

SDFSFA Bulletin October 2007

This bulletin is provided as a service to members of the
SCUBA DIVERS FEDERATION OF SA

Working to develop the sport of Scuba diving in SA
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We are publishing this electronic bulletin as a separate publication to our normal monthly SDF News Sheet. Future issues of this “SDFSFA Bulletin” will include lengthy articles about matters of interest to recreational divers. We welcome contributions from our readers.

If you don't have the time to read through everything in this bulletin, take advantage of the following table of contents. Click on any item of interest to proceed straight to that section.

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PIRSA REMINDER FOR ROCK LOBSTER FISHERS

Zone rock lobster season opening this (October) long weekend, recreational fishers are being urged to take notice of bag limits and size restrictions to help preserve stocks for the future. Fisheries compliance officers will be alert to rock lobster offences throughout the season, which opens on Monday, 1 October at 6am and runs to the end of May. PIRSA Fisheries' Acting Compliance Manager Gary Darter said that Fisheries officers would be conducting random checks throughout the season to ensure all rock lobster fishers complied with the regulations. “Failure to comply may lead to significant penalties,” Mr Darter said. “Anyone unsure of the regulations surrounding the rock lobster fishery should get in touch with their local Fisheries office or call 1800 065 522.” Recreational rock lobster pots must be registered and have the registration tag on display. Only be used by their registered owners. Comply with the specifications outlined in the Recreational Fishing Guide. Copies of the guide are available from Fisheries offices or online at

http://www.pir.sa.gov.au/fisheries/recreational_fishing/recreational_fishing_guide.

Recreational fishers are also reminded that The minimum legal length is 9.85cm.

Bag limits are four per person per day, or a boat limit of eight where two or more people are in the boat. Berried female rock lobsters (with eggs) are protected at all times of the year and must be returned to the water unharmed. Half the middle tail fin must be cut off before reaching the high water mark to show the lobster has been caught recreationally.

Anyone with knowledge of fisheries offences should call Fishwatch on 1800 065 522.

Source: (Monday, 24 September 2007)

http://www.pir.sa.gov.au/home/media_list/fisheries/reminder_for_rock_lobster_fishers

“INTRODUCTION TO MARITIME ARCHAEOLOGY” (AIMA/NAS PART 1) COURSE IN NOVEMBER

The Australasian Institute for Maritime Archaeology (AIMA) will be offering an “Introduction to Maritime Archaeology” (AIMA/NAS Part 1) course in November 2007 in Adelaide.

Venue: Flinders University, Humanities Building, Room 112.

Dates & Times: November 10 & 11, 2007 (Sat. & Sun.) 9 am - 5 pm

Cost: \$160.00

Registration Deadline: October 25, 2007 (limited to 20, so register now!)

** Each participant receives an annual membership in the Australasian Institute for Maritime Archaeology (<http://aima.iinet.net.au/>) **

General enquiries and registration contact: Jason Raupp, AIMA/NAS State Tutor (South Australia), 8201-5533, jason.raupp@flinders.edu.au .

This 2-day course will be taught by staff from Flinders University’s Program in Maritime Archaeology and South Australia’s Department of Environment and Heritage, and is open to the public (divers and non-divers alike). More info can be found below or at the AIMA website: <http://www.aima.iinet.net.au/frames/aimavtframe.html>.

Course Information: AIMA is a non-profit organisation dedicated to the preservation of underwater cultural heritage, and promotion of maritime archaeology conducted in accordance with internationally accepted ethical standards. The training course that will be offered is taught in conjunction with the Nautical Archaeology Society (UK) and is one of a four part series on maritime archaeology. This internationally recognised course is being currently run in the UK, South Africa, Canada and the USA.

The AIMA/NAS Part 1 course is a 2-day, non-diving introduction to maritime archaeology, which includes lectures and practical work on simulated shipwreck sites on land. Subsequent Parts in the series will involve the application of acquired skills to actual sites underwater. This includes their documentation, data processing and the publication of those results.

We are excited to get this training up and running again in South Australia and look forward to your involvement. Seats are limited due to the small venue at Flinders University. If there is enough interest, other courses will be organized, and we will be happy to discuss the possibility of organizing special courses for shops (throughout the state) and special pricing is available. Please contact me if you have any questions!

(As you might recall, we ran this course in August and found it to be a huge success.

Therefore we are hoping that you would be kind enough to pass the information about the November course on to your customers / club members so that we can get the word out to everyone in the diving community who enjoys maritime heritage and be might interested in participating. Any help that you can provide will be greatly appreciated!)

Jason Raupp, Technical Officer - Maritime Archaeology, Department of Archaeology, Flinders University, GPO Box 2100, Adelaide, SA 5001.

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RAPID BAY JETTY UPDATE

Robert Jenkins, Project Director for the Office of Major Projects and Infrastructure, has provided the following update re the Rapid Bay jetty: -

A consortium of Bardavcol and Maritime Constructions has been appointed to undertake the geophysical investigations at Rapid Bay for the new jetty.

The work will include three parts: -

Sonic testing work started on 25th of September. A small sled was dragged over the seabed and foreshore, sending out ultra sonic pulses, and seismic microphones recorded the reflected sound. The timing and frequency of the reflected sounds allow a profile of the sea bed to approx 6 metres deep to be developed. The profile will show how deep the layers of sand and rock are and the relative density of the rocks. The fieldwork was expected to take approx 3 to 5 days. The equipment would have minimal impact on the environment and would not prevent divers or anglers from using the bay.

A couple of **test holes** will be drilled on the foreshore to confirm the rock structure. The data will be compared to the sonic profiles with the two sets of data used to confirm the thickness and density of the rocks in the bay. This information will be used to identify the best places to undertake the test piling, usually the hardest rocks.

Test piling was due to commence after the 5th October (now 15th), depending on the weather. Several piles were to be hammered into the seabed to check that the proposed techniques will work on site. The piling will be undertaken from a barge using an eight-tonne piling hammer and will take up to 5 days. The piling will be undertaken in accord with an environmental management plan that is aimed at minimising the impact on the environment and includes protocols to protect marine animals from the work. If impenetrable rock is encountered, a range of techniques and jetty locations will be investigated.

The results of the investigation will be used to finalise the design for the jetty. The amended design will be presented to the Rapid Bay Jetty Design Group for consideration before any construction work on site commences.

Thanks Robert.

Will Scapens from NautiGuides reports that Robert told him that silt screens are planned to be used whilst pile driving to avoid stirring up the water too much, to allow continued diving during construction. Will says "I imagine these screens will help, but I did then wonder about the noise effects and out of interest thought I'd ask your views". We told Will that we hadn't heard about the screens at all. We said that we hadn't given it much thought, if any, at all. We added that it was great to hear about their efforts to keep silting to a minimum. We told Will that noise effects can be horrific, adding that I was diving at Wallaroo jetty on 29th September and finished up at the Pilot boat mooring section close to the start of the jetty, past the swimming pool enclosure area. This mooring section is protected below the surface by a wall of thick wooden planking to reduce the swells from the south (?) side of the jetty. There was an awfully loud (wooden?) banging noise every few seconds that caused me to block my ears as I surfaced. I don't know what was causing the banging but imagine that there was some loose planking somewhere on the jetty. We do understand that (Naval) explosions at sea disrupt the sonar for whales and

other marine mammals, causing them to lose their way and become stranded on beaches. Hope that this helps.

DODGE TIDES

According to the web page at

<http://www.bom.gov.au/oceanography/tides/dodge/dodge.shtml> , 'Dodge Tide' is "a local South Australian term for a neap tide with minimal rise and fall over the course of a day or two. While very 'flat' neaps occur in a number of locations worldwide, the term 'dodge' is used only in South Australia. Professor Sir Robert Chapman, C.M.G., writing in the Official Yearbook of the Commonwealth of Australia of 1938, stated "At spring tides the range, due to the semi-diurnal waves, is $2(M_2 + S_2)$, and at neaps, if the two are equal, or nearly equal, they practically neutralize one another and cause no rise nor fall at all. This is what happens at Port Adelaide where at this period the recording gauge shows frequently little or nothing in the way of tide, in some cases the level of the water remaining almost constant for a whole day; in other cases one small tide occurs during the day. On each side of this tide is markedly irregular both as regards time and height, and the apparent impossibility of saying when the tide will be at this particular period has presumably gained for it its name 'The Dodger'." To see when a dodge tide is likely to occur in Gulf St Vincent, PDF files of annual plots of the predictions for Port Adelaide (Outer Harbor) are available at

<http://www.bom.gov.au/oceanography/tides/dodge/oh2008pre.pdf> . Other relevant web pages include <http://www.bom.gov.au/oceanography/tides/MAPS/sa.shtml> and http://www.bom.gov.au/cgi-bin/oceanography/tides/tide_predictions.cgi .

NEWS FROM VICTORIA

"Find turns port into bomb bay

by Kelly Ryan (Herald Sun), October 09, 2007

Wharf workers were thanking their lucky stars last night when a live shell found under Portsea pier was safely blown up in Port Phillip Bay. A GTK Construction crew had spent four months sinking huge pylons around the pier, oblivious to the six-inch mortar round lying dormant but deadly under their feet. "We've been pumping pylons around the pier for 10 hours a day for four months," stunned carpenter Chris Koski said. "Thank God it didn't go up when we were on top of it." Victorian search and rescue and water police squad called in navy clearance divers from Sydney to identify and later detonate the big, bullet-like device out at sea. Amateur divers found the bomb in 5m of water, a metre off the pier about lunchtime on Sunday. It is believed the mortar round was between 40 and 50 years old. It was unearthed during a \$600,000 Parks Victoria renovation of the pier. Ironically, the works were in part to reinstate the pier's load capacity to allow access to emergency vehicles. Mr Koski said his crew had been responsible for sinking 35 new pylons 5m into the sea-bed using a one-tonne hammer. Point Nepean has long been the scene of military and artillery practice up to the end of World War II. The device was detonated with just a pop of an explosion and a few bubbles on the surface 10 nautical miles off shore."

Source: <http://www.news.com.au/heraldsun/story/0,21985,22553789-2862,00.html>

(Neville Skinner says that this story "is extremely interesting (to say the least)". "How many of us, including myself have walked past that very spot....?" he says.)

KAWIKA CHETRON'S COLDWATER IMAGES

There is a wonderful website at <http://www.coldwaterimages.com/> . It tells of the disappearance of 32-year old lone diver Kawika Chetron. Kawika loved underwater photography and, as a software engineer, he produced his own web page featuring his best work. The Advertiser's Samela Harris recently wrote in her "Net Adventures" column that Kawika had "assembled one of the most brilliant underwater photo galleries on the web". As Samela also reported, "No one knows how or why (Kawika) was lost at sea this year". According to the website, "On Saturday, March 17, 2007 Kawika Chetron launched his boat in Eureka, California. When he did not return that evening, the Coast Guard launched a search, finding his boat* Sunday morning. Kawika's camera was on board; Kawika and his dive gear were not. The Coast Guard continued the search until Monday evening. He has not been found."

* A 17-foot Boston Whaler called *Rapture*.

Links for two newspaper reports are given as follows: - Eureka Reporter, March 26, 2007 (<http://www.eureka-reporter.com/ArticleDisplay.aspx?ArticleID=22093>) and San Francisco Chronicle, April 1, 2007 (<http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2007/04/01/MNGMROVNMM1.DTL>). Following the disappearance of Kawika, his family and friends are dedicated to keeping his site up and plan to soon make his quality prints available to benefit one of Kawika's favorite causes. Check out his website at <http://www.coldwaterimages.com/> , you won't be disappointed. On the different web pages associated with the site, Kawika discusses his beautiful images or underwater photography in general. Be sure to check out "Kawika's Favorite Fifteen" at http://www.coldwaterimages.com/favorite_fifteen.html .

AE2 EXPEDITION UPDATE

As reported in last month's news sheet, a Navy supported expedition to Turkey in September was investigating the possibility of raising the HMAS AE2 submarine. AIMA Members, Tim Smith and Ian MacLeod were participating in the AE2 Commemorative Foundation Inc archaeological expedition to the AE2 submarine wreck site near Gallipoli, Turkey. The AE2 lies in 73m of water near the Turkish town of Karabiga on the southern shores of the Sea of Marmara. (The AE2, dubbed the "Silent ANZAC", was the first Allied submarine to penetrate the Dardanelles in 1915 as part of the Gallipoli Campaign. After five hectic days "running amok", she finally fell to Turkish gunfire and was scuttled. Source: <http://www.navy.gov.au/events/ae2-expedition-to-turkey>)

As reported in our news sheet, a serious diving incident occurred at approximately 1453 on Wednesday 12th September. The following details were included in the September issue of our SDFSA Bulletin: - "According to the web page at <http://www.submarineinstitute.com/?doc=46> . . . The casualty was recovered onboard, revived and stabilised by medical staff embarked in the Diving Support Ship. Turkish and Australian hyperbaric specialists accompanied the casualty during the speedily executed evacuation by Coastguard, Naval helicopter and ambulance to a modern intensive care unit in a private Bursa hospital. The casualty remains in a stable condition, tests to date are encouraging. As a result, sedation has ceased and we anxiously await the next 24 hours." Below are some subsequent reports posted at <http://www.submarineinstitute.com/?doc=46>: - "Friday 14 September: We were happy to

advise the media that the diver had made good progress and was taken off sedation overnight. Sunday 16 September: The casualty has recovered well and was moved from ICU to a normal ward on Saturday. The casualty's diving equipment was recovered by divers at 1115 Friday and dismantled under controlled and fully documented conditions, with the Turkish Navy Liaison officer in attendance."

A report by Peter Briggs, Chairman AE2 Commemorative Foundation Ltd, was posted on the same web page on 18th September 2007: -

"Diving at this depth is a serious business and not without risks. A serious diving incident occurred on Wednesday afternoon (12/9), resulting in the near drowning of one of the team's divers. Shortly after the two divers entered the water to dive on the submarine it became apparent that one was in difficulties with equipment. The second diver provided support and air from his own emergency supply. Two surface support divers standing by on diving support vessel entered the water and the casualty was brought to the ladder, diving gear removed and dropped to the seabed prior to hoisting the unconscious casualty onboard. The embarked medical staff immediately began resuscitation and succeeded in reviving and stabilising the casualty. The pre-planned emergency procedures for a medical evacuation were implemented and provided highly effective. The Turkish Navy quickly coordinate the attendance of a high speed Coastguard cutter, a Turkish Navy helicopter and a waiting ambulance to convey the casualty to hospital.

Although this incident could have had very serious consequences, this was avoided by the rapid and highly effective response by the expedition team and the Turkish authorities. Happily, the casualty has recovered well and was discharged from hospital on Monday and plans to rejoin the team prior to their departure on Wednesday (19/9)."

Below is the rest of Peter Briggs' report on the web page: -

"Having Achieved its Objectives, the AE2 Team returns home -

For 8 days the team has awakened to the pre dawn call to the faithful, operations have ended only when the diving bottles had been recharged – normally in the early hours of the cool autumn nights. Today (18 September 2007), the Australian team of 21 is cleaning and packing its complex diving and technical equipment for transport back to Australia. The objectives set for the AE2 Expedition have been achieved. The data collected from the World War I Australian submarine AE2 and the environment surrounding her will enable us to evaluate its residual strength and recommend practical option for its future preservation. Two unique achievements stand out. A video camera was inserted into the submarine's control providing the first images since her valiant crew scurried to safety 92 years ago and the mystery of its remarkably good state of preservation has been unravelled. Taking advantage of particularly calm weather and good underwater visibility one team of AE2 divers descended early on Tuesday morning and rigged the drop camera above the conning tower hatch before commencing their 2-hour trip back to the surface, entailing 8 long decompression stops over 73m of depth. Immediately the images started to flow back to the control display manned by the scientists from DSTO who have developed the camera and its control arrangements. A second team of divers descended into the depth for their 35-minute time on the bottom. Avoiding 'Bunts'*, the conger eel who had been watching developments from his vantage point at the upper conning tower hatch, they lowered the camera past the obstructions of the ladders and lower hatch into the centre of AE2's control room. The

water is clear and pristine, with little silt or growth evident on the multitude of gauges and equipments. The view is a narrow field – through an underwater keyhole – a time machine to take us back to AE2 92 years ago. The jubilation in the control centre on the diving support ship was discernable in the hasty reports relayed ashore to the headquarters in Karabiga by UHF radio – “*We’re in*”. Reviewing footage it is obvious that we have some amazing shots. When combined with the computer generated imagery of the AE2 control room, developed by the team of DSTO scientists and a portfolio of excellent black and white photographs from E class submarines we have a unique insight into the heart of AE2. The second break through came from on site analysis of the concretion samples obtained from the hull of the submarine and samples from the silt surrounding her. These have yielded the secret of AE2’s relatively good condition. It appears that the hull has been submerged in silt on 4 occasions during its 92 years on the bottom. The fin has stayed above the silt line, keeping the interior free from silt. The low oxygen environment of the silt and burial of the submarine in its protective coating explains the slow corrosion rate of the hull. Tomorrow the team will complete their packing and farewell the many newly made friends in the little fishing village of Karabiga in Turkey where the Expedition was based for the last ten days. A fitting end to a joint Turkish and Australian expedition, made possible by the Commonwealth Government and Australian industry sponsors, to record and tell the story of the brave and daring action of the crew of the Australian submarine AE2 – Australia’s Silent Anzac.

Peter Briggs, Chairman AE2 Commemorative Foundation Ltd - 18 September 2007”

* The Conger eel called 'Bunts' lives in the conning tower. He (?) is so called because 'Bunts' is the naval slang for a signalman. The flags used by the signalman are made of bunting and stowed in the conning tower where the eel now lives. (Don't know how the AE2CF arrived at the conclusion that the eel is a male though.) A photo of 'Bunts' can be found at <http://homepage.mac.com/frank.owen/AE2/PhotoAlbum40.html> .

Expedition details and updates can be found on <http://www.AE2.com.au> or at <http://www.submarineinstitute.com/?doc=46> .

PHOENICIAN SHIPWRECKS IN THE MEDITERRANEAN

On Monday 17th September 2007, the Society for Underwater Historical Research and the Flinders University Program in Maritime Archaeology held a public lecture by Wendy van Duivenvoorde, Assistant Curator for the Western Australian Maritime Museum at Fremantle, WA. She is most notably recognized for her cutting edge research on the timbers of the VOC ship Batavia. Wendy’s presentation, titled “Phoenician Shipwrecks in the Mediterranean”, was held at the Institute Lecture Theatre in the Institute Building on the corner of North Terrace and Kintore Ave, Adelaide. The aim of her lecture was to provide an overview of Phoenician (Near Eastern) seafaring, discuss all the pertinent shipwrecks known to date and their cargoes, and highlight the archaeological research of the Bajo de la Campana shipwreck. The following details are taken from the publicity flier for the evening: -

“Phoenician Shipwrecks in the Mediterranean

Little is known of Phoenician seafarers, master navigators of the ancient world, and their ships. They sailed long distances across the Mediterranean Sea and beyond, and have

undoubtedly left behind an important archaeological record from shipwrecks still to be explored.

The earliest two shipwrecks, found off Cape Gelidonya and Uluburun in Turkey and dating to the late Bronze Age, are the most important shipwreck finds ever uncovered. Both ships and their contents have contributed significantly to our understanding of many aspects of the Mediterranean Bronze Age, including ship construction, trade, chronology, and international relations.

In the last decade, five wrecks of Phoenician ships have been found from the Iron Age, dating to the eighth and seventh centuries B.C. They promise to reveal important information on Phoenician seafaring and long-distance trade routes in the Mediterranean. They come from a time during which the Phoenicians founded colonies on the coasts of Sicily, Sardinia, Malta, North Africa, Ibiza, and the Iberian Peninsula, and reinforced their trading relationships all across the Mediterranean.

This summer (2007) a new shipwreck excavation started to uncover the remains of the seventh-sixth-century B.C. shipwreck of Bajo de la Campana in Spain. This new project is conducted by the Institute of Nautical Archaeology and Museo Nacional de Arqueología Marítima under direction of Juan Pinedo and Mark Polzer. It is planned to continue for several years and will concentrate on the ship's excavation, conservation, and study. The ship itself carried a cargo of raw materials such as amber, tin, lead, and ivory."

THE RACE TO CLAIM SOVEREIGNTY OVER THE ARCTIC REGION

In August 2007, a Russian mini-submarine dived from a command ship 4,200m below the sea and, with a mechanical arm, planted the Russian flag on the seabed below the North Pole. A mechanical arm dropped a specially made, rust-proof titanium flag painted with the Russian tricolour onto the Arctic seabed at a depth of 4,261 metres. Two submersibles were used for the dive. The expedition lasted 90 days and cost nearly 100,000 roubles (\$4.6 million). The Arctic 2007 expedition became the first to plant a flag on the seabed directly below the North Pole. It symbolically claimed the area for the Kremlin. Geologists believe that the area is rich in minerals and energy deposits. Russia's natural resources ministry says that samples of earth taken by the mini-submarine show, beyond doubt, that the Arctic is Russian. Now Russia says that the scientific evidence cements their claims and they will present it to the United Nations. Other countries aspiring to own the Arctic seabed have rushed to reiterate their own claims before a May 2009 deadline. A Danish-led expedition has since been searching for geological evidence to prove that an underwater oceanic ridge in the Arctic belongs to Denmark. During a month long expedition, the Danish team collected geological data which they hope will show that the 2,000 kilometre-long Lomonosov Ridge, which is at the centre of the current dispute, is attached to the Danish territory of Greenland, making it an extension of the arctic island. Russia contends that the ridge is an extension of its own continental territory. Denmark wants to strengthen its claim on potential oil and other resources in the North Pole region. Some scientists believe Denmark and Russia are both wrong about the ridge, suggesting that a deep trough may separate the ridge from the two countries' respective continental shelves. Russia's submarine mission has certainly sparked off a race for sovereignty in the Arctic. Canada has announced it is to build new military facilities in the region to assert its claims, and the United States has sent an ice breaker

north to map the Arctic ocean floor in support of its own case. Norway has called on countries with land bordering the Arctic region to stop the race to claim sovereignty over the region's vast mineral resources. Norwegian Foreign Minister Jonas Gahr Stoere says there are established procedures to deal with the issue. "If anybody is under the belief that we solve this by racing up there with flags or other demonstrations of sovereignty, those who say that are wrong and they should be told they are wrong," he said. "There's no need to see this as a race, it is not the way you settle these kind of issues."

Sources: <http://www.abc.net.au/news/stories/2007/09/20/2039215.htm>,
<http://www.abc.net.au/news/stories/2007/07/30/1991852.htm>,
<http://www.abc.net.au/news/stories/2007/08/03/1995558.htm>,
<http://www.abc.net.au/news/stories/2007/08/05/1996905.htm>,
<http://www.abc.net.au/news/stories/2007/08/12/2002814.htm>,
<http://www.abc.net.au/news/stories/2007/08/18/2008519.htm> .

FERRY NEWS

If you are considering a ferry trip to Tasmania, all *Spirit of Tasmania* ferry tickets purchased are subject to terms and conditions. A copy of the terms and conditions is available on request. Call 13 20 10 or contacting your travel agent for a copy. Check in for your trip commences 90 minutes prior to departure. To ensure your sailing leaves on time you must check in at least 45 minutes prior to your scheduled departure time to allow completion of check in and security procedures. Arrival after this time will not allow you to travel and may result in you forfeiting the fare paid. Passengers and their vehicles will be subject to a security check (under the Maritime Transport and Offshore Facilities Security Act 2003) prior to boarding. A Spirit of Tasmania General Information Guide can be requested at <http://www.spiritoftasmania.com.au/brochures/index.htm> . You may be able to download it direct from http://www.spiritoftasmania.com.au/documents/guide_0708.pdf . Frequently asked questions can be viewed at <http://www.spiritoftasmania.com.au/FAQs.htm#facilities> (Otherwise, call 1800 634 906 for further details.) - questions such as: -
"Can I take gas bottles on board?"

The answer to that question is "Gas bottles that are not connected to a motor-home or campervan must be declared at check-in. They will be placed on a trolley for the voyage. You will be issued with a receipt, which must be handed in on arrival when collecting the gas bottle. Gas bottles are not required to be emptied."

Source: <http://www.spiritoftasmania.com.au/FAQs.htm#luggage6>

"Can I take jerry cans with fuel on the ship?"

Answer – "All jerry cans must be empty and dry of residual fuel* before they can be carried on Spirit of Tasmania. There are strict regulations."

Source: <http://www.spiritoftasmania.com.au/FAQs.htm#luggage7>

* If you arrive at the ferry with jerry cans of fuel, these will be emptied and flushed with water before you are allowed to take them on board.

The Scuba Divers Federation of SA is a member of the following: -
Rapid Bay Jetty Design Group
SARFAC (SA Recreational Fishing Advisory Council)

Fleurieu Reef Management Committee (Ex-HMAS *Hobart*)
TRAIL COMMITTEES - SA Trails Coordinating Committee (Office of Recreation & Sport) and Port Noarlunga Reef Underwater Trail South Australian Trails

Contact the Federation's Secretary on sdfs@adam.com.au to be included on the mailing list for this electronic bulletin.

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