned decompression – meaning that an experience level of at least a few hundred dives is necessary. Interestingly (or perhaps 'accordingly'), a significant proportion of our members are capable decompression divers. What's great, and relatively unique is that a lot of this diving is off privately owned boats. Taking your own boat adds a much higher degree of difficulty, such as finding and anchoring on wrecks – building up boating skills in general as well. This is a lot harder than just rolling off and climbing back onto a charter boat, where the skipper is responsible for everything. Ultimately, it means members being proficient in handling small boats, adding associated skills to diving experience. See you at the boat ramp.

John Fardoulis
President – South Pacific Divers Club
john (@) southpacificdivers.com

Editors Report

This edition of the WetRag has taken a long time to put together and get to press simply because my workload has increased dramatically.

The WetRag still has it's place but will probably be a quarterly journal now. With the club forum now firing on all cylinders it has really taken over as the medium for communicating between members and the forum calendar has heaps of diving locked in for the coming months. If you're not on our forum yet you should be as that is where it's all happening. Club meetings have also been well attended and

plenty of diving is being organised.

This issue really reflects the vitality and activity within the club over the past few months. Heaps of club diving has taken place and it seems there are different groups doing everything from shore dives to deep wreck dives to trips away almost every weekend. We even have a dedicated 'retirees' mid week diving group who have been taking advantage of the excellent midweek weather. So come along to a club meeting or log onto the forum calendar and get involved in some club diving.

See you in the water sometime soon,
Scott Leimroth

The WET RAG is published by South Pacific Divers Club Inc.
Editorial content can be sent to scott (@) southpacificdivers.com

Club Meeting - Rebreather Night



The Rebreather show and tell meeting was well attended by 40 members and guests who had come to listen, touch and feel the various closed circuit rebreathers on display and listen to Barry Hallet of Southern Cross Divers.

Excellent Dive Reports for the previous month were exciting and far ranging with great conditions and good clear water off Sydney with wreck dives reports from the Myola, Woniora, Tuggerah, Kelloe, Hilda, Reef dives of Bare Island, Sydney Harbour, Port Hacking and the Leap, a few night dives. Reports of dives from Trips away included the Scan Weekend at Narooma, Overseas Diving of the Coolidge in Santo and my Tiger Shark Diving in Beqa Lagoon Fiji. Clearly plenty of diving is happening in these great conditions. In General Business it was raised that the Club Dive Calendar forward planner will be released soon outlining the monthly club dives, night dives, trips away up and down the coast, proposed overseas trips and social functions promoting more diving within the club.

Bazza gave a short introduction to the history of rebreathers, purchase costs running costs, maintenance and of course training costs. Bazza then outlined the direction they are advancing then gave a unit by unit appraisal which was very informative and at times humorous lasting for 90 minutes. Members then were given access to some of the Club Closed Circuit rebreathers to try on and have them broken down by the owners to remove some of the mystic that had surrounded them.

On Display were two Biomarine 15.5s, rEvo, Meg, Bazza's home made sidemount, an Evolution Vision and an Inspiration Vision.

A try dive day will be available at Southern Cross Diving in the near future.



Above left: Barry Hallet of Southern Cross Divers.



Above right: Theo Starr, have rebreather will travel.

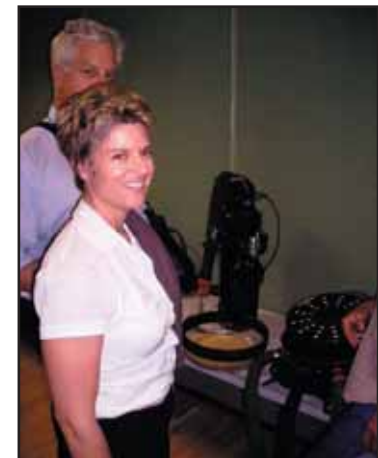


Left: Scott Willan looks happy inspecting Barry's bailout rebreather.



Bottom left: Andreas Thimm and Steve Loneragan realise FFM's are the new black afterall.

Below right: Monique and Greg Mewkill.





Club Christmas Party



Ed - The highlight of the clubs social calendar, the club Christmas party. Even though this was held 6 months ago we couldn't let these pictures go to waste due to the delay in this issue's publication so here they are now. It certainly was a great night.



Left: Vera Urosevic, Dave Chillari, Matt Reeve, Jo and David Coulthard, Scott Willan, Mark Pinna,



Above: Scott Willan, Dave Chillari and Vera Urosevic.



Above: Scott Leimroth and Louise Miller

Right: Peter Harper, John Fardoulis and Andy.



Below right (L-R) Jon Evans, Louise Miller, Joan Harper, Peter Harper, Andy Del and Kelly Evans.

Below: L - R Mitchell Cook, Leo Bergagnin, Andreas Thimm, Max Gleeson, Robert Doust, Hazel Storey, Karina Gregory, Geoff Cook.



Below: Hazel, Andreas , Karina and Geoff.



The Good 'OI Days!



It's great that we keep connecting with a lot of founding veterans of the club. One of the highlights of late was John Allen and Captain Bob Scott recently visiting one of our club meetings. Both now Queenslanders, Professor Peter and Joan Harper brought them along, in town after attending a reunion in Eden for ex-commercial divers.

These guys have more stories to tell than there are days in the year, particularly due to such a strong spirit of adventure. According to Captain Bob, they'd get together on a Thursday or Friday night and work out "what we could do that was new" each weekend. And when they meant new, it was new to the entire diving community, not just early members of South Pacific Divers Club. This was a time even before wetsuits, when they wore half a dozen football jumpers each to keep them warm.

It was in the 1960's, a time when people made a lot of things up as they went along. Diving attracted a crowd wherever they went, as members of the public were fascinated by "frogmen wearing oxygen bottles". Club members even attracted groupies, with onlookers asking where they'd be the next week – so they could come along and watch. At the time, a number of early members of the club were still teenagers, having to catch the bus to a dive site – carrying triple 27 cubic foot tanks which were popular at the time.

There wasn't much formal education in those days - they used US Navy tables, sometimes debating about a 60ft/minute ascent rate. PADI wasn't even heard of, with books like 'Submarine Medicine', one of only a handful of reference sources available.

After gaining experience through the club, and with Robbo even before it formally existed, both John Allen and Captain Bob Scott went on to become commercial divers. Captain Bob made a long career out of it, working on pipelines, salvage and other commercial jobs in Australia, New Guinea and across the Pacific.



Links with our founding club members are strong. Present at a recent recent meeting were Left to Right: John Allen, Captn. Bob Scott, Peter Harper and Joan Harper.

Stories told by John and Captain Bob were both entertaining and inspiring. John told about being part of the first groups to ever dive Piccininni Ponds, before cave diving was recognised as a specialised activity. Other weekends, they'd car pool and head off all over the state and interstate. One of the other 'new' things John spoke about was Ice Diving. As part of that, another adventure was diving in the highest point in Australia with water. They transported dive gear on pack horses to Guthega Dam.

Captain Bob then spoke about time working for Comex in Bass Straight, plus salvaging wrecks in New Guinea and the South China Sea. By chance, just this week two of our club members are diving the Repulse and other wrecks in that area on Rebreathers. Captain Bob was there using commercial gear decades ago. They dived deep - with long bottom times, using explosives to salvage valuable metals and other components off wrecks. He said Rebreathers weren't much good to them for heavy commercial work as they couldn't deliver enough gas to keep up.

The best story was how he recovered a Japanese torpedo from underwater in New Guinea, then sending it back, intact to Sydney.

Apparently customs paperwork revolved around what sort of engine the torpedo used. In the end, inspection officers were so overwhelmed to see a real torpedo in the crate that they stopped giving Captain Bob a hard time and just let it through. Funnily enough, the torpedo was accidentally dropped when unloading the flat bed truck carrying it, onto the footpath outside Robbo's dive shop.



Above: John Allen in the icy waters of the Australian Alps - some of the first ice diving in this country was done by Southpac members just looking to add a bit of fun and adventure into their diving.

Right: News paper article from 1966 about the clubs ice diving activities.



Another interesting story told by Captain Bob was during a hard-hat dive when he thought he could smell burning in the helmet when 147 feet (45m) underwater. He'd stop at that depth to check equipment before heading deeper. Umbilical cables enabled communication with



Left: Organising the coming months diving activities at a recent club meeting.

the surface. After telling the dive controller that he could smell burning, they raised him to the surface and couldn't find anything wrong. He descended again and could smell burning a second time – and consequently aborted the dive.

Calling a dive when on a commercial job is a big no-no and Captain Bob said he entered the chamber for about eight hours feeling really disappointed, as he was expecting to be fired. When he emerged, everyone was all smiles, the opposite to what he expected.

While in the chamber they found the reason for a burning smell inside the diving helmet. It was because of a mistake on the surface feeding Captain Bob 100% Oxygen at 147 feet. Lucky he smelt burning and didn't just have a seizure. People talk about a safe partial pressure of Oxygen at 1.3 and 1.6 these days. That was a PP02 of around 5.5! We're really grateful for the 'living history' provided by veteran members, helping remind us of the club's roots and inspire new adventures.

Check us out at a Club Meeting



When: 3rd Monday of the month at 8pm

Where: Bankstown Sports Club,
Greenfield Parade, Bankstown.

FREE ENTRY - Visitors Welcome

**Come along and meet
new dive buddies,
organise a dive or just
have a look and see
what we're all about.**

Top Ten Traps

...that lead divers to an out-of-air scenario.

1. **Distraction; lacking situational (air supply) awareness.**
2. **Environmental considerations such as exceeding planned depth, encountering currents, cold exposure, entanglements, and narcosis.**
3. **Regulator malfunction due to poor maintenance - or none.**
4. **Failures to O-ring, hose and diaphragm.**
5. **Free-flow due to sand, foreign particles or ice formation.**
6. **Erroneous (or lack of) pressure gauge readings and alarms.**
7. **Improper rigging of equipment.**
8. **Damage caused by impact, abrasion or sharp objects.**
9. **Failed mouthpieces.**
10. **Inadequate gas supply or an improper fill.**

Excerpt from DAN Article *Breathless on the Bottom* By Rick Layton

see full article in this issue.



South Pacific Divers Club has now been established as a DAN Asia-Pacific Promoter.

Our Promoter Number is P-513.

Please ensure that this number is included on all application forms submitted to DAN even if you apply online via their website.

The Club will receive points for each NEW member that signs up with DAN and quotes the number above. These points can then eventually be redeemed for merchandise, hopefully we will be able to get an oxygen first aid kit or even some books for the club library.

We only receive points for signing up new members and only for members who are residents or nationals of the Asia-Pacific region (excluding Japan).

DAN provides:

Worldwide Emergency Evacuation Coverage for Members.

Optional Dive Injury Insurance Services for Members.

Funding and/or manning 24-hour diving emergency hotlines throughout the region.

Non-emergency diving medical advice, accident management training, and undertaking data collection and research to enhance dive safety.

JOIN DAN TODAY
www.danasiapacific.org



DIVE WITH THE PAC



**Come along to a club meeting or a dive.
Fill in the membership form at the back
of the Wet Rag today!**

Join South Pacific Divers Club!

**With a 45 year heritage of exciting
adventure diving we have a lot to offer you.
Join us and be part of our ongoing club
activities including regular club dives, trips
away and great social events.**



CREATURE FEATURE

Sponge Decorator Crab

By Dave Harasti



Sponge Decorator Crab *Hyastenus elatus*

Family: Majidae

"The sponge decorator crab is a master of camouflage. They are very common in sponge gardens but often go unnoticed by divers."

The Sponge Decorator Crab (*Hyastenus elatus*) belongs to the Spider Crab family Majidae. Crabs in the Majidae family are unique in that they have triangular body that tapers towards the front however some species may have a rounded carapace. The carapace of the Majids is generally covered with spines or knobs and has hooked hairs. These hairs are very important as the crab attaches algae, sponges and hydroids to the carapace via the hooked hairs.

The Sponge Decorator Crab can be identified by its pear shaped carapace with two long rostral projections that are nearly as long as the body and two shorter projections from the side. The Sponge Decorator Crab attaches pieces of sponge to its body, which grow around the carapace and it's legs. As the crab grows the attached sponges and anemones grow with it

The Sponge Decorator Crab is distributed around tropical Australia from Fremantle on the west coast north around to Shellharbour on the east coast. It is also found in other parts of the west Pacific including Indonesia and Papua New Guinea. It lives in sponge gardens, especially in estuaries and coastal bays. During the day divers often don't notice them as they hide at the base of sponges but they become more active at night and can be found sitting on top of the sponges. They can be found from 1 metre down to a depth of 54 metres. The maximum size the carapace grows to is approximately 8cm.



The decorator crabs in these two images are amazingly camouflaged.

Images by Dave Harasti

NOKIA



Nokia 6110 Navigator

The new Nokia 6110 Navigator phone has in-built GPS. It also comes fully loaded with Australian maps and has voice-guided turn-by-turn navigation to get you to your destination with ease. Whether you're travelling on foot or by car*, find your way there with the Nokia 6110 Navigator.

nokia.com.au/6110

© 2007 Nokia. Simulated screen image.
*Always obey the law. You must not operate handset with hands while driving.

Diving Tassie - OH MY!

Swim thru's and caves and ledges and depth and blue water!

For 5 days in October we decided to tag along with some Frogdive members who received a free Tassie trip with their Oceanic Paragon drysuits to see what cold water diver was about. The cost for the trip is approx \$600pp but that includes (except flights) transport/meals/accommodation & 6 dives so I think its great value!

The crew at the GoDive Tassie (<http://www.godivetassie.com.au/>) were friendly and helpful and once everyone arrived at the shop, the van was packed and we were off for the hour drive to Eaglehawk. Actually we are a few klms out of Eaglehawk and only 9klms away from Port Arthur.

The dive lodge is still a work in progress (they are expanding) but all the comforts and gear requirements are there!

Big locked equipment shed complete with hangers/robes/shelving for divers and the dive lodge is clean, comfy and family friendly with 12 bunk rooms so its fantastic to have some privacy and close the door and chill out when you need some 'me' time.

The GoDive boat is a Crusader rubber duck with dive ladders and racks built in for comfort and speed with twin 115hp Yamaha outboards that can accommodate 10 divers easily. I can say that it was one of the finer boats I have vomited it on in my 10 years of diving.

Their usual dive day is to gear up in the morning and head out, after the first dive return to the lodge for lunch and a few hours break before changing tanks and heading off for dive number two. But our group asked for a change and the GoDive team were very accommodating so after the first dive, we returned to the wharf, was met with a change of tanks and morning tea and we were off for dive number two!



*Trip report by Lorraine Lazzar
Images by Theo Starr*

The dives our group completed during the weekend were:

1. Waterfall Bay
2. Fallen Cliffs
3. Twin Peaks
4. Waterfall Bay (different area)
5. Big Thumper
6. Kelp Forest

All dives were between 20mtrs to 35mtrs deep, lots of swim thru's and caves and ledges. The vis was a constant 15-25mtrs+ depending on the site but one dive at Waterfall Bay near the caves had claims of gin clear water. The temps hovered around 10c-12c but I can honestly say I was never cold in my drysuit. We all agreed that we could easily dive these sites again as they were so much fun and there are still a dozen other sites we never got to see.

Copyright Theo Starr 2007



I was surprised by the lack of fish life around but was overwhelmed by the plate sized abalone and lobsters and crays and not once did I see any litter or rubbish in the water.

The soft corals and colours on the ledges were really nice but I think if I had more experience diving these waters I would have had more luck finding the smaller and more unique fish life that is hiding below the kelp line so you have to get down and look to find the cool stuff.

On the Monday, we were driven to the airport for those who had a flight or otherwise you are welcomed to leave your bags at the GoDive shop so we can look around Hobart until it was time to grab a taxi and head off to the airport and home.



Left: Go Dive have a seaworthy and practical dive boat.

Lodge Plus:

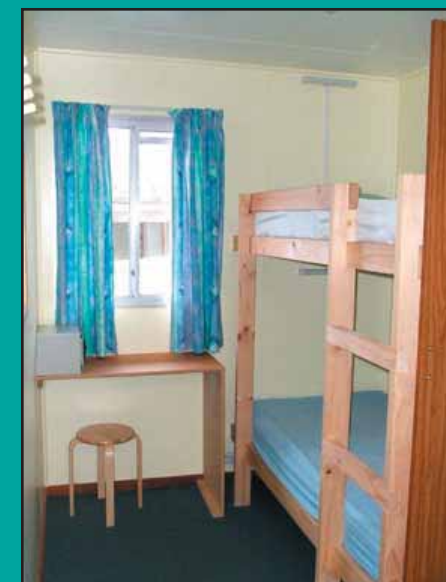
Clean, comfy, roomy and relaxing. Charmaine & Frank never seemed to stop working but they leave you alone also.

Lodge Neg:

The ceiling light in the bedrooms need to be moved to make getting up and down the top bunk easier. Truly, the only thing I could fault.

Right: Comfy lodgings.

Below: Comfortable change room gear storage.



Dive Plus:

Blue water, great viz, depth, swim thrus and caves!

I wasnt anywhere near as cold as I thought it would be.

Lawrence ran a fun, relaxed and safe boat. For someone so young hes very level headed and nothing was a problem for him.

Dive Neg:

Not enough time! We could easily redo the 6 sites we dived and still have another dozen we havent even seen yet!

Hint:

* Virgin airline was our choice of carrier. Using the sporting goods=5kgs clause none of the divers had any issues with their luggage, well except for the one diver they flew JetStar and got a \$50 fee.

* There is no local shop so stock up on the comfort foods (booze, fizzy drink, ect) before you get to the lodge.



Thanks to: GoDive Tassie (Frank, Charmaine, Lawrence and the boys). Everything was taken care of and Luke at Frogdive Guildford for getting our group together and making it happen. We had a fun weekend and I would return to do some more Tassie diving so if you get the chance do it!

Left: The fishlife is colourfull and the water clear. Great conditons for photographers.

Right: Friendly fish with Tassy Kelp in background.



Below: The Paragon Drysuit works a charm in the cool clear Southern waters.



Breathless on the Bottom

By Rick Layton

Reprinted with permission of DAN Asia-Pacific from the April-June 2007 Issue of Alert Diver

Years ago a cave diver put something into perspective for me: You can go weeks without food, days without water, but only minutes without air.

That pretty much sums up how critical it is for us to ensure we have an adequate air supply - and back-up breathing capability - before we drop into the depths. Whether we're exploring the dark recesses of a cave system or roaming a sunny reef in 6 metres of crystal-clear water, suddenly running out of air presents a problem we must address right away. When divers are unable to deal successfully with such an event, the outcome can be fatal. In this issue, we take a look at some out-of-air emergencies.

The nature of the problem

The sea can be particularly unforgiving of divers' mistakes: Sometimes we don't get second chances. There were 153 reported fatalities in the USA 2003. According to the DAN Report on Decompression Illness, Diving Fatalities and Project Dive Exploration (2005), loss of breathing gas supply was a problem in at least 29 (nearly one-fifth) of those accidents for 2003.

As the report states, "Among these were five solo divers who could not get help. In 15 cases, buddies separated intentionally or lost contact before running out of air. In two cases, divers did not check their gas supplies before their dives and started diving with nearly empty tanks.

In one case, the diver used a rebreather that was so poorly maintained such that oxygen was not delivered due to a partial obstruction of the supply line. One diver consumed nearly all of his gas on the way into a cave.

This is indication that we can benefit by considering the prospects of out-of-air emergencies. Different errors and problems have left divers in the lurch when it comes to breathing gas.

A diver is lucky when he receives warning of an impending breathing gas problem. A free-flow, visible air leak or hard-to-breathe regulator may provide enough warning for a diver to make a normal ascent to the surface before he runs out of air completely. It's quite a different situation when an attempt to take a breath is answered with a gulp of water or nothing at all. All too often, a diver in that situation makes a rapid ascent, and the outcome sometimes isn't pretty.

The unsuspecting diver

If you don't think an out-of-air emergency can happen to you, think again. Even a highly qualified and experienced diver can run into trouble, and if he isn't prepared, the price paid can be high. Such was the case for an experienced 42-year-old technical diver and dive instructor who made a solo shore entry so he could test out a rebreather.

According to the DAN report, the diver ran out of air, and, having no backup breathing equipment, he made a rapid ascent to the surface. He was later found on the bottom, unconscious and with his mouthpiece out of his mouth. The cause of death was listed as "drowning due to air embolism, rapid ascent and insufficient gas."

It is unclear from the report precisely what went wrong on this dive. The diver may have reasoned that there was little danger diving alone, that it would be just a quick dive; or perhaps he reasoned that his skills greatly exceeded the demands of the intended dive, and as such, precautions such as a backup gas supply or buddy were simply unnecessary. As this accident illustrates, we should never overestimate our capabilities or underestimate the need to follow established safety protocols.

A fatal distraction?

Our next accident involves an experienced 47-year-old rescue diver who was making an underwater video on a wreck. To keep the audio track of his recording clear, the diver turned off all the alarms on his dive computer. Throughout the dive, his buddy was engaged in similar activity on the other side of the wreck.

The diver descended to a depth of 44 metres. Some 16 minutes into the dive, he realized he was out of air. He made a rapid ascent up the anchor line from 42 metres to 18 metres. There, the divemaster tried to assist him.

For some reason, however, the diver refused to take an alternate air source and appeared confused. The divemaster assisted him to the surface. At this point, he lost consciousness and could not be revived. The cause of death was listed as “air embolism due to rapid ascent, insufficient air.”

After reading this report, we might wonder if the diver could have avoided the rapid ascent if he had not disabled the alarms on his dive computer. He was most likely focused on filming, and this may have distracted him from monitoring his air supply. With ample warning of low air, the diver might have made a normal ascent without incident. We'll never know for certain, but the incident reminds us to take advantage of all the tools available for maintaining situational awareness when diving.

Planning is essential

When we tackle more demanding dive environments, it is absolutely essential to plan our dives carefully and to follow the safety procedures established so we can minimize the risks. This is especially true when it comes to air supply and diving in overhead environments.

Take the case of the 33-year-old diver with 10 years' diving experience. He was penetrating a deep wreck with a buddy, and, at some point, the two became separated. When the diver failed to surface at the prearranged time, recovery divers searched for him. Later that day, they found the body in the cargo hold of the ship. His tank was empty. The report notes that he had not used any safety line for the wreck penetration.

Like the event of the diver disabling his computer alarm, this accident highlights the need to follow rigid safety protocols. When an immediate ascent is not possible - as in an overhead environment like this shipwreck - divers must have adequate air to sort through any emergency that occurs underwater. Had the diver planned more carefully, and if he had used a line to follow out, he may have exited the wreck before running out of air.

Air-share skills and preparedness

Preparedness for diving has many facets. A diver must be prepared not only with adequate air, but also with skills, experience and training equal to the demands of the planned dive. We all do well to recognize that unused skills

will soon erode. For the infrequent diver, that suggests the need to take a little extra time and effort to sharpen those skills and verify that all equipment is “good to go”. Failure to do so surely tempts fate.

That may have been the case for a 57-year-old open water-certified diver who had more than 30 years of diving experience, but who went diving infrequently. Most of his dives had been made in fresh water, but on this occasion, it was a boat dive in the ocean. The diver and his buddy entered the water and descended to a depth of about 24 metres. Some 15 minutes later, he signaled to his buddy that he was out of air, and he pulled his buddy's regulator from his mouth.

The two tried to share air, but panic took hold of the out-of-air diver. He made a dash for the surface, where he lost consciousness. He was taken to a local medical facility and recompressed in a hyperbaric chamber. The diver failed to respond to treatment, however, and later died. The cause of his death was determined to be drowning due to air embolism, rapid ascent and insufficient air.

The take-home message here is that emergency procedures, especially those related to out-of-air situations, are skills we must consistently practice and hone. If we haven't practiced such procedures recently and these skills are suddenly called upon, our mental stress meter can rocket to the red zone.

When panic takes over, our chances of successfully overcoming obstacles and reaching safety diminish. Thorough preparation means practicing those emergency procedures until they become second nature.

Diving is only as safe as we make it. When we recognize how critical our air supply is and take the steps needed to ensure it, we minimize the chances of becoming breathless on the bottom.

Note: The DAN America Report can be downloaded from the DAN AP website by following the links to the Research Section.

Divers Alert Network (DAN) Asia-Pacific. Wherever members live or dive around the world they have peace of mind knowing that DAN is available 24-hours a day, 7 days a week to assist in the event of an accident. Become a DAN Member today and join more than 300,000 divers worldwide who support dive safety through DAN. For more information visit www.danasiapacific.org



I beautiful music

Music now looks as beautiful as it sounds. The new W560i Walkman® phone, available in the stunningly slim frame. With up to 470 songs and Shake control, it's just as beautiful on the inside.
sonyericsson.com/walkman



Sony Ericsson

Overview of Rebreathers

By Barry Hallett

Rebreathers currently come in three main types.

Each type has its own Pro's and Con's, none are perfect.

Select the unit for the type of diving you will be doing.

There are many many different manufactures but I will only cover those that have roughly more than a 100 units in the marketplace.

Three main types SCR, MCCR and ECCR ??

SCR ... Semi Closed Rebreather. A controlled jet of a premixed gas

Mechanic Closed Circuit Rebreather . A mechanically controlled leakage of Oxygen into the breathing loop.

Electronic Closed Circuit Rebreather. A electronically controlled injection of Oxygen into the loop.

SCR, MCCR or ECCR ??

SCR limited in depth range due to pre-mixed gases. Gives off constant bubbles.

MCCR limited in depth (~110m) due to fixed line pressure for O2 reg (can be modified for greater depth)

ECCR unlimited depth. ???

SCR Units

These units have a small jet or orifice that injects premixed gases (Nitrox) into the breathing loop at a fixed rate. Each jet is either adjustable for the gas you have selected or is a fixed flow and the correct jet must be plumbed into the loop for that gas.

SCR Units Available

- Draeger Dolphin/Atlantis and Ray
- Submatix
- OMG UBS40 and Azimuth
- Frog

MCCR units

These units also have a constant flow system but in their case it is for the oxygen supply. The unit has a control orifice that you must adjust to correspond with your usage of oxygen (metabolic consumption rate). This means that once this flow is set then the diver should only have to increase oxygen supply when they exert themselves or on ascent.

MCCR Units Available

- Jetsam - Kiss Classic and the Sports Kiss
- rEvo - Standard and mini
- Submatix - CCR 100 SMS
- ISC - Copis

Jetsam - Kiss Classic and the Sports Kiss

Made in Canada.

Classic unit, very much of a "Bunnings" build quality. PPO2 monitors a weak point that most people replace with a OEM product. Jetsam themselves have jumped into bed with VR3 manufacture DeltaP to offer a upgrade path to generation II in this area.

Sports unit (second model offered) of a much higher build quality. Limited to 40m in depth range.

Very good safety record



Cost ranges between \$7K to \$10K for the Classic and \$4.5K to \$6k for the Sports based on options

About 300 Classic models and 175 (??) Sports in the market place

rEvo

Made in Belgium

A good build quality but very much “metal fabricated”. Uses a lot of Draeger parts in the construction.

Very good safety record

A light unit with multiple scrubber size options. The Mini would be the lightest unit on the market

Cost ranges between \$7K and \$9.5K depending on options selected.



Around 100 units worldwide ???

Submatix

Made in Italy

Very professional build quality.

Several models available but no real direction from this company as to end product.

Cost about \$6K to \$7.5K depending on options.

Bit of a dark horse all-round

Copis Meg

Made in the USA



Very tough but “agricultural” in design.

Good safety record

An after thought to market pressure, based on the Meg ECCR

Cost \$7K depending on options etc.

Only small numbers in the marketplace but growing

ECCR Units Available

This section has developed over the years and we now have two distinct versions Gen I (dumb) and Gen II (smart) units:

Gen I No integrated decompression software

Gen II Integrated decompression software

Generation One Units

These type of units first appeared on the market with the “**Classic**” **Inspiration** from APD about 10 years ago.

They only monitor the Oxygen content of the unit and activate the injection of oxygen to maintain a selected PPO2.

They do, depending on manufacture offer additional monitoring features and safety functions

Ambient Pressure Diving dominates this market with the Inspiration Classic. The last indication was that there are over 6,500 units sold around the world. The second hand market is strong with units going for around \$6K to \$7.5K.



The major problem with these units has been in the design of the handset, resulting in cracking.

Very much the pathfinder for the introduction of ECCR's worldwide. Effectively no longer sold and has been superseded by the Vision units.

Other units in this area are:

The Prism from Steam Machines.

A well designed unit but the build quality is a bad joke.



This unit/company has recently been sold to Oceanic and it will reappear as the Hollis Prism II within the next two years.

Less than 300 in the market Cost around \$13,000 plus

The Megalodon from Inner Space Systems Corp.

A tough and well built unit but very basic in the

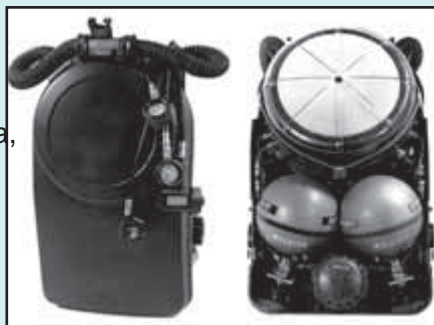
design of components.

The company has yet to move the unit up to the next generation and appears to be having design problems in the software area, which keeps this unit in the Gen I range.

Around 350 units sold worldwide. Cost around \$9500 plus

MK15.5 from Colkan.

Very much a unit in a class of its own. This unit is at the end of its production



life and will not be produced by Colkan in the future.

The unit stems from the military and 25 to 30 years ago was a very advanced unit. Current owners have modified the units and it is now generally controlled by OEM products. Very much a unit for a specialised job or the consistent "tinker-er".

Only real plus in this day and age is the large (4.5kg) scrubber.

Probably less than 50 in the recreational market, fast becoming a collectors item. Cost \$16,500

Generation II Units

Once again this area is dominated by Ambient Pressure Diving with their "Vision" electronic fitted to the Classic, Evolution and Evolution Plus. Latest indications are that they have sold over 600 Vision units.

The Vision has set the bench mark for new generation units. APD have invested heavily in software development and as a result offer far more features than any other unit in this category BUT this is changing fast.

Other Gen II units

Closed Circuit Rebreathers (CCR), a spin off company from DeltaP, have two units in the market place that fit into the Gen II bracket.

The Ouroboros is a straight out attempt to upgrade follows many of the design feature of the Old MK15.5. The large scrubber has been carried over and this allows this unit to be aimed at the "expedition diving" market. The only reason that it comes into the Gen II classification is due to the integration of the VR3 computer systems into the control package.

A very expensive unit at \$23K and not without some major design bugs at this stage.



The latest unit from this stable is yet to be released but is on schedule for a May introduction. The Sentinel is a improved, cut down version of the Ouroborus and is squarely aimed at the Evolution marketplace. It appears to be a serious challenger, with a \$15K price tag.



Diverite have entered the market with a unit called the **Optima**. This unit is a horse designed by a committee but it does work and is selling well. What Diverite have done is collected several OEM manufactures together and produced a unit that carries their badge but very little of their product range.

The main feature is that the unit has the Jeurgensen Marine Hammerhead controller at its centre. This was a brave move as the OEM Hammerhead has had a very rocky road to development. Given the pressure from Diverite to have a unit that carries their name and also works then the Hammerhead had a lot of problems that had to be resolved quickly.

This they did and now the HH is a very good control system.

In my view I would not touch a early model Optima but the new models have shown that all the bugs have been removed and that it is a stable unit.

The s/w is not of the same standard as the APD Vision units but it does have several nice features that the Vision units could benefit from.

Cost up to \$12500 when fully optioned. A suspected 400 units sold world wide.

The Jeurgensen Marine Hammerhead is the very latest Gen II unit to appear. As the manufacture of the control systems on the Diverite unit, they have stepped out on their own and produced a very nice looking unit.

Based on the current performance of the Optima, I would suggest that this will be a strong contender in the marketplace.

Cost is \$12000.

Poseidon CIS Lunar MK VI

This is a very large and interesting black hole that will either be a total success and change diving forever or the death total will resemble a Bagdad market day.

These guys have produced (but not yet released) the first RB aimed at the complete novice diver.

This unit is so far outside the dots that it is hard to start to describe the features.

It is the unit to watch if your diving is around the 35m mark.

Cost \$6500.



Want to learn more about technical diving?

Drop in for a chat with Barry, Australia's leading technical diving instructor at Australia's most experienced technical dive centre and leading rebreather friendly store, Southern Cross Divers.

Location:

Unit 3 Catalina Anchorage

235 Spit Rd

Mosman, Sydney, NSW 2088

Tel/Fax: +61 2 99695072

barry@southerncrossdivers.com.au



Right: UBS40,
Drager Ray and
Azimuth SCR's

SPDC Rebreathers



The rebreather group is forging ahead and the 'mil mil spec' mouthpieces have finally been finished. As you can see from these pictures they are quite possibly the most over engineered pieces of plastic dive gear on the planet...and what wonderful pieces they are. The body is one piece unlike most which have the mouthpiece extension simply welded on. The rotating plastic barrel is made to exact specifications to fit perfectly inside the barrel and seal but still rotate easily. Add some flappervalves from a Kirby Morgan mask and they are ready to go. Without Scott Willan's engineering expertise these would never have eventuated so a BIG thankyou to him. With the team of 5 engineers he had working on them it's no wonder they are so good. Parts \$3.64 Labour \$56,000! About 5 Inspirations just for the mouthpiece :) The picture below shows the TopGun mouthpiece on the right.



Rebreather Timeline

1879 Working with the Siebe & Gorman Company, Henry Fleuss constructs a closed breathing system for use in mine-rescue.

1904 Siebe & Gorman patent "Oxylith" CO2 absorber.

1926 The Draeger Company produce the "Badetauchretter", a closed oxygen system utilising a breathing lung, chemical absorber and oxygen cylinder.

1939 During the war years various oxygen rebreathers are developed by them British, Italian and German Navies for mine-laying and manned-torpedo operations.

1952 Working with the Draeger Company, Hans Hass develops the "Kleintauchgerät 138"

1953 Appearance of the "Leutnant Lund II" oxygen rebreather. A few of these units can still be found in working order!

1969 Draeger launches the semi-closed "FertigGasTauchgerät" FGT-1 onto the market. Modified over the years, this unit is still used by military mine-laying divers.

1970 Walter Stark produces the "Electrolung" - the first rebreather controlled electronically.

1975 The "LAR 5" (LungenAutomatisches Regenerationssystem), an oxygen rebreather, is produced and exclusively designated for military specialforces activities.

1995 The semi-closed Draeger "Atlantis" is launched onto the recreational diver market.

1997 South Pacific Divers Club members build SCR and CCR rebreathers from readily available plumbing supplies and begin diving them on Sydney's wrecks using heliox up to 78m.

1998 The Inspiration closed circuit rebreather becomes available to the recreational diving market.

2000 till present Rebreathers become increasingly popular with a number of brands and different types available.

Diving Ulladulla and Brush Island

By Jason Farlow

Simon Gayler and myself headed down south on Thursday afternoon for a weekend of diving, staying at the luxurious "Casa De Gayler" at Lake Conjola.

Bright and early on Friday morning we headed to the local Dive shop at Ulladulla where we met up with one of Simon's mates Greg for a dive off his Zodiac on "Home Bommie", his nephew "Arno" (who works in the shop) came along to boat sit.

Unfortunately the vis was pretty average, but there was still plenty to see. "Home Bommie" consists of swimthroughs, boulders and a decent size cave. An old ships anchor lies on the bottom. I caught up with Simon on the bottom inspecting the cave - I headed in to do some videoing, when the local cave resident (a massive Cuttlefish) decided that there were too many divers about and decided to show me the door (all caught on video).

Just outside the cave, an Eastern Blue Devilfish swam around us which was an added bonus.

We arrived back on the beach withing Ulladulla harbour and dropped Simon and the gear off and headed out the harbour for a quick spin. Just outside the harbour was about 4 dolphins playing about, we cut the motor and watched them cruise past the boat on their way down south.

After taking the boat back, we grabbed a couple of pies for lunch and headed back to Casa De Gaylor where we caught up with Southpac veteran member Tom Byron.



Left: Preparing the Inflatable for the dive on 'Home Bommie'

We headed out for dinner at the local Bowling Club, before heading back for an early night, as we were scheduled to head off the next morning at around 6am for Brush Island to dive the "Pinnacle".

Early Saturday saw Tom, Simon and myself down at Ulladulla harbour loading up our gear on the boat. Instead of riding the boat to Brush Island we decided to head down by car and meet up at Bawley Point where we could jump on the boat from shore.

Again - the vis let us down, being about 4-5m, but I hadn't dived this site before and aren't too hard to please - so I had a good time. The



Below: Colourful gorgonian fans and other sealife abound in the waters off Ulladulla.

"Pinnacle" has a maximum depth of 40m deep and is covered in sponges, sea whips, Gorgonian fans and sea tulips. My dive buddy Greg and I couldn't find the anchor and we did our deco drifting with the current, upon surfacing we managed to see the boat off in the distance and started out marathon swim back home.

Back on the boat, we served our surface interval eating hotdogs and soup which were being cooked up by Simon and the skipper (Rob).

After about 1.5hrs we geared up for the 2nd dive, being a bit harder to please, Tom and Simon decided to sit out this dive.

I enjoyed the 2nd dive much more, the water appeared to have cleared up a bit more, allowing us to explore the cave at the bottom of the Pinnacle.

After the dives, Simon decided to ride the boat all the way back home. The guys dropped Tom and myself back off at Bawley Point to bring the car back.

That night Simon, Tom and myself were joined by most of the other divers for a dinner at the local Ex-Serviceman's Club, then back for coffee at the dive shop.

No diving was planned for Sunday, after we saw Tom off we headed to the harbour where we caught up with young "Arno" who was mucking around with his little yellow boat (I think it was the life boat for the trawler). Me and Simon jumped on with him and headed out the heads hoping to meet up with the trawler coming back from an early dive. We managed to catch up, where we jumped aboard and rode back in to the harbour.

Below: The dive shop at Ulladulla



Top left: This is where we jumped on from Bawley point.

Top right: The dive boat (blue)



Left: Group shot - a great bunch of guys.

Below: Tom Byron, Jason Farlow, Simon 'shore diver' Gayler.



Dive Report...

WONIORA

By John Fardoulis



Myself, Andreas and Scott W went for a dive with Max on Saturday 17th May. The weather was great - a flat sea, sunshine, clear water & no current.

Care has to be taken when diving this wreck as it's located in a shipping lane on the approach to busy Port Botany and the Kurnell oil refinery.

On Saturday a 9am departure was scheduled for a container ship heading to Melbourne, followed by an oil tanker arriving at 10am. Thankfully, no other ships were scheduled to arrive or leave for several hours after that.

We casually followed the 9am freighter out, watching the pilot boat collect the pilot as the vessel neared the heads. It then headed out to a ship we could see on the horizon, with the pilot guiding it in to Kurnell.

Captain Max plotted a course for the wreck and we headed out at a leisurely pace, waiting for the 10am tanker to pass before anchoring. It traveled within about 150 metres of the wreck, and after the coast was clear, Andreas picked in on the 2nd go.

Andreas and Max went in first, finding clear water and almost no current. Scott followed about 10 minutes later, and I was about 5 mins behind him. It was clear on the bottom with about 15-20 metre visibility, and relatively warm water, about 19 degrees.

This was only my 4th dive on the wreck, the best so far. Due to reaching the bottom a little over 5 mins before me, Scott headed up when he hit his

limit, leaving me to pull the pick.

Max gave clear instructions that the anchor had to be pulled clear of the wreck so we'd drift away from the shipping lane while on deco. With this and clear visibility in mind, I swam the pick about 10 metres off the bottom, tied a couple of half hitches around two barbs and rode the line, gaining a birds eye view of the Woniora as we drifting away from the wreck.

Deco was uneventful, with a bit of a thermocline near the surface. It was a nice dive, reminding us that there's great diving off Sydney in May.

I mixed up a fresh tank of 21/26 in one, and topped off some old 16/45 in the 2nd which gave me about 22/10 in that cylinder. My run time was about 63 mins.

Andreas originally had about 50 bar of 15/55 (left over from a deeper dive) in each, which he topped off with air to get to about 20/12.

From memory Scott W had 21/16 in one and air in the other.

Scott had about Nitrox 62 for deco, Andreas had about 60 and I had 58.

Max had 18% O₂, 25% He and about 90% O₂ for deco.

The Woniora is a very colourful wreck that can be a pain to anchor on. Check the traffic if you dive it. Don't rely on the timetable for accuracy. Always ring the Harbour master and tell him you are diving the wreck while you are out there. He will give you the latest on ship movements so you CAN STAY OUT OF THE WAY. Don't ruin it for everyone else.





LOOKING FOR SOMETHING MORE?

THEN WHY NOT JOIN ONE OF OUR SPECIAL INTEREST GROUPS

PHOTOGRAPHY - WRECK - REBREATHING - ECOLOGY

Dives, events and projects are happening now!

Contact john (@) southpacificdivers.com to get involved

Image by Noel Taylor



At 123scuba.com you will find great deals on quality, brand new scuba gear and snorkeling equipment. Great gifts, Super Scuba Package Deals, dive accessories and more are always just a click away!

123scuba.com have been providing Scuba gear, equipment and service for over 25 years. For 25 years now they have been putting scuba divers before dollars and have the following to prove it. Organizations such as Sea World, US Army, US Navy, along with police and rescue divers from around the world trust 123scuba.com with their purchases... Shouldn't you.

All of the scuba gear you order will come to you "Ready To Dive". That means that you will not have to assemble anything, just put it on and dive!

Check out their exclusive womens package at
<http://www.123scuba.com/p-SYS518.html>

www.123scuba.com



HISTORY FILE



Jacques Cousteau's undersea research is the proving ground for his 'aqua-lung' equipment. New innovations mean more fun for you!

Regulators that let you dive deeper with less breathing effort.

ROYAL MISTRAL
Two hose regulator. Aqua-lung equivalent with new return valve and breathing \$75.00

MISTRAL
Centra's famous, original 'aqua-lung'. World's most popular type since 1922. \$62.00

DEEP STAN
Proven type first stage. Teflon backed piston. 1/2" stage. Reduced exhaust valve for dry breathing. \$89.00

CALYPSO
Balance diaphragm type first stage is adjustable. Tank pressure indicator. Super quality. \$100.00

AQUA MASTER
Two hose. New return valve. "Buckall" attachment. Tough, flexible, and detaching. Black hose. \$111.00

Tanks with 5 year guarantee!
Bottle: 'Aqua-lung' 22 cu. ft. tank. Long lasting, low maintenance cylinder. Fully when empty. Big 57 cubic inches. 1000 - 10000 psi. \$188.00
Light, comfortable harness. Bat-Fin.
Compact mounted frame of tough material.
Wide, nylon harness straps.
Quick release buckles.
\$111.00

April 1967 - Around the Clubs features SPDC with 2 full columns - lots happening in the club at this time.

"Christmas - New Year. No official outings but members visited their favourite dive spots from Heron Island to Piccaninny Ponds."

After a well attended meeting on Jan 15th slides were shown by various members and a movie shown by Dennis Robinson. Club outings for the following Sunday were a great success with dives at Bass Point and Toowoan Bay run by Peter Harper.

Bob Scott returned from New Guinea "Upon Bob's return from N.G. he just happened to have a spare torpedo in his luggage which is now on display at Steptoe & Son, 456 King Georges Rd, Beverly Hills."

(Ed - How he got a torpedo from New Guinea through customs is anyone's guess - obviously things were different back then.)

"We are now organising a series of Deep Dives for those members who have yet to pass the two hundred foot mark, this will be climaxed by dives during the summer on Sydney's underwater peak home of the infamous 25ft White Pointer (who's kidding who)."

"February - Deep dive was arranged for members who had not yet dived past 150ft. at least half those hitting the water suffered slight narcosis - depth 175ft. - our thanks to Bob Smith and Alan Moule for supplying water transport, our next scheduled deep dive is the "Peaks" depth about 220ft."

(Ed - Interesting to note the much more relaxed view of deep diving and narcosis. Narcosis was seen as something to be aware of and early exposure to it was done under supervised conditions. Is today's paranoia of narcosis something we have been brainwashed by the industry to believe?)

"Ron Taylors shark spearing column is starting to look like S.P.D. notes, with all the knocks at various happenings in the sport, although we'll go along with his statement that Australia has the world's best sport divers."

Wanted. Rusty swords to dispatch harmless sharks, contact Ben Cropp or Bela Csidei (Noted Australian Diver)."

(Ed - How times have changed, divers now rally to save the shark. Also interesting to note the advertisements for dive gear in the April edition - regulators were between \$50 - \$100 with 5 year warranty on tanks and no BCD's just a standard backpack for around \$25. 'Sharkskin' - Nylon lined neoprene was the latest with custom made wetsuits costing around \$40.)

Dive Report...

The Hall Caine

By Scott Leimroth

The wreck of the Hall Caine lies opposite Bouddi National Park south of McMasters Beach in a depth of around 42 metres. Armed with some land marks we headed out in a choppy north east sea to find the wreck. There really isnt much to find beside the boiler and engine and twing props there are some other scattered bits of wreckage but it is a small wreck site. After mucking about trying to get the wreck on the sounder we had trouble anchoring and sent Scott Willan down with the anchor to tie it in. Scott was armed with an empty plastic drink bottle to send up once the anchor was in. After 5 mins or so the bottle appeared on the surface and I got geared up and went in with John following behind. Louise opted not to dive as she was feeling a bit seasick.

Visability was pretty good on the bottom but with not much to see I had done 3 laps of it in no time and thought about ascending...but where was 'The Greek'? I left the anchor just hooked in for him and ascended to a murky layer above 20m. Finally John enetered the water but couldn't get down due to ear problems. I finished my deco and we tried to pull the pick off but it wouldnt come so I went back in and retrieved it. After the dive we headed in to Maitland bay, a great secluded spot for a picnic. Wreckage of the Maitland can still be seen on the reef as you enter the bay.



Left: Louise, John and Scott Willan relaxing in Maitland Bay.

Dive Report...

The Wandra

By John Fardoulis

Myself, Andy & Scott W took a drive down south on Fri to dive the wreck of the Wandra.

Conditions were pretty good, with cool, clear water on the bottom and a warmer milky layer from about half way up.

We put RIB in at the Currarrong ramp which comprised of a short stretch of hard sand when we got there.

Returning after double dives on the Wandra, the tide had gone out, meaning the only way to get the boat out was around the side of the ramp, from on a small beach through some rocks. At first it looked fairly tricky but my old Land Rover did the job without struggling.



Above: Andy and Scott W launching the boat.



Above: Recovering the boat at low tide.



Above: Andy in his SPDC brand drysuit.

Dive Report...

by Max Gleeson

The Wreck of the Keilawarra

On Saturday morning December 1st John Black, Andres Thimm, Tom Muir and myself set off in Mark Spencer's boat for the wreck of the Keilawarra. We had launched from the beach at Arrawarra headland, north of Coffs Harbour with the help of a tractor. A must for all beach launches. Our GPS showed the distance to the wreck was over 20 kilometers. However the sea gods had smiled at us on this day with the conditions being under a metre and the sea a magnificent aqua blue in colour. This was to be my sixth visit to the wreck since November 2005.

On that occasion my dive partner Lesley Hillyer and I had been blessed with 40 metres visibility. It was a remarkable sight to see most of the vessel lying below in the sand from way up high. However, recent visits had not been so pleasing with the visibility around the eight to ten metres mark. With the Keilawarra high on my hit list for one of my DVD wreck stories, I was hoping to strike that clear water again

The Keilawarra is one of the most controversial shipwrecks in NSW maritime history. Lost on December 8th 1886, she had collided with a smaller steamer, by the name of the Helen Nicoll. The two ships laid fused together for several minutes, the Helen Nicoll cutting a large slice into the Keilawarra's hull. Several passengers, thinking they would be safer on the larger ship, jumped from the Helen Nicoll over the soon to founder Keilawarra.

In scenes that would resemble the Titanic loss some 26 years later the Keilawarra stern rose high out of the water, her prop still turning. Frightened passengers, many who could not swim assembled at the taff rail, rode the sinking steamer to their deaths. Thirty-six people lost their lives.

Incompetent seamanship and cowardice were some of the charges leveled against both crew and passengers in the forthcoming inquiry. As a result of the collision all NSW steamers were forced to carry lifebelts and lifeboats for all on board. It is interesting to note that the British Board of trade did not legislate the same rule until the loss of the Titanic. Had they done some most,

Right: Beach launch in perfect conditions.



if not all the 1500 lost in that disaster may have survived.

We anchored up on our second go, the rope disappearing in the blue clear water. Captain Blackie, who is too tight to buy a torch asked me if he could use one of mine. Just about to jump he said to me. "But there's no clip". "You want me to supply the clip and the torch" I replied. "Forget it, I'll leave it" he said. Big mistake.

We headed for the bottom some 74 metres below. Then at the 15 metres mark the light disappeared and the blackness began. We were met with 1 metres vis on the bottom, the camera's lights making little difference to identify our position on the wreck.

Below: A hole cut some years ago in a safe on the wreck. The cut definitely looks like the work of a Broco torch.



Below: Andreas after a successful dive on the Keilawarra.



I soon lost sight of him on the bottom. I wasn't going to venture too far from the anchor in these conditions. Blackie thought that I had aborted the dive and left him down there all by himself. I was concerned he would not be able to find the anchor, so I did what I always do when I can't find someone,

I yodeled. Poor Blackie, thinking he was alone, heard this cry and believing the wreck was haunted, "got the f**K out of there" I followed soon after, very dismayed at the amount of time and expense to get there and to come back with no usable footage. But that's diving. You just have to just get out



Above: Farmer Mark with his tractor.

there and do it. It's all an adventure.

We all sat above the wreck having a cuppa after the dive, planning our next visit to the wreck, this time hoping for better conditions.



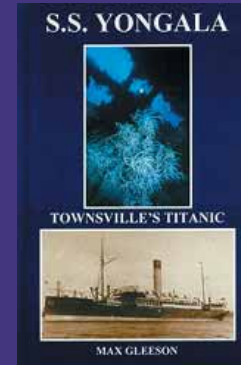
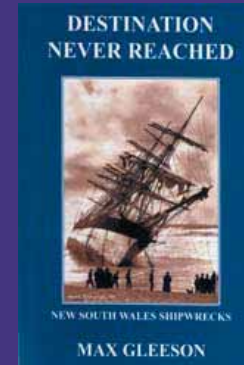
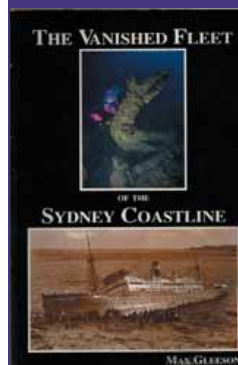
Above: Captain Blackie, Dr Mark Spencer and Tom Muir

Right: Mark, Tom, and Max relaxing after the dive.



Shipwrecks of the Australian East Coast

Max Gleeson



Max has combined his passion for Australian maritime history, his love of wreck diving and his award winning photography to produce a three book series on NSW Shipwrecks, and one on Australia's premier wreck dive, the Yongala. Each book provides a rich insight into Australian Maritime history through the use of original historical photos, colour underwater shots of the wrecks as they appear today, detailed accounts of wreck disasters, the events leading up to them and the subsequent courts of marine enquiry.

To order simply call Max on (02) 9524 8077 or email to maxglee (@) optusnet.com.au Or you can post payment along with your delivery address to:

Max Gleeson
51 Northcote Ave
Caringbah NSW 2229

Price \$29.95 plus \$5 postage

Buy three or more books and pay only \$27.50 each with free postage.

World Ocean Day 2008

World Ocean Day 2008 is coming up very soon - on June 8th

World Ocean Day allows us to collectively engage the global audience in protecting and conserving the ocean we all share. In order to better make the connection between climate change and the health of our world's ocean, we are encouraging Partners to focus on "helping our climate/helping our ocean" with a special focus on coral reefs for World Ocean Day 2008. This themed focus also allows us to strategically take advantage of International Year of the Reef (IYOR) 2008 and all the attention that will be focused on coral reefs this year.

In 2008, we are continuing our collaboration with the World Ocean Network in promoting World Ocean Day. Together, we are striving for its official recognition by the United Nations as an international day of celebration and have a petition that we hope you will not only sign, but also use at your organization or facility throughout this year to generate public support for our world's ocean. We continue to translate it into different languages and if you are able to help with that, please contact us.

Remember to visit the World Ocean Day Website at www.WorldOceanDay.org for more information, resources, and tools, including a suite of event ideas. Once you have your plans for World Ocean Day please list your event on the Website so that we can help to promote it with all our Partners and the media. We will be creating many more web features and tools, including an interactive map for World Ocean Day events around our blue planet. For more information on coral reefs, located in both tropical and colder waters, and their incredibly diverse life forms, please visit our recommended resources on coral reefs as well as on climate change.

Australia's Premier Scuba Service Centre

Servicing Specialists - Consultants to the Industry

SCUBA
MECHANICS

STEVE CROSS

TECHNICIAN

MASTER INSTRUCTOR

For all your regulator servicing needs.

*"When your life depends on your equipment,
you deserve to have it serviced by
the best in the business."*

Phone/Fax 02 96425359

PO BOX 61

Greenacre

NSW 2190

email: [admin\(@\)scubamechanics.com](mailto:admin(@)scubamechanics.com)

Dive Report...

WHALES ON THE BIRCHY

by John Fardoulis



Myself, Max & Scott W took my RIB out from Long Reef for a dive on the Birchy Maru.

Scott and Max had a few things to do prior, meaning a late morning departure. About 6 of the No Frills guys had just returned when I arrived at the ramp, reporting about 20ish metre vis and 20 degree temperature on the wreck of the Sutherland Caisson, just near the Coolooli.

I forgot to put 'decent' coordinates into my GPS (thinking they were there from last year - but I only installed the new unit in after diving the Birchy last time).

Anyway, after using old faithful land marks and we were over the wreck, then anchoring proved to be a bit of a challenge. In the end we dropped Scott W over to tie the anchor in but it was a bit off the wreck and he had to swim the pick into part of the bow section.

Visibility wasn't bad, perhaps around 12-15 metres but it was a bit dark on the

bottom due to entering the water in the afternoon. Water temp was a toasty 20 degrees, which was comfortable on deco.

We got there in the end and it was a good dive. Interestingly there seemed to be quite a few Wobbegong's on the wreck, I counted three, including a fairly big one on some wreckage near our anchor.

The new torch ended up being a real asset in the darkish conditions, especially when looking under a number of overhangs along the side of the wreck.

On the way to the Birchy we saw a number of whales, one group had a dolphin escort, which looked pretty cool.

Another whale jumped out of the water a few hundred metres away from us, launching its body into the air. It made a massive splash when hitting the water.

I haven't seen this happen so close before, only seeing splashes the size of houses when whales were jumping about a kilometre away from us near the Banks (north of Jervis Bay) about 20 years ago.



Right: Max and Scott on the way to the Birchy. A whale spout can be seen in the top left corner of the picture.

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.

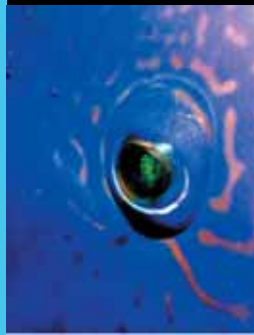
The Next Step?

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 check us out.



ADVERTISE HERE

Reach Active Divers

The Wet Rag gets
over 10,000
downloads a month!

Can you afford
to miss out?

Contact scott (@) southpacificdivers.com

Dive Report...

CURRAJONG

By Geoff Cook



The mass of preparation for the Club dive on the TSS Currajong all came together this morning. It was not without its difficulties. All the best planning to use the Frenchmans boat turned to crap when he was delayed with the engine replacement in his boat with the fortnight of rain. We has the option of cancelling the dive or using club boats. We talked amongst ourselves and opted to use the club boats of John Fardoulis, Scott Eggers, Peter Iwaszkiewicz and Mine still starting from Rose Bay Ramp. Everything was all go again.

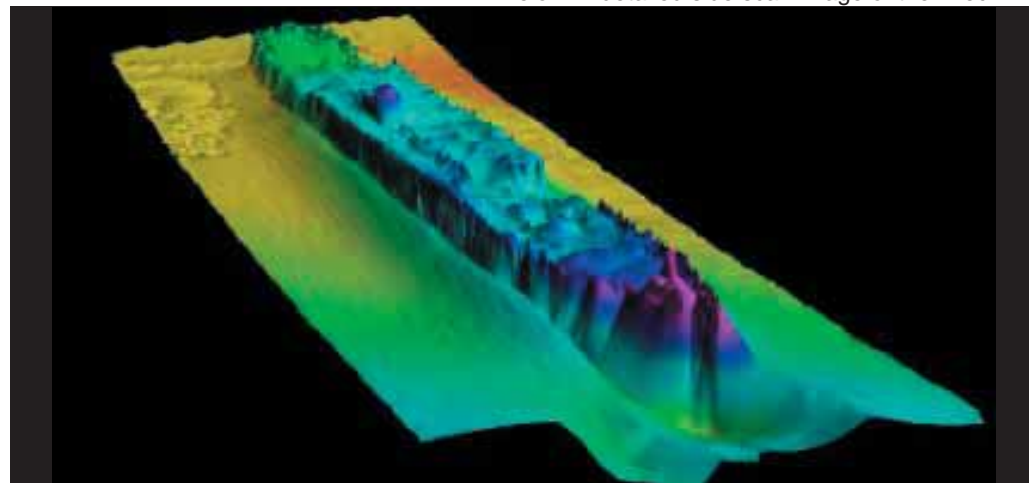
At 12midnight it was still a bit blowing and choppy at the wharf and everyone helped launch the boats. The last ferry was at 12.20am and the tide was high at 12.08am and we left at 12.30am exactly to be out on station as soon as the ferry passed. One person had not arrived at that time. I am certain they will be on time next dive..!

Eggers ever reliable GPS had a heart attack and couldn't find the site initially but soon found rust and was hooked in solid. I picked in next to him and was assured by my apprentice anchorman that we were in solid..(But he is going to be sacked..!) Torches, strobes, cameras and action.. Eggers, Tony Keen and I had the CCR and we arranged to meet up on the wreck. I descended my anchor with the masses and got to the bottom and we were

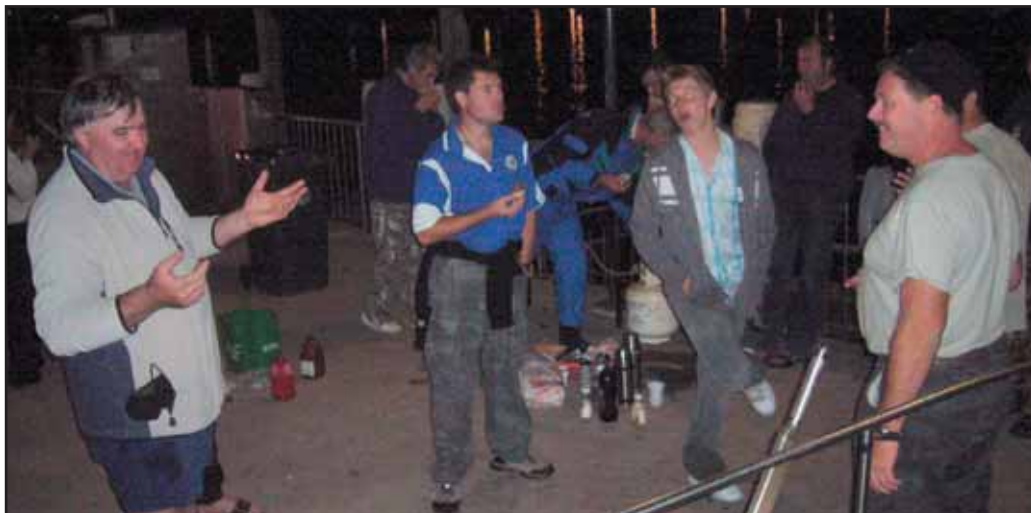
in SAND.....I swam up the sand rutt and less than 8 metres ahead was a bottom littered with oyster shells. Two metres later there it was. The viz sucked. It was very silty after the fortnights rain and less than 2 metres for most of the dive. I swam back towards the area of the anchor and flashed torches and there was no one following.! A few gear problems saw half of my crew return to the boat.

I hooked up with Eggers and Tony and we circumnavigated the wrecksite. I don't know what it is about this wreck...I get very disorientated heading off towards the bow I actually thought I was heading towards the stern... No answers or excuses there sorry... It is only my third dive on the site and I would love to do it in the day time soon to really get a good feel for it. Anyhow we swam the whole wreck occasionally encountering divers coming out of the gloom or a cloud of silt. The last night dive the wreck was covered with a massive school of bream feeding on the oysters. This time there were very few fish. Heaps of weird nudi's and cone shells! But aunderr all of them was RUST..! and Brass. The new Greenforce torches are great and well worth the effort we made in getting them. 40 minutes into the dive there was a bit of frantic light flashing and investigating we found Tony wrapped up yet again in this Filipino Macrame of his reel. He was motionless and I immediately thought the worst that he was unconscious. but he realised he was in the sh*t and kept motionless whilst Eggers and I undid the mess that was everywhere and saved the day. We should have left him there for a while until we had finished our dive. Note to self....Next time..

Below: A detailed side scan image of the wreck.



After an hour bottom time the cold was creeping in. We pulled the pick and surfaced to windless glassy surface and a clear moonless sky with zillions of stars... Those that dived had a good experience and were all smiles but the South Pacific Divers Wharf-a-Q was calling..! We went back to the wharf and while we recovered the boats others flashed up the barbie and had a mountain of sausages onion and bacon sandwiches washed down with green ginger wine and coffee to ward of the chill of the night... at 4.30am we packed up and called it a "night"... a great night.



Above: The BBQ on the wharf was a great hit. Seen enjoying themselves at 3am are Tony Keen, Jason Farlow, Mitch Creaser & Geoff Cook



Above left: Scott Eggington deciding which beverage wash down food with and Peter Iwaszkiewicz waiting for his turn on the BBQ

Above right: Geoff Cook indulging in one of his favourite pass times. Apart from diving :)



Top: The Warf-a-Q in full swing.



Above Left: Mitchell and Jason recount the dive. Middle: Rob enjoys the BBQ Right: Fran



Below: Left: Wayne Philips digging in. Middle: Boat minder extraordinaire, Mark Simpson Right: Danny and David Coulthard.





Sunday the 13 April 2008 saw a return to Club Dive Days and this dive was held at Wollongong diving the wreck of the S S Bombo with Leon of United Divers.

I have made an arrangement with United Divers whereby we charter the whole boat and split the cost between the 8 divers. At the cost we are paying it is certainly cheaper than towing our club boats to the site....

Anyhow South Pacific Divers welcomed Elliott, Greg and Leeroy on their first of many Club dives along with Peter Iwaszkiewicz, Peter and Amanda Begg, Mitchell Cook and myself. Never trust Seabreeze.com During the week it predicted a big gusty change about 10am but our arrival at Wollongong Harbour in the lightest Westerly breeze, glassy seas and a crispness in the air set the stage for yet another great dive. Talk about the walking wounded or Dads Army... I had a crook back, Mitchell was limping and scratched up with a skateboard accident, Peter Iwaszkiewicz still has a stuffed shoulder and observer/photographer for the day Mark Simpson is still laid up after a back operation... That saying about the "Old Bold Divers" just didn't seem to ring resoundingly true today..Seemingly a boat load of Injured Forrest Gumps!!!!

After a quick run out to the site we were hooked in in no time flat. Mitchell was quietly excited being "allowed" to mix it up with the 30 metre divers and brimming with anticipation of diving another wreck at an early stage in his diving. Leeroy, whom I met through Dive Oz when he bought my 18 litre fabre cylinder has since bought another and both he and his mate Greg were rigged up with the monster tanks. Mitch, Elliott and I dropped down the line. Good water with 10-12 metre viz, a bit nippy and touched down next to the engine block. Off to the side was the upright keel, prop and stern

post. It was shrouded in a school of redfish that exploded as we approached and swam through the remaining propeller blades before heading back to the boiler and into the swimthru in front of the boiler.. Big changes here.. the wreck has settled heaps and apart from the boiler and the bow is practically flat..!

We then headed off on the western side into the debris field past the bucket grab then over to the bow. It seems that a fair amount of excavation towards the bow has very recently occurred. But it still looks as though the 6 big portholes that we have seen in early working pictures of the BOMBO have still eluded divers digging in that area..

Down the stern again Mitchell was given an overview of the steam expansion motor and other working parts before freelancing and searching the area. After 23 minutes we ascended to VR3 induced decompression stupidity with a stop at 17m, 14m, 11m, 6m and 4.5m.

It would seem that the higher conservative settings I have been running for CCR don't relate as well to OC air diving.

On the boat everyone was stoked with their dive. Good water, plenty of schooling fish and enough of the wreck still intact to make the dive a very interesting dive.

Returning to the wharf an enthusiastic Peter and Amanda swapped out their tanks and headed off for yet another dive while the remainder of the crew adjourned to an Oceanfront Cafe for breakfast, coffee and dive war stories. (A Nice Cafe and apparently not one Wollongong Counciler or Developer in site.... ? which was politely pointed out by the waiter)

A good day diving and thanks to those that attended.



New Diver?



Need some equipment for your next club dive?

The Club has two sets of dive gear for you to use.

Equipment consists of regs/guages, BCD,
Weight Belt, Tank.

You need to provide Mask, Snorkel, Fins and
Wetsuit.

Equipment is only for use by club members on
club dives. It must be washed before return
and the tank refilled.

Contact john (@) southpacificdivers.com
or phone 0400 888 888

WANT TO COME DIVING? FIND OUT WHAT'S ON AND WHERE!

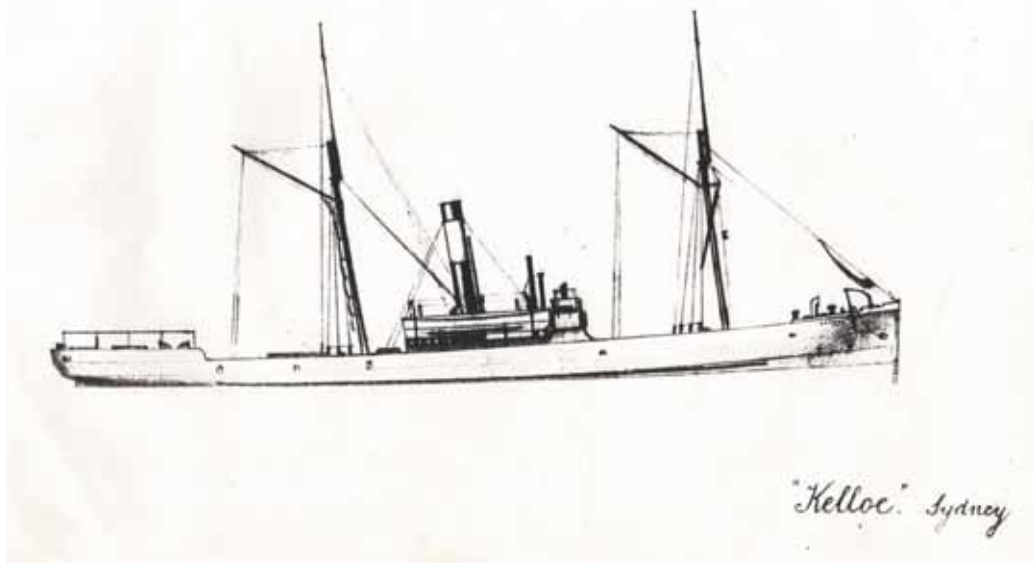
Join our google group to keep up with the latest information.

<http://groups.google.com/group/spdcdiving>



DIVE REPORT - KELLOE

By Geoff Cook



A late call from Egger's on Friday that he was "not well enough to work" that night meant that diving was on early Saturday off my boat. 7am Egger's, Rob Creaser and Tony Keen from the Sydney Project met at my place and set off to dive the Kelloe. Seabreeze reported waveless seas and whispering westerly winds. But what it didn't tell us was that there was virtually no current at all and 35 metre vertical and 25 metre horizontal viz.

We hooked in on the second throw of the pick. Excitement mounted as we prepared the three YBOD's. Rob Creaser had a reg O ring failure and with a degree of swearing, cursing and cussing his 10lt sling bottle could not be saved so he had to dive on a single. I have been crippled with a crook back all week so with the assistance of the boat fairies/slaves I was 2nd to roll off the side into a dark cloud covered water... when I had swum to the front of the boat I dropped down to 6 metres and settled in. The Anchor line was vertical..! I looked down just as the cloud finally passed allowing full sun light and from 6 metres could see Tony Keen's yellow Inspiration on the bottom directly below me..! I literally fell effortlessly down the vertical line, past the shot and touchdown in 49m. I the last three dives our anchor has been within a radius of 3 metres.!!!!

At the bottom, clear and currentless, 17 deg C water. Clear of head with 21/35 mix I set up my buoyancy and then "drifted" around the wreck in what was the absolute best ever dive I have had on the Kellie!!! Rob was soon down and buzzed around in

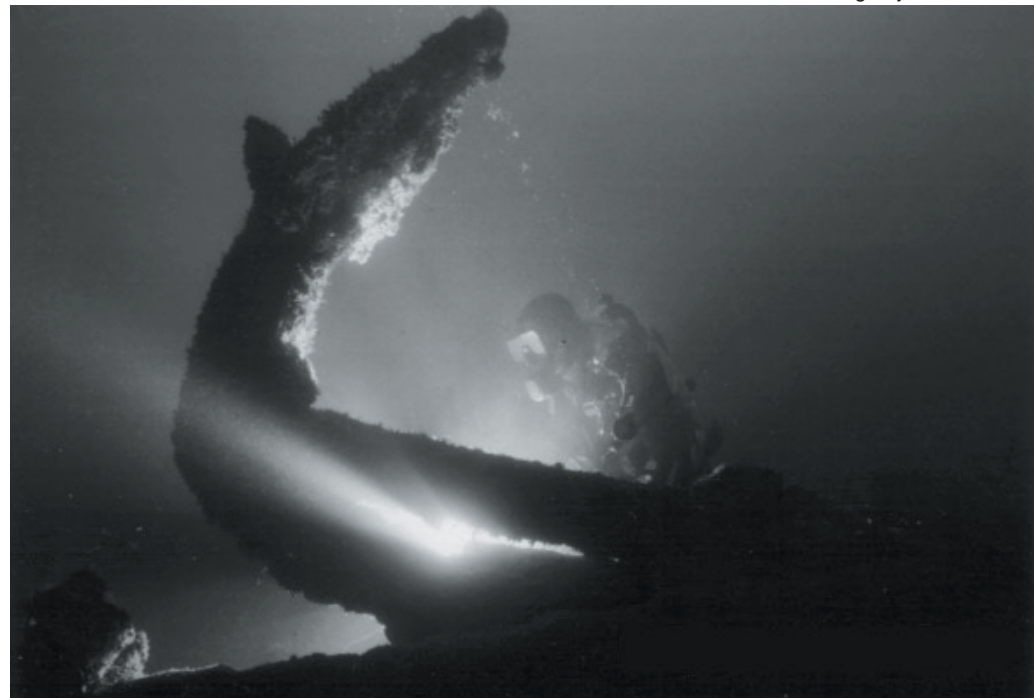
the perfect conditions for 15 minutes and had to leave this Nirvana... I could hear him cursing as he ascended towards the hanging O2 because he was leaving some pretty special conditions for this site. There is a lot of prep with the rebreathers and it would seem a lot of gear as opposed to Max on the minimalist approach. (Don't quote me wrongly I actually like minimalist sometimes.) However here comes the advantage or difference.

Egger's, Mr Tony and I then starburst dived the site and spent the next FORTY minutes @ 49-51 metres leisurely fining around the site and off to the debris fields to the sides, front to back, talking through the loop to each other with Donald duck helium voices all you could hear were Sighs, Wows and calls to come and look at this for the whole dive. I only really called an end to my dive because I was getting a cramp otherwise a 50 or perhaps even 60 min bottom time was on order.

When we eventually returned to the anchor which "Mr Tony" had attached with some form of "Pilipino-macrame" on the chain through the winch and we couldn't get it undone...! It was just lucky on this dive that we had some tools to undo the shackle on the anchor otherwise we would still be there.! A boring deco drifting south with the slight breeze saw us out of the water with extra safety at 89minutes total dive.

I would have done perhaps 30 dives on the Kelloe over the years and this would have been my best dive on the site...

Image by Max Gleeson



EQUIPMENT REVIEW

Zeagle Flathead XP

By Darryl Walters



First Impressions:

Hey. There is an Apeks regulator there, hang on, no its not...

I could have been forgiven for thinking the above. The same shape, the same look, but it was a Zeagle. Funny thing is, this is not entirely a coincidence. Zeagle, prior to manufacturing their own regulators, got their regulators from Apeks. Throw the man a fish! The big difference is that Zeagle is and always will be, a proactive and forward-thinking company. Zeagle have taken the basic design of the Apeks regulator and changed a few things to give a better performing Regulator.

The size of the first stage struck me as quite large. A lot of manufactures are attempting to make first and second stages smaller and smaller. It all has to do with cumulative weight. Of course one of the problems of making things smaller is that the components are smaller in size. The smaller the internals of the first stage regulator, the less gas can pass through in either a high flow or a high volume. (Do you see where I am going with the deep stuff?)

The ZX Second stage is a simple and nice piece of kit. It is sleek, easy on the eye and above all, it has both Venturi and cracking effort adjustments this makes it perfect to 'tune' to each individual diver in a range of differing conditions.

Quality:

Just by looking at these regulators there is an air of quality about them. Big chunky first stage that you know if you dropped it, it would stand up to the trauma. To hold the first stage in your hand is also another indication that is a tough unit.

I have found that through the many dives that I did with the Flathead XP regulators; they meet the entire aforementioned criterion for definition of "quality".

Performance:

This is the part where I really have some difficulty in reviewing these regulators in an unbiased way. Simply put, I can't fault them. Although I was a bit concerned regarding the actual physical size of the first stage I soon overcame that when I used the regs. As in most cases, all regs will breath well on the surface. I breathed The Flathead XP in varying environments. Shallow (12m), moderately deep (30-40m) and very deep (>50m). Believe it or not, there was little or a very slight difference in breathability, resistance and no water invasion into the regulator.

One of the key aspects that I feel contributed to this is the double aspect of diver control over the tuning of the regulators and the first stage delivering (9-10 bar) of intermediate line pressure to give more than enough gas pressure to supply the active diver.

The Flathead XP comes ready for Nitrox up to 40% and can also be serviced to accept 100% O₂

Parting Thoughts:

As mentioned, these regs outperform anything I have ever used. They breathe clean, dry and above all exceptionally well. Use them for normal recreational diving and they will also treat you right at depth.

In short great design, great Regs and great job Zeagle! One other aspect is the price of the Flathead XP, Retailing now direct from the Distributor for \$714.95 for Yoke & \$779.95 for DIN, with discounts available for Dive Club members and Diving professionals. This is outstanding value considering similar Performing Regulators from other manufacturers are well over \$1200.00

Contact Details:

Scuba Imports can be contacted by calling 0411 406 796 or you can visit their website at <http://www.divetub.com.au> or email them on info@divetub.com.au

Piccola Trattoria

Sydney's Best Authentic Italian Food

"You haven't eaten Italian until you've tried Piccola Trattoria"

9 Norton St
Leichardt NSW 2040
Ph: 95608962
Fax: 95729634
Lic/BYO Wine Only

TAKE THE PLUNGE

It may seem scary at first but you're not the first to do it. Why not give it a go? The more people that do it the better. Who knows, you might even like it. Writing an article or dive report is easy!

Do your bit for the club. Write a dive report or article today and get it published in the next Wet Rag.





MOTOKRZR

Crazy reflective, crazy loaded.

A 2 mega-pixel camera with video capture, a fully integrated music player, and expandable memory.





Southern Cross Divers
Leaders in Technical Diving

- * **Equipment**
- * **Boat Dives**
- * **Dive Trips**
- * **Training**
- * **Rebreathers**

Want to learn more about technical diving?
Drop in for a chat with Barry, Australia's leading technical diving instructor at Australia's most experienced technical dive centre and leading rebreather friendly store.

Location:
Unit 3 Catalina Anchorage
235 Spit Rd
Mosman, Sydney, NSW 2088
Tel/Fax: +61 2 99695072
barry@southerncrossdivers.com.au

Opening Hours:
Mon 9am-1pm / Tue 9am-4pm
Wed 9am-4pm / Thu 9am-4pm
Fri 9am-4pm
Sat 5.30am-4pm
Sun 5.30am-4pm

Filmed by Paul Boler



Southern Cross Divers
Leaders in Technical Diving

No Sticky Beaks!

Members Only!

Come and have some fun with us on the **NEW CLUB FORUM**

If you haven't logged in already then contact;
jason (@) southpacificdivers.com to get access and a username and password. You don't know what you're missing!

With regular club diving being organised, shore, boat, and night dives, trips away and much more.

Special members only deals on equipment.

Secret squirrel information on where to find cheap gear, cheap gas, etc.

Help and advice from experts in the club on rebreathers, wrecks, photography, technical diving and more.

DON'T MISS THE FUN - GET ONLINE NOW!

Simply follow the link on our home page
www.southpacificdivers.com

SPDC MEMBER PROFILE

Scott Leimroth



What's your nickname?

The Phantom or Wreck Rat

How long have you been a club member?

Since it's rebirth. I was previously a member of SPDC during the 1990's

What sort of diving do you enjoy most?

Wreck diving of any kind..or anything that is adventurous.

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

That I'm even remotely interested in reef diving.

What kind of music are you into?

All sorts, I've worked in music for most of my life. Silence is nice too sometimes.

Any phobias?

Sharks. Anyone who claims to like them hasn't met many dangerous ones with 50mins deco to run.

What temptations are you powerless to resist?

All of them.

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

Got to the beach, exercise, play music, surf the web, sleep.

What's your favourite dive site and why?

In Sydney I'd have to say the Undola because it's such a pretty wreck and there's always something new to find. In NSW - the Catterthun - always an adventure, go for gold as they say. In Australia - the Loch Ard wreck because it is so hard to get to but on a good day it's location and the histroy around it is unbeatable. World wide - definitely Truck Lagoon, so much variety and history frozen in time.

What's your most treasured piece of dive equipment?

My Aquasea Torch. A wreck dive without a good torch is a waste of time.

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

Let go of the anchorline on descent and drift off when the vis is 30m+ so we have to abort the dive and rescue them.

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

Some untouched treasure wreck in clear water. The Britannic or some ancient Greek wrecks would be nice.

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

Elle MacPherson



Boat Owners & Dive Organisers



BOAT OWNERS

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



Bob May

Email: bobmay (@) hotkey.net.au

Phone: 0428 295 516 or 02 4579 1053

Location: Windsor

Boat Type: 6.5m Marlin Broadbill, 8 shallow, 7 deep

Favourite type of diving: Reef & Photography



Geoff Cook

Email: geoff (@) southpacificdivers.com

Phone: 0404 554 554

Location: Barden Ridge

Boat Type: Barjump'n

Favourite type of diving: Wrecks



Peter Iwaszkiewicz

Email: pf_plate (@) tpg.com.au

Phone: 0424 812 483

Boat Type: 4.3m inflatable - 3 divers

Favourite type of diving: Various



Scott Egginton

Email: pennynscott@optusnet.com.au

Phone: 0406 049 449

Location: Milperra

Boat Type: Sea Puncher

Favourite type of diving: Wrecks and Deep



Max Gleeson

Email: maxglee (@) optusnet.com.au

Phone: 0416 041 021

Location: Caringbah

Boat Type: Marlin Broadbill, 4 deep

Favourite type of diving: Wrecks



Boat Owners & Dive Organisers



Contact a dive organiser if you would like help organising a dive or subscribe to our diving and events email list at:

<http://groups.google.com/group/spdcdiving>

Upcoming club dives are posted on our online calendar on our forum at:

<http://southpacificdivers.com/forum/index.php>

To sign up to the forum you must be a financial club member then email [jason\(@\)southpacificdivers.com](mailto:jason@southpacificdivers.com) to get your login and password.

Visitors and guests are always welcome to come along for a dive. Contact [john\(@\)southpacificdivers.com](mailto:john@southpacificdivers.com) to find out more about joining us for one of our club dives. Diving is FREE!

We currently have around fifty active members on that list and one or two dives a week are organised via the email list.

Please remember that our club boats are not charter boats and therefore you may be required to pitch in and help during launching and retrieval of the boat.

Introduce yourself to a boat owner at the next club meeting and see what you can do to help. Respect the requests of the boat owner/captain at all times and treat the boat with care.

DIVE ORGANISERS

Andy Del - Dive Conveynor

Email: [diverandy \(@\) optusnet.com.au](mailto:diverandy(@)optusnet.com.au)

Phone: 0411437323

Favourite type of diving: No Bubbles



Peter Iwaszkiewicz - Boat Dives

Email: [pf_plate \(@\) tpg.com.au](mailto:pf_plate(@)tpg.com.au)

Phone: 0424 812 483

Boat Type: 4.3m inflatable - 3 divers

Favourite type of diving: Various



Jason Farlow - All Dives

Email: [jason \(@\) southpacificdivers.com](mailto:jason(@)southpacificdivers.com)

Phone: 0417040285

Favourite type of diving: All types.



Jon Evans - Midweek Dives

Email: [fishdiver \(@\) gmail.com](mailto:fishdiver(@)gmail.com)

Phone: 0411346215

Favourite type of diving: Boat, Shore, All types.

Available for midweek dives anytime.



Dave Chillari - Night Dives

Email: [davidchillari \(@\) yahoo.com.au](mailto:davidchillari(@)yahoo.com.au)

Phone: 0425 209576

Favourite type of diving: Night dives, shore dives





BUNYIP ON THE PROWL

Which club member had his bucks night recently and was last seen chained to a telegraph pole somewhere on Parramatta Rd Leichardt?

Which Sydney dive shop recently refused to top up a club members trimix tank with air because it had giggle gas in it? The excuse was that they weren't a certified trimix filling station...but the club member only wanted an air fill. I guess it goes to show the less info you give them the better.

Which club committee member has a 'thing' for 'Gothic' looking women and was seen taking one home after a recent big day out? Perhaps their mutual interest in dressing in rubber/neoprene brought them together.

TIPS FROM THE GURU

Winter diving brings clear water but also cold water. It's important to keep warm as hypothermia is something that can come on slowly and can be unnoticed until it's too late. Make sure you take warm clothes to put on before or after the dive and wear adequate thermal protection during the dive. Hot drinks for after the dive can also help to bring body temp back to normal. If you have a long decompression make sure you take this into account as you may leave the bottom only feel slightly cool however by the time you finish your deco you could be feeling extremely cold. The best defence is not to get cold in the first place. Adequate thermal protection is a must!

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 last 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: _____

Join now and membership lasts until end financial year 2009

CURRENT MEMBERSHIP FEES:

Single \$50.00

Family \$75.00

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 _____