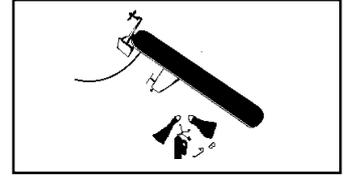
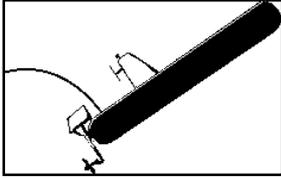


# The ANU SCUBA Diving Club Newsletter



**February 1998**

Everything is happening! Great diving, rescues, plans for a new boat, membership issues, Musgrave stuff and lots more. This newsletter will help you keep up with the planet!! When the weather is hot come diving!!

## **‘Unconscious man face down in the water at the base of the cliffs. Get the Daf over there now! Go! Go!’**

The following story has been reconstructed from my memory of the events and my discussions afterwards. Consequently I may have gotten some things slightly wrong or slightly out of order ... but it is till pretty bloody accurate ... so read on big ears!

It was a balmy Sunday and ANUSC brains were ticking over slowly as they prepared for some relaxed diving at Montague. At the boat ramp ten divers were slowly getting it together ... where are the keys? ... why won't the tilt work on the cherks? ... ahh the tilt is stuffed etc. Suddenly out of the blue Jeremy roared into view. ‘Quick!’ He said, ‘there’s a fisherman face down in the water out the front of the campsite. He’s unconscious ... get the Daf out there now! Quickly! I’ll ring the ambulance’.

Jase and I sprinted down to the beach and Jase jumped into the Daf. A few people were kicked out and only Sarah (who knew CPR), Jase and Maria were left on the Daf along with dive gear for 4 (the Daf had been just about to leave for Montague). Fortunately, the Daf roared into life immediately and Jase drove like a mad man out of the bay. I found a later that Maria had no idea what was going on and was very confused when the boat headed for the cliffs outside the front of the campsite instead of towards Montague.

Back on the beach, Chuck kept me entertained with stories about people who had ‘snuffed it’ at Montague and how a guy with his initials had karked it while he was on a dive trip. However, it wasn’t long before the Daf reappeared on the horizon. It seemed to be going quite slowly ... ‘They haven’t found anything’ I said ‘It must be a false alarm’. ‘It looks like someone has got their shirt off’ said someone else as the Daf got closer. Soon we could all make out Farmer (Rodney Hutchinson) and Munchy man (Peter Liston) as well as Marc Teutch. The Daf was packed! What had happened? where did all these people come from?

There was no time for answers as Jase roared up to the beach. ‘Watch the F#\$cken boat’ I called out but my irritation was quelled by the seriousness of the looks on the boffins faces. Then I got the shock of my life. A face appeared from inside the hull as the people in the boat tried to lift a person over the side. The face was covered in blood and foam and grey. The guy’s tee shirt was torn and he looked dead. ‘Oh fuck’. I said. I hadn’t expected anything like this. It made me feel like crying. I felt really bad. Quickly the people in the boat lifted the guy out and lifted him through the water to the shore. At one point he slipped and his head dipped into the wave. ‘Watch out!’ yelled one lifter but they soon had a good grip on him again. The guy seemed unconscious, there was foam coming out of his nose, his back had long lacerations, his skull was missing pieces and he kept making moaning sounds when he breathed out. However, these sounds clearly showed that he was breathing ... and that was really, really, good.

There was a small crowd of people (mainly people who had come off the boat) round the guy on the beach. He still had all his sodden clothes on and his joggers ... just a reminder that five minutes before he had been a very healthy young man. Someone was tilting his head back and down and patting him gently on the back. I found out later that this was Marney the doctor, a friend of Marc’s, who had joined ANUSC for the weekend. Anyway, I couldn’t bear to watch anymore and felt quite upset. Others didn’t seem to be affected at all but I suspect their true feelings were just locked away inside. As I walked up the road to the car Jase joined me and asked to be dropped off further up the road so that he could direct the ambulance. Another guy in our party had already positioned himself in a place where the ambulance might go the wrong way.

As we approached my car, a van pulled into the car park and a middle aged bearded man got out. ‘Is he alright?’ he asked. ‘He’s breathing’ I said ‘and now we just need the ambulance. We really need that ambulance now’. However, the ambulance would take some time because it had to come from Narooma. I found out later that the bearded man was the guy’s father in law and he was the one fishing with the drowned bloke. That was the last I ever saw of the father in-law.

After dropping Jase at the corner I made my way back up to the campground a bit freaked out. On the way up, I wondered how people managed to kill each other so brutally in war given that I was spinning out from the injury to a guy that I had not caused. I thought to myself that in war you would have to dehumanise the enemy so

you were going to kill them and how once dehumanised you wouldn't have to worry about freaking out. Anyway, back at the campground, Larfin Linda Kowmung, Jann and Fruitopia were there milling around and desperate for news. I told them the deal and said 'It was very, very bad'. For their part, they filled me in on how it had all happened.

The divers who weren't on the first shift were in no hurry to hop out of bed on the balmy Sunday. Farma and Larfin had just emerged, bleary eyed, from their pleasure dome and were probably eating breaki. Other people would have emerged from their tents in various states of decay. Suddenly, a middle aged man appeared, panicked and incoherent. 'Man overboard' he yelled. 'Man overboard. We need divers. We need rope'. Apparently, Marc understood the message immediately and raced down to the cliff edge. Looking down, he saw a man floating face down in the water at the base of the cliffs. Marc must have leapt down the rocks and dived straight into the water because he was some way ahead of his backup ... Farma and Munchy Man. Farma and Munchy man took a few moments to assess the situation and to gather some equipment (e.g. Fins and masks). As they scrambled down the cliff Munchy urged that they should be cautious since 4 dead people in the water was probably more problematic than one. Marc by this time had made it to the bloke, rolled him over and was struggling to hold his head out of the water. Munchy and Farmer soon joined Marc and helped him hold the guy up. Munchy also gave the guy Emergency Air Resuscitation (EAR) and shortly afterwards the people in the water yelled out 'He's breathing!'.

The next big problem was how to get the guy out of the water and back up the cliff. Jann had her hands full counselling the floating man's girlfriend who was hysterical. 'It's all right' said Jann, 'these people are trained for CPR. An ambulance will be here very soon and he can't get better care than he's getting now'. Jeremy had sprung into action as soon as he heard what had happened. First he had tried to radio Daf to get it to the base of the Cliff. When that had failed he raced off in his car down to the boat ramp (where he had met me and given the message) ... 'Unconscious man face down in the water at the base of the cliffs. Get the Daf over there now. Go!' After giving the people at the boat ramp the message he raced back to a public phone and rang the ambulance.

The ambulance turned up some 20 to 25 minutes after the bloke was pulled from the Daf. The guy had not regained consciousness when he was taken away. He had a very nasty head wound and he had foam coming out of his nose. He also kept fitting and people thought that he might have brain damage a) from being face down in the water for a couple of minutes and b) from his head injury.

So how had he come to be face down in the water? Well it turned out that he was serious epileptic and while fishing on the jagged cliff face six metres above the water he had started to fit. His father in-law who was the only one with him saw the guy fall where he stood and the guy toppled forward and bounced down the jagged rocks smashing and slicing himself on the way down until he fell in the water face down. It was at that point that the father in law ran up to the campsite.

On Tuesday Fruit gave me a ring at work. She said that Marc Teutch had just called her and that Marney had found out that the guy had been released from Woden Valley Hospital, sore but fine. Presumably, the unconscious fitting was the tail end of the epileptic fit and not brain damage. I quickly rang up key rescue boffins and they were all overjoyed. Jeremy just kept repeating, 'that's great. Oh! That's really great'.

The guy is very lucky to be alive. If the ANUSC had not been there he would have been face down in the water much longer. In fact, he would be dead. He was lucky that the Daf had not left to Montague ... it was just about to go. Getting him up the Cliff face would have been extremely difficult, traumatic and perhaps impossible. In short, the ANUSC did a truly excellent job and the positive result is a great reward.

The guy would certainly have drowned if it had not been for the quick thinking, actions and co-ordinated effort of the ANUSC members who participated in the rescue. A fantastic result! The rescue, performed entirely by ANUSC members (and their friends) was completely professional and error free. There was no time for divers to talk and co-ordinate ... everyone just took on tasks that needed to be done at the time. The result was a fantastic rapid, well executed, SAFE, cohesive rescue ... a rescue that succeeded.

For my part I did jack shit in the rescue ... in fact I was rather spun out. But I will never forget that balmy Sunday; the Sunday that made me so proud to be a member of the ANUSC and so privileged to know the skilled, courageous and caring people that make the ANUSC what it is ... a great dive club! ANUSC is truly a club, where the excitement starts before breakfast (and ends long, long after dark)!

## **The ANU Dive Club: A Perspective for new members Bill Keating**

You know how contorted the South Coast landscape is right next to the sea? Well that awesome mangled landscape continues right on down into the depths where the big blue groupers, the grey nurse sharks and the seals hang out. The chances are that if it is a weekend there may be some ANUSC divers rummaging around down there too.

The ANUSC is a club designed to give Sports Union members who are qualified divers the chance to dive cheaply in the company of experienced divers and to develop their skills while enjoying the delights of being away down at the coast with a bunch of like-minded people.

We dive up and down the South coast from the Victorian border to well north of Sydney. How about a verbal tour of some of our favourite dive sites? Okay ... Let's start at Eden where we often go for Easter. Well, down at Eden there are two awesome shipwrecks. Night dives on these are like

2010 Space Oddity. It's best if you don't use your torch at nights on the wrecks because that way you can check out the phosphorescence. In fact you can make your way round the ship in the pitch black because the whole thing glows an eerie green as the little phosphorescent plankton bounce off it. When you look at your mask you see little stars of phosphorescence hitting the corners. Other divers appear like phosphorescent ghosts wafting around in an inky 3-dimensional black void.

Turning your torch back on might teleport you to Montague Island. This is a superb location by any standard and in good conditions easily rivals what I have seen on the Great Barrier Reef. Incidentally we go to the Great Barrier for two weeks in the depth of Canberra's winter. Anyway, we bomb out to Montague Island, which lies quite a few clicks off the mainland, in our rigid hulled inflatable boats (they can carry ten divers) through the sometimes-generous swell. We go to Montague in spring to see hundreds of seals playing underwater. We go there in summer to experience walls of fish with 30 evil looking 3m grey nurse sharks (which happen to be harmless) weaving through the schools. What's more, we go to Montague to do somersaults and jump off 30 metre underwater cliffs. Then there's Jervis ... what can I say? It's just so good above water and underwater there. For example, the Bogey Hole, which I visited for the first time last year, was awesome. The Bogey Hole is a huge gaping sea cave that tunnels right into the massive cliffs at Jervis. It is very exciting to find yourself at the end of the sea cave, to stick your head up above the surface and to hear the deep boom as the sea pounds the walls. Anyway, I could sit here recounting tall tales for a long time but that's best done in the pub (we visit South Coast pubs).

You might be thinking from my stories that we are a bit gung-ho and that we are bunch of testosterone and oestrogen driven imbeciles who you would prefer to see underwater  $\frac{3}{4}$  perhaps six foot under. Well that really wouldn't be fair because the ANUSC caters for everyone's level of experience and everyone's idea of a good time. I reckon that people who have just learnt to dive get much better treatment on an ANUSC dive than they would get on commercial trips. Why? Well firstly we take people where they want to go and if you are fresh off a course that means protected but beautiful sites. Secondly, you will be buddied up with experienced divers. This just doesn't often happen on commercial trips where inexperienced people are buddied up with other inexperienced people. Speaking about experience, I think that some of our long-time club members have literally been diving on the South Coast since way before PADI, SSI, XYZ, ABC, QWE and VWBTAL were even thought of (ie. 20+ years). Thirdly, diving with the club is cheap. We do things at cost price. That means members pay for petrol for boats and to get tanks filled (i.e. Total dive cost equals \$15 max). Fourthly and definitely not lastly, the club is relaxed because that's what most people in the club do best. That means that we are only as organised as we have to be. If we don't have a big show on a trip then we go diving sometime after breakfast (I like that) but if we get a Woodstock scenario then we get almost as organised as a commercial scene. That doesn't mean that some fat bloke with bad breath and bad jokes hands you an orange at the end of your dive to

justify the fact that you just paid him \$50 for a ride his big boat.

The ANUSC is composed of almost exactly 100 extremely enthusiastic people of all ages (18-55+) and all sexes and they come from many nations. If it were not for the people the club would be nothing more than a collection of SCUBA units. In fact, when I first joined the club I just saw it as a way to get cheap SCUBA unit rental but now I've made heaps of new friends with a good subset that take their partying very seriously. I have gone from a completely inexperienced diver to someone who feels confident taking 10 people out on a couple of small boats for a dive at a wild site where you may not want things to go wrong. As a club member you are expected to pitch in, and I discovered that means you learn how to fix boats, drive boats, massage boats and generally get infuriated with boats (that's why I cack myself whenever I meet someone who actually owns one). You also learn how to maintain and fix SCUBA equipment; but that is normally much more reliable than boats. In general, if you want something done then you will be expected to do it with help from someone who is reasonably experienced.

We almost always camp on trips and we try to camp in National Parks wherever possible. At night we cook our meals, sit around the campfire and talk about the stars, past dives, DNA strands, future dives and what the weather will be like tomorrow. Camping also happens to be cheap which is good for us poor ANU students building up HECS debts the size of Ayers rock. We generally bomb down to the coast with as many people as we can cram into as few vehicles as possible. People without cars can always get lifts: they just have to chip in for petrol. The club has ten SCUBA units, which is good since our boats can take at most ten divers at once. Our boats are excellent and should be about as reliable as boats can be. They are fitted with every safety device we could think of including satellite beacons. The club also has fourteen tanks and a compressor and everything is housed in a big green shed that is covered in graffiti (or poetry depending on your taste). All the gear is available free of charge on club dives but you can hire it on non-club weekends for a very good rate.

## 1998 MEMBERSHIP

It's that time of year again! Other than those people who have joined since Christmas, everyone else should renew their membership for 1998. The cost is \$5 for full-time students and \$10 for members of the sports union. You can pay at the gear shed before you borrow gear or visit the membership secretary, Jason Haines (contact details below).

Remember, you must be a member of the ANU Sports Union in order to be a member of ANUSC. This rule will be enforced with fanatical vigour both within ANUSC and the SU. So, if you aren't a member of the SU then don't even try to join ANUSC unless you do become a member of the SU. Got it? Good ... **Students are automatically members of the SU.**

# 1997 AGM

## President's Report

**Bill Keating (Maggot)**

Hello my little melancholy rattle snakes. This year has been a great one for the club (just like the last 5 years)!

Membership is growing, where are getting unprecedented numbers on dives, the dives have been great and we are probably going to get a new boat! Life is great and so it is now time for me to step down. I believe that the most important thing (the only thing?) I have achieved as president was to get a good committee into the club. In the past, the president has been forced to wear many committee hats because committee members would mysteriously vaporise in the middle of the year. The ANUSC now has a solid committee of big egos that argue vehemently about even minor points for hours on end ... i.e. You have a committee where each position is filled and that committee cares about the club! The committee really has a lot of power in the club and it is important that each position is always filled by a different human being and by people who will carry out your wishes.

I'm going back to being newsletter editor - it is much less stressful and I can crap for hours and hours ... Have you heard the tale of Loch Beagle? ... the great beagle that rose up from the deeps one night near ye olde rock of Augnish?

So it's bye bye from your old Pres and a warm welcome to Jason Haines the great dive club president of the future!

## Publicity Officer's Report

**Jason Haines**

The Club had an official membership of 120. This is up from the 113 members we had this time last year.

Around 50% of our members are undergraduates, 12% postgraduate and the remaining 38% non-student Sports Union members.

In the coming year, the Club will need to look carefully at ways it can better cater to the needs of its student members. One way of doing this is to better schedule dives to fit into student breaks. The Club should also actively promote the discounted Open Water courses run through SCUBA Store.

## Treasurer's Report

**Jeremy Weinman**

1997 was a busy year financially, with a number of unexpected events happening that saw some of our budget plans being changed. The first was the seizing up of the Cherokee 50 hp motor which necessitated spending a fair bit more on boat motor repairs than we had wished. This caused us to reschedule the purchase of one BC and some reg gauges, and manage to contain costs in aluminum tanks by purchasing 6 reconditioned ones from Steve. The second major event was the loss of the club boats from their mooring at LMI and the subsequent

insurance claim. We very fortunate in being able to either do much of the work ourselves or source it to a different (& possibly better) repair shop than the one that generated the quote the insurance company paid out on. We were also lucky in having to replace items in the insurance claim that we had already budgeted to replace (such as marine batteries and a radio). All of this resulted in substantial savings.

The LMI trip in the middle of the year was a great success, both for the diving and also in the way it paid for much of the extra costs of the 50 hp motor repair and the refit of the compressor. We are now charging ourselves \$2,000 for the use of both boats for this period which is fair more like what we should be charging to permit ourselves to defray degradation of the assets.

The bumper year of diving also showed up as much greater boat fees and gear hire. Again, I see this as very reasonable in that this money will need to be reinvested to keep the standard of the club gear up to scratch. We should ensure that heavy use of the boats or gear is matched by increased revenue to be used for future maintenance/replacement of items.

We were also the grateful recipients of \$850 in donations from MOST of the club members who were on the end of year (96/97) boat charter. The \$50 donation out of the few hundred extra that individuals would have paid if Bill and Steve had not arranged a whole boat charter is a well appreciated gesture.

To sum up, it has been a busy an eventful year. By dint of sheer luck, a lot of excellent diving, great club spirit, very hard work by some of the club officials (special thanks to Jerry K), and a continuation of the forward maintenance policy I have pushed in this club, we have been able to build our cash reserves to close to \$12,000. Our most pressing need is the replacement of the Cherokee before it falls apart under our demanding and incessant use. I know that the new committee is already planning ahead to allow this and (at the request of the Sports Union) will incorporate such a purchase into a 3 year plan which will take us into the next millennium. 1998, our 30th anniversary year, will be a great year for the club.

EXPENSES	Budget	actual
<b>MAINTAINENCE</b>		
tank hydrostatic testing	\$544	\$471
Tank maintenance:	\$150	\$154
reg/BC maintenance	\$1,000	\$1,024
boat engine servicing	\$1,600	\$3,360
Boat/trailer reg.	\$200	\$202
Compressor service/repairs	\$250	\$626
Boat repairs (non motor):	\$1,125	\$1,495
Trailer repairs	\$300	\$402
Oils/fluids/cleaners	\$160	\$61
Gear Shed maintenance	\$100	\$36
provision for boat replacement	\$3,000	\$3,000
Other	\$207	\$15
<b>TOTAL MAINTENANCE</b>	<b>\$8,636</b>	<b>\$10,846</b>

<b>EQUIPMENT</b>		
Buoyancy vests	\$1,500	\$800
Allytanks	\$1,600	\$1,080
CAV fuel filters/fittings	\$200	\$194
Depth/pressure gauges	\$600	\$0
<b>TOTAL EQUIPMENT</b>	<b>\$3,900</b>	<b>\$2,074</b>
<b>OTHER EXPENSES</b>		
sundry expenses	\$100	\$94
LMI permits - 97 & 98		\$2,025
Recovery of boats/UNE chain		\$649
<b>TOTAL EXPENSES</b>	<b>\$12,780</b>	<b>\$15,688</b>
<b>ITEM</b>		
<b>INCOME/ASSETS</b>		
<b>INCOME</b>		
Membership	\$750	\$775
gear hire	\$200	\$850
Trip fees	\$1,500	\$2,916
LMI payments to ourselves	\$1,700	\$4,484
97 LMI permit (from ourselves)		\$915
interest on accounts	\$80	\$59
Member donations	\$850	\$850
sports union grant -Equip	\$1,450	\$1,150
sports union grant - Maint	\$3,524	\$3,500
Insurance claim(\$3060)		\$3,060
Retired/lost equipment		\$200
Money set aside for committed purchases	\$507	\$717
<b>TOTALINCOME</b>	<b>\$10,561</b>	<b>\$19,476</b>
<b>INCOME- EXPENDITURE</b>	<b>\$727</b>	<b>\$3,786</b>

**Boat Officer's Report**  
**Jeremy Keating**

**ANU SCUBA DIVING  
CLUB**

**BOAT OFFICER REPORT TO  
AGM 1997**

The club currently has two boats. Despite some similarities they are maintained independently of each other so it is best to deal with each separately. The treasurer has prepared a detailed breakdown of 1997 expenditure so I will confine myself to a statement on the state of each boat, the problems encountered during the year and a prognosis

for the future.

## **Cherokee**

### **Trailer:**

The rollers, runners and rusty bolts were replaced or upgraded in March. A new Jockey Wheel was fitted after the previous one was bent and an all terrain jockey wheel trialed. As the latter was a complete failure I remind members not to drag these delicate devices over rough surfaces particularly under power. One new tyre was fitted in Dec 96. The electrics, replaced in 96 gave no trouble excepting blown bulbs. The wheel bearings were checked at each working bee and replaced or repacked as necessary. A wheel brace was fitted to the trailer and has proved its worth.

### **Hull & Pontoons:**

As in previous years the Cherokee required regular repairs to its fibreglass hull and rubber pontoons. Despite this the state of both continues to decline alarmingly. Earlier this year a professional repairer recommended by Zodiac stated that a restoration would be uneconomic. The major problem at present appears to be that the cracks in the upper deck are allowing the hull to flex and therefore put strain on the fabric that connects this to the pontoons. As a result I believe the club must reassess the service life of this boat and give its replacement top priority in the coming year. At this time some repairs are needed to the pontoons, these may be started at the working bee on 19/11/97.

### **Engine:**

The engine was serviced 3 times. Twice as per usual practice and once as part of the post Musgrave clean up. In April it was rebuilt again; the second rebuild in as many years. As no reason was ever established for this rapid deterioration, other than a change of propeller pitch, the usage patterns have remained unchanged. The club cannot therefore be confident that the latest repair will be any more lasting than the previous one. This supports the early replacement of the entire boat. In addition to this, obvious corrosion spots are now apparent around the engine mountings and tilt brackets. The electric tilt motor was rebuilt 3 times during the year, I believe the last repair will be successful. The fuel tank and line were stolen from the boat in May and so replaced. They were replaced again after being lost during the Musgrave drift. Recently it was noted that while at idle the water pump could mysteriously stop working. If this failure were to occur again and was not noticed for any length of time the result would be disastrous. All boat users are implored to monitor the constant discharge from the "Rats Tail" at the right rear of the engine and to report any interruptions.

### **Steering & Electrics:**

The console tilt switch continued to corrode regularly until a battery isolator was fitted as part of the post Musgrave rewire. A new battery, battery cable and battery case were also fitted at this time. Last week the accessories wiring was upgraded and waterproofed largely to allow for the hard wiring of the new sounder. If the external mounting of the switches proves to be a problem or unpopular they can be readily moved back inside the console. The tachometer is currently seized but will

probably be removed at the upcoming working bee so as a suitably skilled club member can repair it. If a repair is impossible I suggest not replacing it as they are inessential and very expensive. The steering was replaced last year and has not needed attention.

#### Accessories:

The anchor line was replaced earlier this year and tags indicating the amount paid out were fitted. A new slip ring style anchor has been trialed for non coral dives and has largely had a good reception. A new painter was spliced up and fitted before Musgrave. The sounder failed on Musgrave and was replaced as part of the clean up. The radio is working normally though the LED display is now very dim. The tank rack was repaired in May and should last. In June the EPIRB batteries were replaced and some tools added to the tool kit. The dive flag and supporting pole are in need of replacement.

#### overview:

As this boat could be sold or destroyed in the near future it would be unwise to lavish unnecessary resources on it. A program of essential maintenance and repairs only should be continued until its fate is confirmed. If it is sold then naturally some time and a little money will need to be spent to make it as presentable as possible. In line with normal policy, the use of this boat heavily loaded in big seas should be avoided without the support of the Daffodil.

## **DAFFODIL**

#### Trailer:

The rollers on this trailer were also replaced as needed and the runners raised in order to lessen the weight on those rollers. The axle was moved forward in order to lessen the weight on the towing vehicle. The correct downward load on a tow ball is 10% of the gross towed load. 3 new tyres have been fitted to this trailer during the year, 2 as a result of a blowout on the way to Musgrave. The new tyres I am assured will wear better than the previous ones. The correct inflation pressure for these is 35 to 40 psi and this should be changed on the trailer mudguards at the upcoming working bee. The electrics on this trailer are beginning to wear and may need attention in the near future. The winch, which will also need some attention at the upcoming working bee, had its cable exchanged for a strap earlier in the year.

#### Hull & pontoons:

The crack on the transom support has not grown during the year and in line with the manufacturer's advice is not perceived as a problem. The engine support fitted this year for towing may have relieved pressure on it. The Samson post, bent during salvage at Musgrave has been straightened. Some cracks have become evident on the tank racks and could be MIG welded if we can organise it. Please don't drop tanks onto tank racks! Other than this the hull is in almost pristine condition. The only blemish on the pontoons is a torn out eyelet on the left side - a result of the Musgrave salvage. A repair was attempted however it was found that this would necessitate the replacement of the

entire rope on both sides and it was deemed too much effort and expense. Care should be exercised when replacing the bung at the bottom of the transom as the sand present in the hull could damage the thread. This bung does not ordinarily need to be removed as the cavity is almost entirely watertight. The water and sand have gotten in when the bung has been left out and the boat launched.

#### Engine:

The engine was serviced 3 times, twice as per usual schedule and once as part of the Musgrave clean up. The latter fortunately revealed no problems other than slight scrapes to the new propeller that had recently been fitted. This propeller was of a lesser pitch than those previously used and had been swapped for the spare. It is intended to allow the boat to rev a little more freely and so labour less when climbing onto a plane. No other faults were reported on this engine during the year.

#### Steering & Electrics:

No problems have yet developed with the steering. A battery isolator was fitted to prevent the corrosion of the tilt switch as part of the Musgrave clean up. Also at this time a new battery and battery case were fitted and the accessories wiring was completely replaced. The control box continues to puzzle the uninitiated. The throttle must be pushed forward in the neutral position before sensors within will allow the engine to be started. The lurid painted markings on the throttle serve only as a reminder of this not a guide.

#### Accessories:

The radio was replaced after Musgrave. The new unit is specifically intended for marine use and is a little more corrosion resistant. The water resistant control box was installed early in the year to allow for the hard wiring of the sounder has been replaced with a larger unit to allow for other accessories switches. When the anchor line was reversed tags were fitted to show the amount paid out. The dive flag and supporting stick could be in need of replacement.

#### overview:

The Daffodil's rugged construction means it requires much less maintenance than the Cherokee. Its engine while almost identical to the Cherokee's is much newer and, aside from a niggly control box, has been completely reliable. Partly because of the Cherokee engine's unreliable record I investigated the possibility of replacing the Daffodil engine earlier this year. Unfortunately this was found to be uneconomic. The damage sustained during the Musgrave drift and salvage was not as serious as it first appeared and should not affect the boat's long term reliability.

#### Conclusion:

From a maintenance point of view the club possesses a darling and a possible impending nightmare. The early deterioration of the Cherokee has prompted me to begin investigating a replacement on behalf of the club. The success of the Daffodil has meant that at this stage the committee is not considering anything other than an aluminium hull. While been contacted at this stage only Naiad (makers of the Daffodil) have been asked to provide a costed quote. The basic specifications given were:

Construction as per Daffodil, capacity for 6 divers and gear, standing centre console, fuel tanks under deck, ladder on transom, and tare weight of kited up boat and trailer not exceed 550kg. If such a purchase proves feasible in 98 and the Cherokee can be successfully liquidated then the incoming boat officer will have time for bushwalking and skiing.

All work carried out on the boats after Musgrave, whether a result of their loss or not has been referred to as Musgrave clean up. All of these repairs were funded by the insurance pay out. This was achieved by submitting professional quotes to the insurer then having club members carry out the work where possible. While that work is now complete a respectable part of this pay out is still unspent and may be used to help the club replace the Cherokee.

As in previous years many members have assisted with the boat maintenance. The club is in their debt. I am especially grateful to them. In some cases people initiated projects, notably the writing of guides to common procedures, and they have yet to be completed. I deeply regret not finding the energy and time to follow up and support such initiatives and hope the incoming committee will do so in 98. I especially wish to thank Norm, Chuck, Matthias and Peter as well as all those who turned up at the chaotic working bees and boat washing sessions. The club does not operate on dive trips alone.

### **Gear Issue Officer**

#### **Maggot for Marcus Schortmeyer**

Unfortunately, I have either misplaced carcus's report or he didn't give me one. If I misplaced the report then I will include it in the next newsletter. In the meantime, here is roughly what Carcus said on that historic night.

- The gear is basically in good condition (despite the way some club members sometimes treat it – fortunately most of these have returned to France and Germany).
- People must report broken gear or else it goes out again. Carcus cannot personally test gear at 5 ATMs when people bring it back to the dive shed and doesn't have time even if he did have a pressure tank in his back pocket.
- If people take out gear then it is their responsibility to care for it and ensure that it is in good working order for the next diver – Carcus's main job is to glare at them with a crinkled brow and threaten them with his left handed stubbie.
- We will probably need to think about replacing some of the older BC's this year.
- We have more than enough tanks and we want to sell some of the old steelies (later that night many steelies were sold).

### **The 1998 Club Committee**

Following the report provided by each committee member, the 1997 committee was dissolved and a new committee was elected for 1998. Details of the 1998 club committee are as follows.

President/Secretary/Publicity  
Jason Haines (Seaman Staines)  
phone: 6282-5049 (H)  
6216-7158(W)  
email: Jason.Haines@anu.edu.au

Treasurer  
Jeremy Weinman (Captain Pugwash)  
phone: 6254-7502 (H)  
6249x5051 (W)  
email: weinman@rsbs-central.anu.edu.au

Newsletter Editor  
Bill Keating (Maggot)  
phone: 6282-0780 (H)  
6244-7296 (W)  
email: bill@cs.anu.edu.au

Gear Maintenance Officer  
Marcus Schortmeyer (Carcass)  
phone: 6282-3679 (H)  
6249-4902 (W)  
email: marcus@rsbs.anu.edu.au

Boat Maintenance Officer  
Jerry Keating (Master Bates)  
phone: 6239-7929 (H)  
6280-4499 (W)  
email: jkeating@compupec.com.au

Gear Issue Officers  
See the Gear Issue Roster at the end of this newsletter.

Party Officer  
Kristina Sands (Fruity)  
phone: 6282-0780 (H)  
email: Kristina.Sands@anu.edu.au

## **ANUSC helps push back frontiers.**

Some of you will remember that over the last few years the ANUSC has been involved in a number of scientific projects. It is nice to think that we can do a bit for understanding the environment we enjoy so much and be able to learn from the things in it.

Some years ago we were involved in a world wide project sponsored by the Plymouth Marine Laboratories to examine colonisation of invertebrates onto scourer pads placed onto rocky bottoms of various depths and recovered 6 months later. We placed and recovered 7 of 9 sampling pegs (stainless steel pegs with 4 stainless steel scourer pads attached) at 3 different sites in Jervis Bay, while there were many 100's of other sites also sampled around the world.

(Finding them again was the hard part but our navigation skills were pretty good: we had a better recovery rate than most other Australian collaborators!) Identification of the colonising micro fauna is still underway and we'll keep you posted.

Another endeavour is now yielding results. Some of you will recall how we have on a few occasions collected the orange marine sponge *O.tenius* from the western side of Bowen Island. This is the sponge that looks flat and sort of hand-like and grows on rocky areas in profusion between 25-35 meters. Samples of this sponge been used to isolate and characterise samples of a special polysaccharide (sugar) made in the sponge which is being used in the John Curtin School of Medical Research in trials to prevent the proliferation of cancer cells. We are also now happy to hear that a cDNA library made from these sponges by Dr Eldon Ball has yielded information on how the integrin family of cell surface receptors has evolved and changed between the evolutionarily simple sponge and higher organisms. This work had recently been published in the Proceedings of the National Academy of Sciences (USA) entitled "Molecular evolution of integrins: Genes encoding integrin beta-subunits from a coral and a sponge" [vol 94, pp 9182-9187].

## Constitution Jeremy Weinman

Bowel motion required to ratify unearthed and updated constitution...

At the next Club general meeting (in March 1998, see separate notice of meeting in this newsletter), we will be putting a motion to ratify our Club's unearthed, and now reworked constitution.

The original club constitution from 1968 exists only in the SU archives, and our only idea of what changes have been made to it are gleaned from reading through each years entries in the SU archive. We are going through this venerable archive, and collating all of the changes and then seeing if there are any portions of the constitution that are no longer relevant (e.g. did you know that we're supposed to have an Executive of Pres., Vice-Pres., Sec, Treas., Equipment Officer, Publicity Officer, and Diving Officer!! - that's two and a half positions we manage to do without! - and what about the very important position of Boat Officer?).

Eventually we will have a constitution that won't strangle us in red tape, protects the rights of ALL our members and is appropriate to take us into the next millennium. Copies will be available on our web site prior to the meeting, or in dead tree versions at the meeting.

## Lady Musgrave Island June 20– July 4, 1998

The Musgrave list officially opened (I opened it for dinner) at Cape Conran. People who put their names on the list at our regular dive trips have high priority. There are still quite a few places left though. So, if you want to go then get in touch with Maggot (Bill Keating). My contact details are listed elsewhere in this newsletter.

This is truly a trip of a lifetime. Lady Musgrave Island is a Holiday with a capital H! Imagine two weeks camping on a tropical island while friends and family shiver away in the Canberra winter. We have done this trip for several years and we always strive to make each trip even better than the last.

This is a group (around 20 people) camping trip, which is organised and run by the people on the trip. This means that when something needs to be done, everyone is expected to pitch in and help. We take all our gear (several tonnes worth) by car to Gladstone. There we pick up several thousand dollars worth of groceries and any essential private supplies (crates of wine, barrels of beer and so on) and load everything onto a chartered boat and head out to the island. Several hours later we arrive at the island and ferry all the gear by rubber ducky onto the island where we set up camp for two weeks.

This is a popular trip, so book early! We keep a list of financial members who have declared their interest and then give the first 20 a chance to pay a deposit by early April. When some of these drop out (some always do), other members can sign up in order of their place on the list. If you are keen to go book now!

Expected cost is around \$600. This includes everything except for transport to and from Gladstone, your camping and snorkelling gear and your private stash of beer, wines, spirits etc.

# The Diving Calendar

If you want to go on a dive please get in touch with the trip organiser around one week beforehand.

**NOTE: THE LADY MUSGRAVE ISLAND GREAT BARRIER TRIP IS ADVERTISED ABOVE. BE QUICK THIS TRIP IS VERY POPULAR – I WONDER WHY?**

## Market Day February 25<sup>th</sup>.

Our club works because it has a constant turn-over of enthusiastic members. Come and give your club a hand and help man the stall at market day, set it up or take it down.

Jason Haines

Phone: 6282-5049 (H)  
6216-7158 (W)

Email: jason.haines@anu.edu.au



## Beginner's and Rusty Diver's Weekend Ulludulla (Pretty Beach) March 7<sup>th</sup> and 8<sup>th</sup>.

This will be a good weekend for beginners and rusty divers. There are some great dive sites around Ulludulla. Lighthouse wall, Home Bommie, Burril rocks and Brush Island to the South.

Pretty beach is also a great place to camp. This trip is especially designed for people who have not dived much or have not dived for a while.

Jason Haines

Phone: 6282-5049 (H)  
6216-7158 (W)

Email: jason.haines@anu.edu.au

## March 14<sup>th</sup>-16<sup>th</sup>.

### Canberra Day Long Weekend

This is the Canberra Day long weekend and we plan to spend it exploring the sights of Jervis Bay. Camping will be at Honey Moon bay in a beautiful bush setting.

Jeremy Weinman

phone: 6254-7502 (H)

6249x5051 (W)

email: weinman@rsbs-central.anu.edu.au

## March 28<sup>th</sup>-29<sup>th</sup>.

### Eden

Eden is one of the best dive spots on the South Coast. There are two sunken tugs that are home to heaps of coral and fish. The coral is phosphorescent and so this makes a great night dive. There is also a tunnel for the adventure seekers!

Matthias Regner

Phone: 6247-9178 (H)

6249x3084 (W)

Email: Matthias.Regner@anu.edu.au

## April 10<sup>th</sup>-13<sup>th</sup>.

### Easter at Seal Rocks

Easter gives us the perfect opportunity to travel a little further afield than we would normally go. There is some superb diving north of Sydney and the water should be noticeably warmer.

Jerry Keating

Phone: 6239-7929(H)

6280-4499 (W)

Email: jkeating@computec.com.au

## Tollgates/ Brush Island

### April 25<sup>th</sup>-26<sup>th</sup>.

There is a lot of good diving to do in the Ulladulla area. North of Brush Island is fish-packed Boiler. Further out to sea are the twin bombies The Pinnacle and The Pleasure Dome. These bombies are certainly some of the best dive sites on the south coast. The ANUSC hasn't dived the Tollgates for a very long time and if we are going to get caught in a rut it should be in the shark gutters at the tollgates ... that's where the gray nurses live these days!

Marcus Schortmeyer

Phone: 649x4902 (W)

6282-3679 (H)

Email: marcus@rsbs-central.anu.edu.au

**May 9<sup>th</sup>-10<sup>th</sup>**

## **The Wreck of the Bombo**

The area around Wollongong abounds in fantastic dive sites. There are heaps of excellent dive sites all around Bass point and a great shore dive at Bass Point. There are also hundreds of unexplored sites around the Islands at Wollongong (we have never visited them). The best site, in good weather, is the wreck of the bombo. – it is awesome. Although the area around Wollongong is quite built up, the diving and proximity to food, drink and snooker tables makes up for it. Also, it is very zaney to come up from a pristine dive to face the chimney stacks of the Port Kembla steel works. Man, I wanna go there now, let's suck those juicy bubbles!!!

Bill Keating  
phone: 6282-0780 (H)  
6244-7296 (W)  
email: bill.bt.keating@centrelink.gov.au

**May 30<sup>th</sup> 10am**

## **LMI Working Bee at the Dive Shed**

This is our last chance to do work on our gear before the Musgrave Island trip. If you want to ensure that the gear is in good health and boats are working make sure you come along. In fact, LMI people are expected to attend unless they want to form the basis of a very hot curry on LMI.

Bill Keating  
phone: 6282-0780 (H)  
6244-7296 (W)  
email: bill.bt.keating@centrelink.gov.au

**June 6<sup>th</sup>-9<sup>th</sup>**

## **Jervis Bay**

This time we will camp on Jervis Bay south at Bristol Point. This will give us the chance to explore some favourite sites including the place that Kristina found called The Place (no points for imaginative naming!). Last year's Queen's birthday weekend was simply awesome. We did two fantastic dives at Stoney creek and a seal came and danced around the anchor line at 50+m! Also, winter is the time of the westerlies. This means access to out of the way dive sites. The water will still be warm, so come and get it!

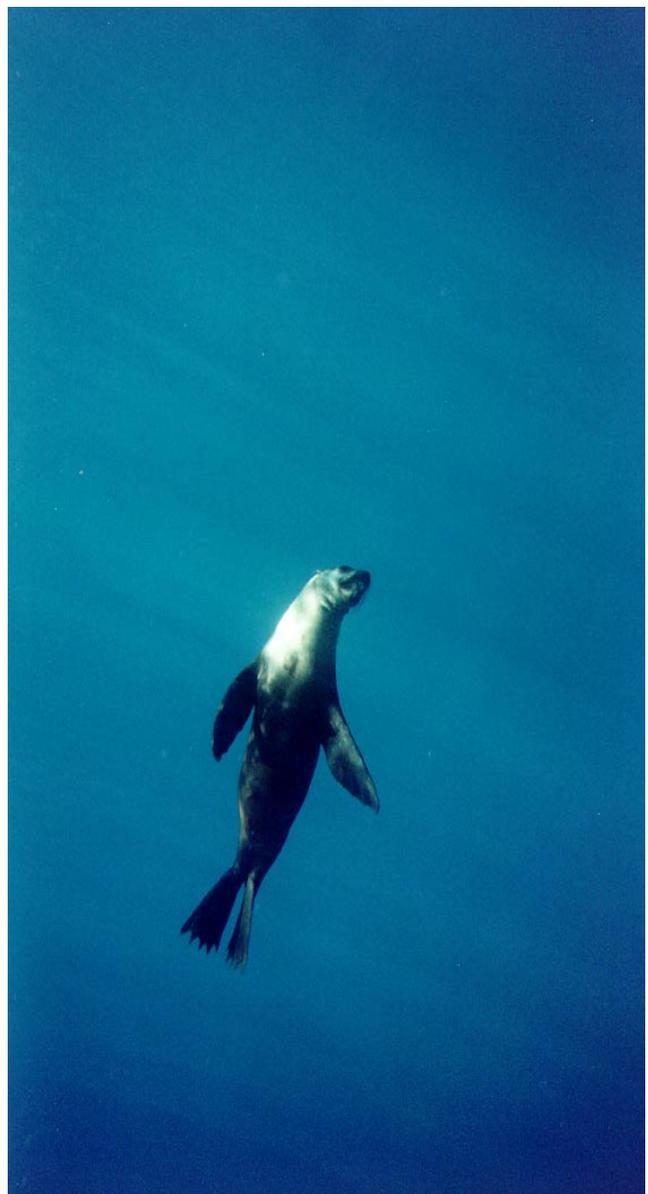
Jason Haines  
Phone: 6282-5049 (H)  
6216-7158 (W)  
Email: jason.haines@anu.edu.au

## **Montague Island Seal Dive September 27 – 28th**

It's seal time again! This is our traditional post-winter dive and we're off to visit the hundreds of seals that come to play on Montague Island.

Accommodation will be at Mystery Bay "primitive" campsite

Siggi Schmid  
Phone: 6247-1417 (H)  
6248x5408 (W)  
Email: schmid@rsc.anu.edu.au



## Equipment Rules – Tanks/Vests/Regulators

The ANU SCUBA Diving Club has several sets of SCUBA equipment, purchased and maintained with a combination of Sports Union grants and Club generated funds. This equipment, stored in the relocated ANUSC gear store in the green double garage on North Oval, is subject to constant and demanding use so the following rules have been formulated in the interests of all Club members, of the Sports Union, and of the issuing and maintenance officers.

- 1) One set of gear is provided only to qualified divers who are **current** members of **both** the ANU SCUBA Diving Club and the Sports Union. Persons not known to the issuing officer may be asked to show their Sports Union/Student card and may be checked against the list of current members. You can not borrow a 2nd set for a non-member,
- 2) Gear is available free of charge on Club dives - subject to a \$10 deposit, refundable when the equipment is returned **the next week**, complete and not abused, clean and with the **tanks full**. Borrowers are not guaranteed exclusive use and may be required to share with other Club members on a dive.
- 3) When not required for Club purposes, equipment may be hired for private use at a fee of \$20 per set, plus the usual deposit. *Equipment is for the support of diving as a Club, and is not available for private use when a Club outing is scheduled, regardless of however many sets appear to be spare.* The Club does not accept advance bookings for the use of equipment.
- 4) Equipment may be borrowed and returned around 5:30 p.m. on Thursdays, via the rostered issuing officer, **who attends only on request**. In order to allow everybody fair access, gear **must** be returned by the Thursday following the week of issue. **If you don't ring a gear officer, or a Club official if you can't contact one, to arrange return of your gear you must expect to lose your deposit.**
- 5) The member signing for gear remains fully responsible for it until it is signed back in. Negligent loss or damage will be treated in accordance with current policy of the Club and the Sports Union, which retains ownership of all Club equipment. Borrowers are expected to keep track of all gear issued to them, particularly on dives where it is shared.
- 6) **To avoid damage, please remove jacket vests from tanks before transport.**
- 7) After use wash ALL gear in fresh water, rinse out vests internally, and return them half-inflated. Hose down your tanks and tank boot. **Ensure that the dust cap is tightly fitted to the reg before soaking. Water in the reg will damage it and can result in total failure of your reg or gauges. Apart from the danger to you or other users, this costs us lots of money to replace.**
- 8) **NEVER EVER leave tanks or hoses or vests in your car in the hot sun.**
- 9) **In the interests of safety and to avoid inadvertent re-issue, all faulty gear must be labelled as such on return, AND reported personally to the gear maintenance officer by the borrower.**

Gear Maintenance Officer Marcus Schortemeyer

Phone: 6282-3679 (H) Email: marcus@rsbs.anu.edu.au  
6249-2406 (W)

### Gear Issue and Return

(Thursdays only unless you arrange otherwise)

\*\*\* Remember, people will only attend if you contact them beforehand \*\*\*

Marcus Schortemeyer 6282-3679 (H) 6249-2406 (W) marcus@rsbs.anu.edu.au	Michelle Karas 6241-1281 (H) 6275-7357 (W) karas@netinfo.com.au	Lars Jermin 6299-9392 (H) 6279-8451 (W) Lars.Jermin@anu.edu.au	Martin Tyson (H)6247-1989 (W)6281-8224 martin.tyson@ffp.csiro.au
12/02	19/02	26/02	05/03
12/03	19/03	26/03	02/04
09/04	→	16/04	23/04
30/04	07/05	14/05	21/05
28/05	04/06	11/06	18/06
<b>LMI</b>	<b>LMI</b>	09/07	16/07
23/07	30/07	06/08	13/08
20/08	27/08	03/09	10/09
17/09	24/09	01/10	08/10

