

Sea Braggin'



September - October 2017

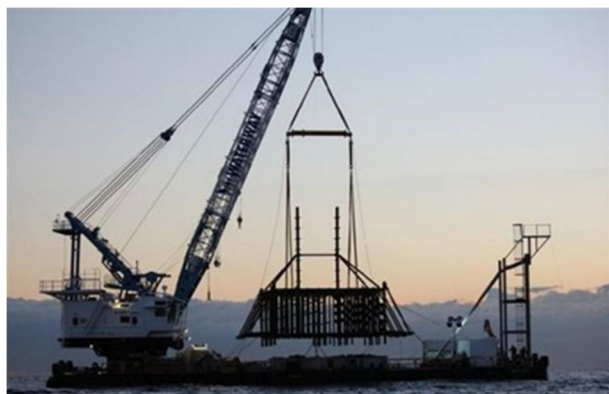
St George Scuba Club Newsletter

Artificial Reefs - Gems or Junk?? By Greg Blackburne & DPI

Why not use car tyres and other 'junk' to build artificial reefs?

The artificial reefs are of a complex design to create intricate habitat for a variety of fish species, which will remain productive for decades. DPI has to follow strict environmental standards and 'junk' such as tyres or containers are not an acceptable reef building material as they are polluting, non-stable or both. In fact, the use of discarded 'junk' for the purpose of building reefs has long been banned in many countries as they have fallen short of meeting the most basic objective of artificial reefs: an increase in fish numbers. Another downside is that 'junk' reefs can often pollute surrounding environments as they break down. They are also not designed to withstand large storm events and 'junk' reefs have physically damaged adjacent natural reefs as they have broken apart, shifting sometimes many kilometres across the sea floor.

The expert design of NSW DPI's offshore artificial reefs modules (steel or concrete) are designed to be non-polluting and have a minimum design-life of 30 years. In addition each module design used places emphasis on how the units deflect currents around them to create eddies and upwelling's. The modules are also designed to provide shelter and protection for a wide range of fish and a stable base to which marine organisms can attach and grow. All artificial reef modules deployed by NSW DPI are designed to withstand 1 in 100 year storm events which, for example, off the Sydney coast can produce ocean swells in excess of 15m.



Southern Sydney Offshore Artificial Reef

From a recent post to the St. George Scuba club Facebook Page.

[Sutherland Shire - Latest News & Alerts](#)
[29 September at 13:30](#) ·

PORT HACKING - States largest reef edges closer.

New South Wales largest man-made reef in Sutherland Shire's backyard is nearing completion with the arrival of the concrete modules.

Local resident, Ro Johnson spotted the group of concrete modules arriving on a barge in the Port Hacking waters near Gibbon Head at midday today (29/9).

It's believed another shipment of modules is en route from Newcastle to provide a total of 36 concrete modules with each piece weighing 25 tonnes. Once in place, the reef will be the size of two football fields.

Last week, the reef was officially unveiled as the 'John Dunphy Artificial Reef' in remembrance of the Cronulla businessman and fishing great who died of cancer in 2015.

According to the NSW Department of Primary Industries, the modules are self-weighted and will not require any anchoring, however steel towers will be erected on some of the modules to increase the total height to height metres.

The non-polluting reef will be a hotspot for local anglers and can last for at least 30 years, with existing artificial reefs having attracted up to 50 different species, including snapper, yellowtail kingfish and mullet.

Photo | Ro Johnson



Southern Sydney offshore artificial reef

NSW DPI will be deploying two offshore artificial reefs off the southern Sydney coast to increase fishing opportunities in the region. The reefs will be accessible from Port Botany and Port Hacking.

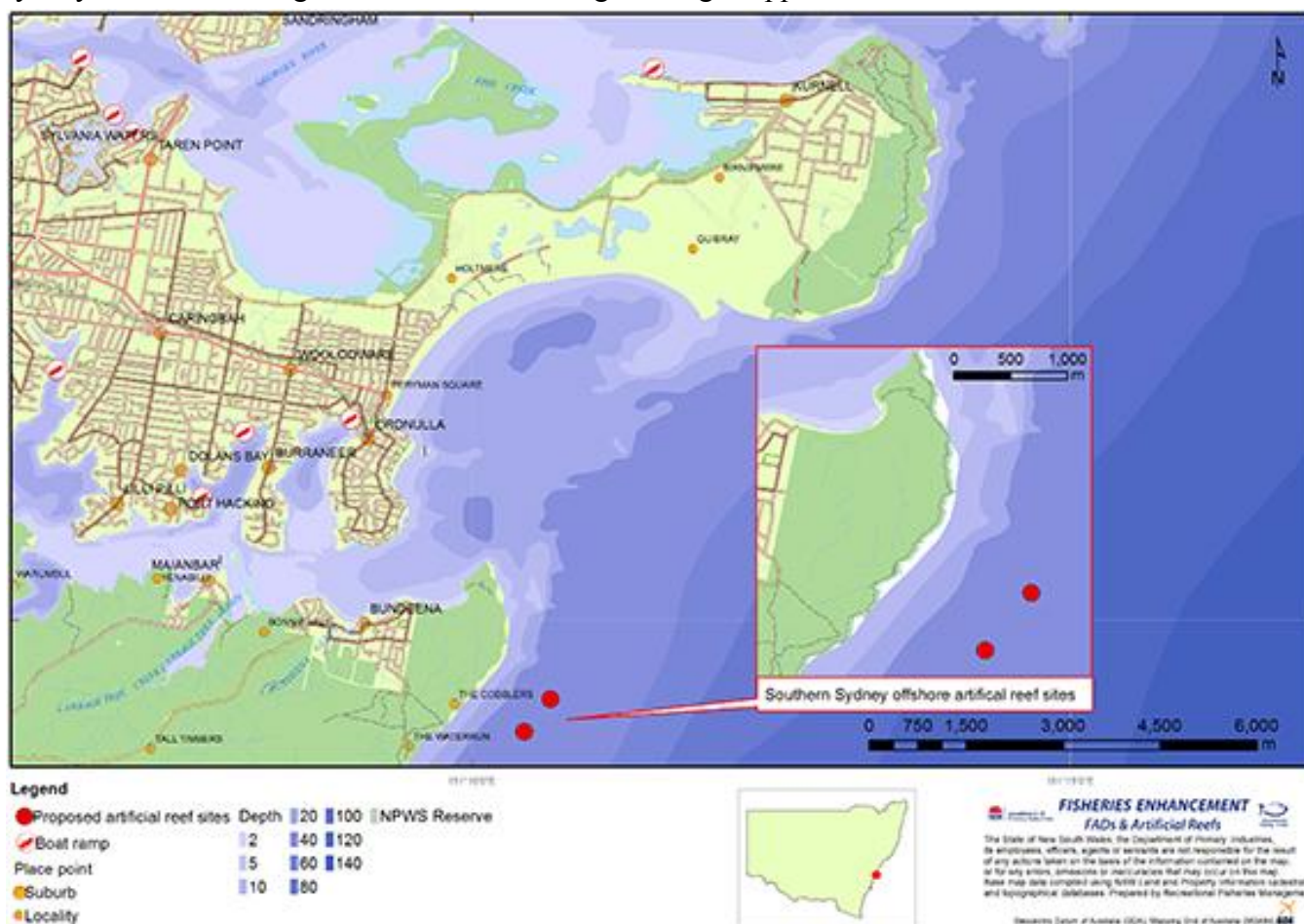
Named in honour of the late John Dunphy, a national fishing industry giant, it is proposed to construct each of the southern Sydney artificial reefs using up to 20 individual concrete modules measuring approximately 4-5 metres wide by 4-5 metres high and weighing up to 25 tonnes each with modules to be deployed in a patch-like arrangement, similar to the Shoalhaven Heads and Port Macquarie offshore artificial reef designs. The concrete modules will be designed to be self-weighted with no requirement for additional anchoring.

Depending on finalisation of the preferred module design, each artificial reef will comprise of a total reef volume of around 1600 m³. The actual footprint area of the modules for each reef will be up to 320 m² and likely to spread over areas of 100 by 100 metres.

DPI has completed an environmental assessment (EA) of the proposed artificial reefs which is assessing potential impacts on a small sub-local scale (within 30 m radius of the individual reef modules) to regional scales (>10 km from the reef). Coastal processes, benthic ecology and Aboriginal cultural heritage assessments are currently being undertaken by specialised consultants.

Comprehensive constraints mapping from South Coogee to the Royal National Park has been completed and seabed mapping has been undertaken throughout Bate Bay to south of Jibbon (Port Hacking) Point to identify suitable deployment areas. The identified deployment zone is a sandy area situated approximately 2.5 km south-south-east of Jibbon Point in 25-30 metres of water within 1 km offshore from the Royal National Park.

The reef is being funded from the Transport for NSW Port Botany Boating and Fishing Infrastructure Fund and the efforts of the Recreational Fishing Alliance of NSW, ANSA (NSW Branch) and the South Sydney Amateur Fishing Association in securing funding is appreciated.



If you require further information, please call (02) 4916 3835 or email: fisheries.enhancement@dpi.nsw.gov.au

<https://www.dpi.nsw.gov.au/fishing/recreational/resources/artificial-reef/southern-sydney>

Hopper Barge 656

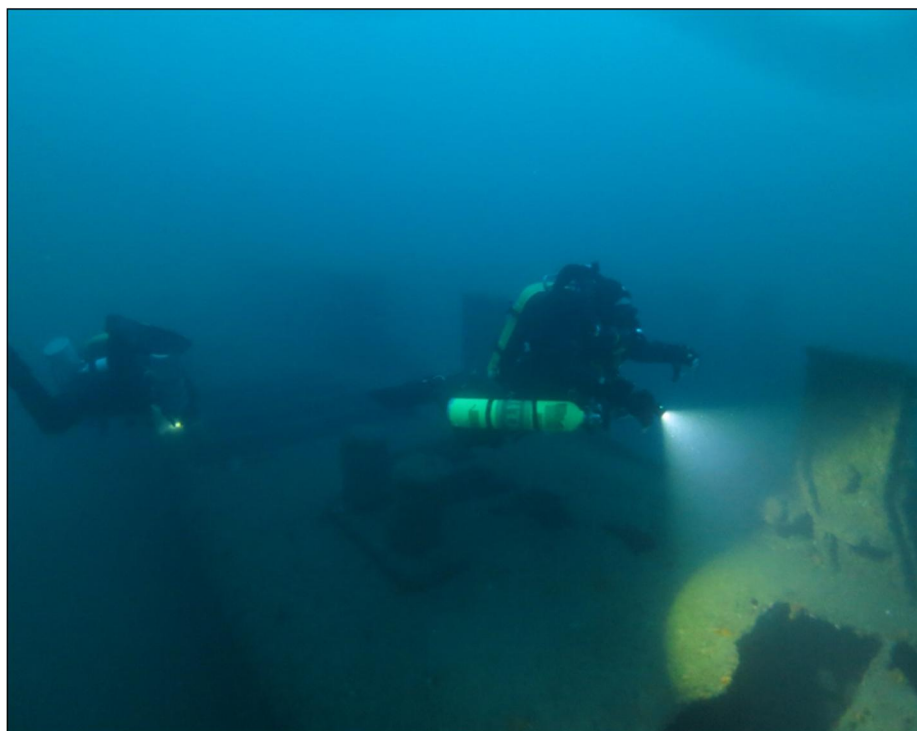
By Jane Scarsbrook

A plain, simple but fun barge which rarely dived because 'it's just a barge' with similar characteristics to The Crane Barge I described in the last newsletter. On 15th July, six club members: Jane, David, Gary, Corey, Roger and Chris departed The Spit at 6.30am en-route to Barge 656. The tide was hideously low causing the boat to be initially beached at the bow but with all the divers swiftly shifted to the rear it was enough effort to get her fully afloat again in preparation for our departure.

After a 90min journey on a slow boat we eventually reached the 206-ton steel barge which was owned and operated by the Maritime Services Board. It's 46mtrs long and was scuttled on 10th June 1980 at Long Reef – a stone's throw from the wreck of the Coolooli. Our first drop of the anchor hooked in perfectly mid-barge which was a superb beginning of our exploration. The barge offers an interesting fun dive which is easily penetrable with multiple entry points.

The dive was graced with 8m+ viz, a chilly 18 degrees and no current – bliss!! Sitting at 47mtrs depth makes it great to check-out the whole wreck in 20 mins. Some of the interesting features include the winch at the bow, ladders entering down into the bow cargo

Gary Perkins at the bow –
Photographer Corey O'Keefe



Jane Scarsbrook Mid-Barge –
Photographer Corey O'Keefe

Diving with the Club

Please refer to the document on Diving with the club:

You can find the document on the St George website (you need to log in first)

<http://www.stgeorgescubaclub.org.au/news.php>

Select the article from the menu on the left hand side of the screen.

In the last few months I have been approached by some of the club members wishing to learn some more skills in respect of deep diving.

This doesn't present a problem however on doing some research I have come across an article on dive guidelines set out for the club which were compiled some years ago.

I also thought about the time people have spent compiling the information on the Club Website which a lot of us tend to not read. Many of the new members appear not to know of its existence.

This brings me to another point, we have at last count 175 members (05/07/17) yet for several months we struggled to fill boats.

A lot of people join the club and

- a) Never come to meetings or
- b) Attend dives / functions.

So my question is – “What are you looking for when you join the club”.

If you are looking to advance your diving skills, great, we have dives aplenty and if you are looking to gain experience we have plenty to pass on.

So if you are here to dive please see the information below, come to a meeting and meet the people in the club and get on a dive.

CLUB DIVING GUIDELINES

Due to the non-commercial nature of the Club, including the fact that we do not provide dive masters to accompany divers, some guidelines about diving and assessing of ability are needed before anyone is accepted to undertake a Club dive or a non-Club dive involving Club members and their boats. Despite this, it is expected that any person coming on a club dive will be a capable diver who is able to do the dive planned.

By choosing to come on a shore or boat dive, a person asserts that they are experienced enough for the dive and have suitable equipment to safely complete the dive. This includes sufficient air considering their personal air consumption and the nature of the dive. The club and organiser bears no responsibility for what happens on the dive, either the behaviour of members or the dive conditions.

ALL DIVES

It is expected that a person will have a functioning octopus, a suitably sized tank considering the depth and the air consumption of the diver, a depth gauge of some sort and a timing device. It is also compulsory for a diver to have a suitable dive computer for all boat dives.

It will be assumed that a person will have knowledge of the dive site proposed. If a person has not dived the site before or only a limited number of times, they must advise the organiser so someone can brief them on the site. In most cases, a dive plan will also not be advised, they need to organise this with their buddy (see next paragraph). It may also be that the organiser will advise the person to not dive the site.

DIVE BUDDIES

It is the responsibility of each diver to arrange a buddy before starting a dive. It is not the dive organiser's responsibility to do this. If a person does not organise a buddy, then it is their choice to dive solo.

SHORE DIVES

Most shore dives only need a member to have a dive certification (**Open Water or equivalent**). However, some dives require a lot of experience and members may be required to do other easier dives before being permitted to come on these harder dives. Such dives would include Bare Island Deep Wall, Bare Island Isolated Reefs, Mahon Pool, The Leap and Shark Point. The organiser of the dive has the right to decide if a member can do the dive.

NIGHT SHORE DIVES

Similar to shore dives but some other harder shore dives may be excluded to people who have done none or a few night dives. The organiser of the dive has the right to decide if a member can do the dive.

BOAT DIVES UNDER 26 METRES

For boat dives in this depth range, the only certification required will be **Open Water or equivalent experience**. However, for a diver who has just completed a dive course with less than 10 dives, they may not be permitted to come on a dive if the depth is more than 20 metres. This will be at the organiser's or boat owner's discretion.

Generally, a new member will be required to buddy with one of the more experienced members who will assess their ability.

For all boat dives, the owner of a boat has the right to decline to take any member on their boat for whatever reason they so deem.

Note: On all boat dives, it is compulsory to have a dive computer and to do at least a three to five minute safety stop at five metres. This must be complied with or it may result in a member being excluded from further boat dives.

BOAT DIVES 27 to 33 METRES

Generally, new members will not be permitted to do a dive in this depth unless they have already satisfied the boat owner or dive organiser of their ability by having previously done a dive with the Club and been considered capable of diving to this deeper depth. This may mean more than one dive is needed. (**Advanced Open Water Cert or experience that would be in excess of this certification**)

BOAT DIVES 33 to 42 METRES

These dives are normally used to assess members as being suitable to do a deeper dive (42 metres plus) and for checking out their use of multiple tanks. To qualify, divers would have been expected to do a number of boat dives with the Club, possibly including at least one in the 27 to 33 metre depth range.

For dives deeper than 35 metres, it is compulsory to carry a redundant air supply unless special circumstances exist.

Note that all divers are required to complete an additional three to five minutes safety stop after they have done all the decompression indicated by their computer. Failure to comply will likely lead to withdrawal of the ability to dive from a member's boat

BOAT DIVES OVER 42 METRES (OR ANY DECOMPRESSION DIVE)

Members will only be taken on these dives if they have shown over a number of dives that they are capable of diving safely well over 40 metres. This may include being required to do a dive in the 37 to 42 metre depth range as well as a shallower dive with the equipment that is proposed to be worn on the deeper dive. The diver must understand their own air consumption and carry with them on the dive a redundant air source or sources with enough air/gas to complete all decompression obligations if the largest air source being carried became unusable at any point during the dive.

Divers are expected to have at **least** PADI Deep Diver, PADI Tec Rec 45 or TDI Decompression Diver certifications or equivalent experience in deep diving.

FURTHER QUESTIONS

If you have any questions about a dive being planned, contact the organiser who will be able to answer the question or they may refer you to the boat owner for clarification.

Peter Flockart	with assistance from Wayne Heming
Vice President	Club Member

For Sale / Wanted

Get ready for the Summer Diving season with this rare opportunity to buy a pre-loved Bauer Junior II Compressor.

Purchased new in July 2006 from Pro Diving Services.

Stainless Steel Re-packable filter cartridge.

Genuine Bauer Fill Whip with Gauge and "DIN to Yoke" Adapter

240v Single Phase motor, 10 amp plug fitted.

Final Pressure set to 260 bar, tanks cool down to 235 bar, can be adjusted up to 300bar.

915 hours operating time. (Hour Meter Changed at 694 hours, new hour meter has 215 hours), takes around 30 mins to fill a 12.2 litre tank from empty

Used Synthetic Oil from new.

With Synthetic oil it's easy to add a Nitrox Stick.

(http://dive.hemnet.com.au/projects/nitrox_stik/nitrox_stik.htm)

Oil was changed 100 hours ago, (Sept 2016) and has been changed regularly around 200 hours or two years.

The instruction manual recommends changing synthetic oil every 2000 hours or biannually.

Tank Fills at Abyss dive shop cost \$9.60 each if you buy 20, and rarely do you get a good fill, usually around 200 bar. And sometimes it's a hassle to get to the shop. Think about the convenience of having your own compressor, you can save time, save on fuel for the car, save on Hydro's!!

With your own compressor the average cost to fill a tank is around 60c in Electricity and Consumables (Oil, Carbon & Molecular Sieve) saving around \$9.00 per tank fill.

Just ask other club members with compressors, there are a lot of us.....

All this for a great special St George Scuba Club price of \$4,700.

DiveTekOZ are selling new Junior II Compressors for \$6,424

http://www.divetekoz.com.au/index.php/divetekoz-online-store/product/116-bauer-junior-2-compressor-2140-volt-15-amp-225-bar/category_pathway-17.html

If you are interested or have any questions please contact me.

Regards Wayne

wayne.heming@hemnet.com.au

0428 436 638



Trip to Truk September 16th to 1st October.

By Peter Flockart

After going to Truk in April with Max Gleeson & Lesley Linehan I was surprised when asked to accompany them again in September in order for Max to complete filming of the deeper and lesser known wrecks of Truk for Volume 2 of his Video.

Closer to the date I learnt that Lesley would be unable to go due to a clash of dates with her athletics – she trains juniors who compete in the state athletics - carnivals.

So it was on the 16th September that 5 intrepid divers arrived at the International Airport– Max Gleeson, myself, Ian Griffiths, Martin Atkins and Mark Hamilton to head off to Truk. After completing check-in and getting all our luggage thru (30-kgs plus a 15kg allowance for sporting gear) with Air Nuigini we retired for coffee prior to boarding.

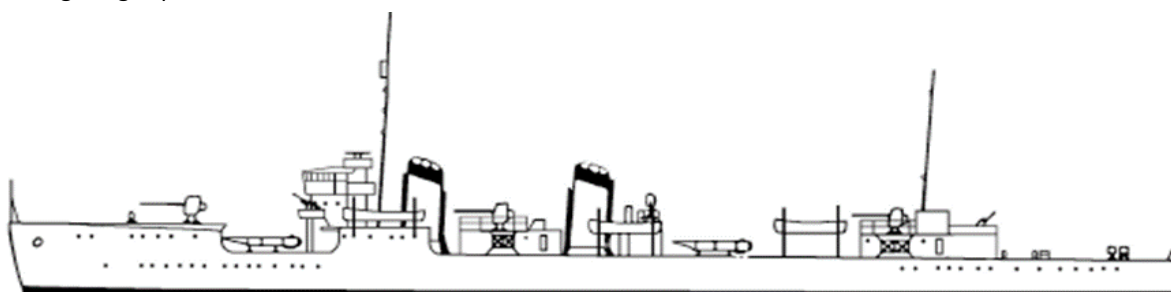
After a ticket check at 9.05am we were bussed to our plane on the tarmac for a 9.40am departure and 4hr flight to Port Moresby.

After an easy flight Port Moresby we endured a 5 hour stopover in the Air Nuigini lounge before boarding our second flight to Truk Lagoon at 6.30pm. This was interesting. The airline had again overbooked the plane so that when we arrived at Truk airport we found that Martin & Ian were short a bag each, one group was short all their bags and another group from Port Moresby was short 6 people and their bags. A total stuff up.

Luckily for our crew they had clothes but not all their dive gear. They were able to beg/borrow / hire gear to cover the next 4 days when their missing bags arrived at Blue Lagoon Resort. The crew from Windang also got their bags and the PM crew never came as they were only flying up for a week – hope they got a refund.

Once all this was behind us we got down to some serious diving.

In the four days before the gear arrived we completed 6 dives. One of these was to the Japanese destroyer IJN Oite lying near the north passage of the Lagoon in 63m. The wreck is broken in half with the stern upright and the bow section upside down some 20m away. The vessel was blown in half by an American torpedo dropped from an Avenger aircraft while executing a high speed turn at 32knots.



Above is a drawing of the Oite prior to her demise (the break is between the second funnel and the aft torpedo tubes):

It is an excellent dive but due to the depth is limited to experienced divers. The stern section is starting to break open and in doing so is revealing some inner compartments. Some of these contain more bones. There is not a lot of fish life here but we generally see grey whalers –sharks on the ascent and descent. They circle but do no harm. There are quite a few fan and sponges on the wreck making for some good deep water photography.

For this dive we use twin 80cu ft tanks containing EAN 21 and have another 80cuft filled with EAN 50 – 70 mixes hanging under the boat on individual lines for decompression. Bottom times are generally between 15 & 20 mins with a total run time of around an 1 hour.

Other dives in this period were to the Fujikawa Maru, Momkawa Maru, Kensho Maru, Kyozumaru and the Shotan Maru. All of which are relatively shallow around 45m.

On the 21st September everyone now with right gear – except Ian, who sat the dive out as his rebreather wasn't together yet – we went to do the Katsuragisan Maru or Deep Kat. This is a Japanese inter-island supply vessel that was sunk by their own mines. A case of not telling people where the mine fields are (like the President Coolidge in Vanuatu). The mine struck the vessel amidships on the port side killing four crew. The resulting fire ripped thru the bridge and crew area before sending the vessel to the bottom in 71m.

As this wreck is not buoyed, GPS is used to locate her and drop an anchor. Prone to currents we were lucky this day and had none but we did have startlingly clear water with 40m vis.



Drawing of the Katsuragisan Maru or Deep Kat.

Today both masts lie flat on the deck as does all the midships superstructure while the funnel stands above the deck like a beacon. It is 50m to the top of the funnel, 66m to the holds on the foredeck and 70m to the prop. The wreck is 285' long and 42' wide and as the prop is in 70m of water it is a long swim and short bottom time if you want to see it. Our dives were mainly around the bow and foredeck area as this allowed us a maximum bottom time of between 15 and 20 mins.

An excellent dive but like the Oite it's for experienced divers.

The next day we went back and dived the Taiho Maru which Max had relocated in January this year. This wreck has not been dived much in the last 10 or so years as in the past people didn't know its location or didn't want to dive it. The reason being it had been laden with cans of aviation gas which leaked out slowly causing diver's skin to itch and had been called the "burning" wreck because of this. All the av gas has now dissipated and it is a great dive. The bow was blown off and lies approx. 80m from the wreck which lies on its port side. The holds are full of empty and crushed av gas cans. The outside of the wreck is covered with fans, soft and hard corals. The wreck is in 50m but with the side of the hull in 32m. It can be done as a morning or afternoon dive as it lies in the channel directly out from Blue Lagoon Resort.

We dived this as a morning dive and did the submarine I-169 in the afternoon. This wasn't sunk by the allied aircraft rather it sank due to human error. When the air raid siren sounded the crew opened the valves to sink but in their haste forgot to close the main induction valves and flooded the sub. All perished except the captain who was ashore.

The wreck lies in 34m in the main channel and is in several pieces due to failed salvage attempts over the years. It is still however a great dive again with lots of sea whips, anemones and large fish life to see as you swim around the remaining part of the hull.

The next wreck on the agenda was that of the Amaragisan Maru which lies south of Uman Island in a depth of between 45m at the bow and some 70m at the stern and at angle of some 65 degrees on her port side. The wreck's dimension according to Bailey* are 450 ft in length, 60ft wide and 27.5 ft draught. While most of the holds are empty there are many worthwhile things to see and explore. On the bottom down from hold 1 is the remains of a water tanker truck, while in hold 2 there is the remains of a Nissan 70 – 5 seater passenger car – probably to be used by staff officers on Truk. The vessel was sunk by a combination of a 1000 pound general purpose bomb and two torpedoes dropped by TBF Avengers, which hit the vessel in the bow area. A fire resulted due to this and by the time the next strike occurred she had sunk.

(Continued next month)

References: Wikipedia

Bailey, Dan E "World War 2 wrecks of the Truk Lagoon". North Valley Diver Publications Redding CA 96001 Copyright 2000.

Barens Hut 23rd September

by Bill Rowland & Phil Short

It was only my 2nd dive after a 3 month enforced break, and the ocean Gods said 'Welcome Back'! It was also my 'free boat dive' raffle prize won with John Beddie, and subsequently transferred to Phil. Thank you both.

Argonaut headed off from RMYC with Phil, Les, Ian Roffey, Jehan, and me aboard. We met Vic's boat, Aquanaut, and headed out to Barrens where we were joined by Katz Too, too.

We were anchored exactly on target. Phil, Les, and Jehan headed off first. Ian spotted some whales in the distance while we waited for the first team to return.

Down we went, and my new mask erupted in fog so was changed for a spare. More toothpaste will be required...

We headed south to begin with, entering the cave with Ian heading up the chimney. I could not see a path that suggested I'd fit, and was in a conservative mood (ok..."even more than usual"), so I headed back out of the cave feet first. We spotted a Weedy out in the open and paused to watch it for a while. The whale singing was also a spectacular soundtrack to the dive.

We then headed North towards The Split, admiring the fish life. We stopped and saw a shadow. What on earth was it??

It was a rather large Mola Mola / Sunfish!! My guess would be 1.5 to 2m long. Ian was right beside it and it dwarfed him. A weird looking creature, too (the Mola Mola, that is). It was stationary close to the sea floor, being cleaned by a decent number of fish. It was quite happy with Ian being in almost touching distance, but eventually decamped when he got to within touching distance.

We continued on up to the Split, back to the swim-through, and up the anchor line. A great dive even without a Mola Mola, but a fantastic dive with. Viz was about 5m and temperature was 16 degrees.

CACA was duly held at Salmon Haul Bay. We headed via Jibbon on the way back to watch the removal of the very wrecked, beached boat.



I got curious as to the origin of the term Mola Mola. Thanks to Wikipedia, below are some of the names. I'm sure one club member with a propensity for acronyms, would simply call it a "F.L.F." !

Many of the sunfish's various names allude to its flattened shape. Its specific name, mola, is Latin for "millstone", which the fish resembles because of its gray color, rough texture, and rounded body. Its common English name, sunfish, refers to the animal's habit of sunbathing at the surface of the water. The Dutch-, Portuguese-, French-, Catalan-, Spanish-, Italian-, Russian-, Greek- and German-language names, mean "moon fish", in reference to its rounded shape. In German, the fish is also known as "swimming head". In Polish, it is named "head alone", because it has no true tail. The Chinese translation of its academic name is "toppled wheel fish".

Thanks again Phil (and John Beddie) for a fun dive.

Bill Rowland

Barens Hut Cont:

On Saturday 23 September 2017, three club members boats dived Barrens Hut in an informal club dive.

Katz Too with Ken, Maxine, Nicolas and Lena; Aquanaut with Vic, Greg and Shelley; and, Argonaut with Phil, Les, Jehan, Ian and Bill. the water was a bit green with viz on the bottom about 8m.

I dived with Les and Jehan and we had a nice dive seeing the usual critters in the usual spots, Tassie Trumpeters, Red Mowies, Grouper, and a few PJ's here and there. Bill and Ian were the second group into the water from my boat and they experienced a similar dive except for the large Sunfish they saw at a cleaning station near the cave. They were able to get within an arms reach of it for several minutes before it swam off.

Always a great experience. everyone had an enjoyable morning and we met up for morning tea at Salmon Haul Bay where we caught up with the crew from The Kraken who had dived Wattamolla.

Phil Short

(Mola Mola images to come)



Upcoming Club Meeting Events

18 October - Syngnathids (seahorses, pipehorses, pipefish, seadragons) - Andrew Trevor Jones, Australian Museum

15 November - iNaturalist Site - Mark McGrouther, Australian Museum

Mark's talk is about his project within iNaturalist, which is a dive site where people upload photos to be identified and to record the sighting. Mark has a project within that site for Australasian Fishes so people that upload a photo of an Australasian fish are tagging it to the project.

20 December - Christmas Meeting

Dive Club Calendar

October 2017

Date	Description	Location	Organiser
18 October	Club Meeting	Rowers On Cook	Caroline Corcoran-Stojanovic
21 October	Boat Dive	Barens Hut	Eda Di Camillo
22 October	Shore Dive	Bare Isl or Kurnell	Eddie Ivers
28 October	Commercial Boat Dive	Ex HMAS Adelaide	Jane Scarsbrook
29 October	TBA		

November 2017

Date	Description	Location	Organiser
4 November	Deep Dive	TBA	Peter Flockart
5 November	Shore Dive	Oak Park or Shiprock	Paul Pacey
11 November	Boat Dive	Pizza Reef	Tricia Henry
15 November	Club Meeting	Rowers on Cook	Caroline Corcoran-Stojanovic
18 November	Boat Dive	Marys Reef	Peter Flockart
19 November	Frenchmans Bay Boat Dive/BBQ	La Pouse	Bill Rowland/Jane Scarsbrook
21 November	Calendar Planning Night	Rowers on Cook	Caroline Corcoran-Stojanovic
25 November	Shore Dive	Swansea Bridge @ 9am	TBA
26 November	Boat Dive	Bombo Wreck	Aidan Slevin

December 2107

Date	Description	Location	Organiser
2 December	Boat Dive	Marley Sponge Gardens	Peter Flockart
3 December	Christmas Party	Botany Bay National Park	Jane Scarsbrook
9 December	Deep Dive		Peter Flockart
10 December	Available	TBA	Available
16 December	Boat Dive	Wattamolla	Peter Flockart
17 December	Shore Dive	Oak Park or Shiprock	Eddie Ivers
20 December	Club Meeting	Rowers on Cook	Caroline Corcoran-Stojanovic

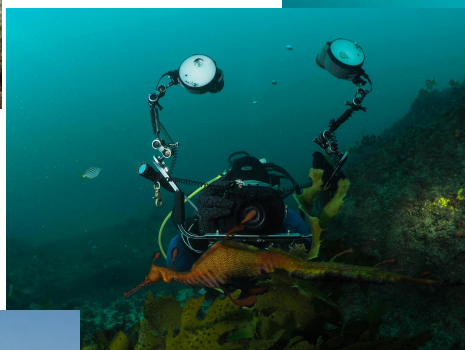
Thursday Night Dives – every week – email sent out early in the week advising location and time

Regular Shore Dives – advice is via email or facebook

There will be diving over the Xmas/New Year Break, So watch Your Emails & Facebook

Your Committee

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These Two vessels were also wrecked at the Northern end of Frenchmen's Bay, the week prior to the 23rd Sept Barens Hut

