

SDFSFA Bulletin August 2006 – Sponsored by
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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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SA REGIONAL MARINE PLANS

As stated in our August news sheet, “The Environment Minister, Gail Gago, has released a marine planning framework similar to land development guidelines. This new (marine planning) framework will help to guide marine development and activities. It provides for the development of six regional marine plans to guide use of the state’s waters. The first regional marine plan to be released is for Spencer Gulf. Minister Gago says that “the “Draft Spencer Gulf Marine Plan” has been developed as a pilot to trial the groundbreaking methodology and principles of the overall framework”. This is all very curious considering that we were originally advised five years ago that, “In February 2001, the SA government approved the development of a pilot Marine Plan for the Spencer Gulf”. We have letters from the Project Manager, Spencer Gulf Marine Plan, Office for Coast and Marine 4-5 years old. We have copies of three issues of the “Spencer Gulf Marine Plan” updates (newsletters) 4-5 years old. We have an undated pamphlet titled “Marine Planning – A guide for all users” which says that “The Marine Planning process commences with the development of a Marine Plan for the Spencer Gulf region” and “Government will be running an educational campaign to help answer

questions that you may have regarding marine planning and the Spencer Gulf Marine Plan". The first issue of the "Spencer Gulf Marine Plan" newsletters (update issue No.1, October 2001) says that "The development of a Marine Plan for the Spencer Gulf forms part of the commitment by the Government of South Australia, *Our Seas and Coasts: A Marine and Estuarine Strategy* (for South Australia), which was launched in 1998". We have a copy of that report. This report, plus all of the other papers mentioned above are all filed together under "Marine Plan for Spencer Gulf". We have also now received a copy of the DEH's "Marine Planning Framework for South Australia – Overview", June 2006, ISBN 1 921018 40 2. For further information visit <http://www.environment.sa.gov.au/coasts/planning.html> . To view a copy of the Plan visit http://www.environment.sa.gov.au/coasts/pdfs/sg_marine_plan_draft.pdf . Rosemary Paxinos (Project Officer, Marine Planning, Coast and Marine Conservation Branch) is presenting a marine planning update at 12.30pm on Wednesday 30th August as part of the Department of Environment Coast and Marine Seminars. It is being held in the Coorong Boardroom, 1 Richmond Road, Keswick. Everyone is welcome to attend. Information sessions about the Draft Spencer Gulf Marine Plan are being held around the state from 22nd to 31st August. Contact the Marine Planning Team on 8124 4900 or at marineDEH@saugov.sa.gov.au for details.

NATIONAL SCIENCE WEEK

One of the National Science Week events currently happening in South Australia "Hoofs to fins – how does pig poo translate into fish?" where you can "see fish blissfully swimming, unaware of their pig poo origins, and the chain of events that makes this possible". It is being held on Friday 18th August 1pm to 4.30pm at Roseworthy Campus, Wasleys Rd, Roseworthy. It will be followed on Sunday 20th August by "Hoofs to fins: How waste products from one animal can be a resource for another". Waste from animal farms can become a new resource for biofuels. See how to rear fish from waste. (See "Abattoir fish project likely to expand" below.) This event runs from 10am to 4pm at the University of Adelaide Faculty of Science display, North Tce, Adelaide. Phone 8303 9433 or email taylor.grace@saugov.sa.gov.au for more details. One of the Science Week events being held on KI is "Getting to know the Natives" activities culminating in the "Very Fishy Forum" chaired by Heidi Bartram with Michael Hammer as the key note speaker. "A Very Fishy Forum" is a global invitation to a forum sharing information, knowledge and issues regarding Native Fish and the latest scientific and educational endeavours in the field - some very "fishy" questions will be raised and debated, with a panel of experts from the Native Fish Association, Primary Industries, DEH and KI Natural Resources Management Board. It is being held at the Ozone Seafront Hotel Function Room, Kingscote at 2pm on Thursday 17th August (or via Centra webcasting technology). Afternoon tea and drinks to follow. You might like to link in via Centra. It's a Centra webcast event being run by students, with support from Liz Murphy of Outreach Education and the SA Maritime Museum.

Most events will be free but many require registration. For more information visit the Science Week website at <http://www.scienceweek.info.au/> .

ABATTOIR FISH PROJECT LIKELY TO EXPAND

The first attempt at growing fish in wastewater from abattoirs has been successfully carried out in SA. The Tatiara Meat Company uses about 1m litres of water a day in its operations. Most of this water is recycled, but wastewater held in storage ponds is now being used to grow goldfish, barramundi and carp, purifying the water so it can be used to grow fodder for livestock. Tatiara's Environmental Officer, Fil Farina says the project is likely to expand. He said "A lot of meat processing works do have storage lagoons on site and also a lot of them do have further processing facilities, say a rendering plant, if they want to look at fishmeal so I do see a big future for this sort of a project."

MORE ON THE *ULONGA*

The July issue of Dive Log included my article about the history of the *Ulonga*. David Cowan sent us the following information about the shipwreck after reading my article: -
"Hi Steve,

I refer to your article entitled 'The History of the Ulonga Wreck' which appears on page 38 of Dive Log Australasia No 216 (July 2006). I have the following comments.

I plotted the location of the Ulonga using Christopher Deane's GPS readings onto a chart. I found that the wreck is approximately 26.5 km due west (give or take a 1 or 2 degrees) of Haycock Point at Carrickalinga or approximately 16.5km from Rapid Head (on a bearing of approximately 310 degrees) or approximately 21km from Wirrina Cove on a bearing of 295 degrees. Incidentally, the latter cruise will take one immediately past the site of Ex-HMAS Hobart. Accordingly, I think it would be more correct to state that Ulonga sunk off Rapid Head if one wants to use a minimum of words. Otherwise, one should be fairly specific in describing the location. The following websites (if you have not already visited these) contain (or previously contained) information about the Ulonga. Richard (Harry) Harris' personal website (http://users.bigpond.net.au/harry_online/ulonga.htm) (when visited in January 2005) had a description of a dive on the Ulonga. On this page, Harry claims to be one of the discoverers of this wreck. The USDC web site used to have a page (when visited in January 2005) which included nice aerial photo showing the Ulonga underway and a drawing of the vessel. I suspect that these and other materials on the site were provided by the Department of Environment & Heritage. The Ulonga was effectively still in one piece when I dived on it in January 2005. It does sit upright on the bottom. All of my instruments recorded a depth of 37metres.

Regards, David Cowan"

Many thanks for these details David. Richard (Harry) Harris' website at http://users.bigpond.net.au/harry_online/ulonga.htm gives a few details missing from my article. The car mentioned in my article was apparently a Chrysler Valiant. Harry describes the wreck on his web page which also includes a few photos of the site.

VICTORIAN ABALONE VIRUS UNLIKELY TO SPREAD TO SA

South Australia's abalone industry claims it's highly unlikely the ganglioneuritis (herpes) virus that's infected abalone hatcheries in Victoria will to spread to SA. The South Australian Agriculture, Food and Fisheries Minister, Rory McEwen, met with the Abalone Council of Australia, to discuss a plan to monitor the spread of the virus and to

formulate a national response. The Abalone Council chair, Michael Tokley, says there are concerns the virus could be a threat but he's confident it's been properly contained. "As far as I know the outbreak has been contained to about three bays near Port Fairy, and that Fisheries Victoria are monitoring very closely what's happening to those stocks around those areas. The likelihood of it spreading to SA is fairly minimal - thank goodness." Rory McEwen says the decision to prohibit the movement of abalone from Victorian hatcheries into South Australia is merely a cautionary one. Victoria has shut four abalone farms and a 10km stretch of coastline to abalone divers, after the discovery of the ganglioneuritis virus. He says in the meantime, the SA industry needs to be protected. "There's no point in hypothesizing about what may or may not happen," he said. "Importantly, we've got to make sure that we're not exposing either the aquaculture industry or the wild stock to risk." Meanwhile, the owner of one of four Victorian abalone farms shut down over the ganglioneuritis virus says he is confident he will be able to rebuild. Allendale East man Graham Pollard says he spent 10 years developing the \$10m Southern Ocean Mariculture development just out of Port Fairy, and was devastated when he noticed some of his fish dying. "We think it came from the wild," he said. "We're not sure - no-one really knows, but there were fish found in the bay where we draw our water from and the abalone in the bay had the same virus." Visit <http://www.abc.net.au/rural/sa/content/2006/s1669461.htm> and <http://www.abc.net.au/news/newsitems/200606/s1669256.htm> for more details.

CHANGES TO EMERGENCY BEACON SYSTEM

The current system of distress beacons, those operating on the 121.5 MHz frequency, are about to be phased out. These beacons include EPIRBs (Emergency Position-Indicating Radio Beacons) for use in boats, ELTs for use in aircraft and PLBs (Personal Locator Beacons) for other uses such as on land in remote areas. The Australian Maritime Safety Authority (AMSA) is responsible for the operation of the distress beacon system within Australia. Beacons operating on the 121.5 MHz frequency are to be phased out by 1st February 2009 and a new system based on 406 MHz distress beacons is being phased in to take its place. The 121.5 MHz beacons will no longer be supported by the Cospas-Sarsat satellite system from 1st February 2009. 406 MHz beacons use digital technology that allows a unique identify (often called the HexID) to be transmitted when a beacon is activated. This HexID corresponds to an entry in a registration database that provides the search and rescue authorities with valuable information about the owner of the beacon. The system also provides a position to within 5km of the beacon's position when activated. A homing signal on the beacon allows searchers to home in on the beacon once in the general area. If the beacon has a GPS interface, the position passed over the satellite system to the rescue coordination centre is accurate to within 120m. GME and Pains Wessex Australia are two Australian companies who introduced low cost 406 MHz EPIRBs (GME and KTI) over the past two years. These are now selling for about \$450. GME and Pains Wessex Australia will both release 'pocket size' PLB models in the next few months. The GME and KTI model PLBs are expected to be similar in size and weight to their 121.5 MHz models. It is expected that pricing will be similar to their EPIRBs. The GPS capable beacons will probably be about \$200 dearer than the standard models. Further information can be sought from GME (www.gme.net.au) and Pains Wessex Australia (www.painswessex.com.au).

DICKEY GETS T.L.C.

Below is a recent report about preservation work being done on the SS *Dickey* (or *Dicky*), an old iron steamship wreck. She has remained on Dickey Beach, just north of Caloundra, Queensland, since being forced ashore during a cyclone in 1893.

“At more than 100 years of age, a lady is more than entitled to have a little work done. Especially if she has weathered a cyclone, staved off relocation attempts and helped shape a community. The SS *Dicky* received a little extra tender love and care yesterday, with Caloundra City Council spending \$10,000 on a preservation program. The council sought advice from the Western Australian Maritime Museum, which recommended the wreck be excavated and have a mixture of spirit of salts and fish oil applied after being thoroughly cleaned through water blasting. Councillor Don Smith said the preservation process would help to extend the life of the SS *Dicky* by 10 to 15 years. “There is not a lot of life left in her, but no one can predict how long she is going to last,” he said. “We decided she was an icon and had a very strong heritage value for our city, so we are doing what we can.” The steam ship was carrying 40 tonnes of sand and a crew of 11 when a cyclone and large seas forced her ashore in 1893. Attempts to refloat her failed, but she became a popular Caloundra attraction and was even used as a changing shed in her earlier life. Time and tide have slowly reduced the steam ship to a hulk but, as the last shipwreck sitting on an Australian patrolled beach, her place in history is assured. Mr Smith said the SS *Dicky*’s place in local folklore could not be denied. “This wreck has been such a big part of our community and this beach,” he said. “Families have been coming to this beach for years to have photos taken in front of the wreck. We may have to undertake this process every five or 10 years or so, just so we can preserve it for as long as possible.”

By Amy Remeikis

<http://www.sunshinecoastdaily.com.au/localnews/storydisplay.cfm?storyid=3692015&thesubsection=localnews&thesubsection=&thesecondsubsection> - Sunshine Coast Daily – Queensland (07/11/06)

Source: The Marine Cultural and Historic Newsletter (a monthly compilation of maritime heritage news and information from around the world) Volume 3.07, 2006.

ANDREA DORIA CLAIMS DIVER'S LIFE

The wreck of the Italian ocean liner *Andrea Doria*, which has claimed the lives of 13 divers or more since it sank in more than 70m off Nantucket in 1956, recently added another diver to the list. Below are Bill Bleyer’s details about the incident: -

“Andrea Doria boat claims another diver's life - by Bill Bleyer, Newsday Staff Writer, July 10th 2006.

The wreck of the ocean liner *Andrea Doria*, which has claimed the lives of at least 13 divers since it sank off Nantucket 50 years ago this month, has added another to its tally. David Bright, 40, of Flemington, N.J., who has written and lectured about the shipwreck extensively and appeared in numerous documentaries, collapsed about 7pm Saturday after completing a dive on the *Doria*. The wreck remains a magnet for Long Island divers who use charters leaving from Montauk and ports along the South Shore. Bright was to be involved in a reunion of *Andrea Doria* survivors to be held on Long Island on July 23 -- at the U.S. Merchant Marine Academy in Kings Point. According to Coast

Guard Petty Officer Luke Pinneo in Boston, "he was diving and had resurfaced. Shortly after returning onboard he went into cardiac arrest and CPR was administered by the crew" of the vessel, which is named *Sirena*. The Coast Guard headquarters in Woods Hole on Cape Cod received a call at 7:05pm saying Bright was suffering from decompression sickness. The Coast Guard launched a helicopter from Cape Cod at 7:20pm that was on scene at 7:57pm and hoisted Bright aboard. The air crew continued CPR and at 8:30pm transferred the diver to an ambulance at Hyannis Airport. He was taken to Cape Cod Hospital, where he was pronounced dead on arrival. Dive experts said it sounded like Bright had suffered from an embolism, heart attack or stroke rather than decompression sickness because he reported no symptoms, which would be expected with decompression sickness, which is caused by a buildup of nitrogen in body tissues. Bright founded the Nautical Research Group in 2003 and served as its president. He was the founder and a member of the Andrea Doria Survivor Reunions Committee, whose function is to provide survivors and their family members with annual events to commemorate this sea disaster. He has established the Andrea Doria Museum Project -- the main site is at the Nantucket Lifesaving Museum -- which loans artifacts and historic treasures from the *Andrea Doria* to museums for display. Kevin McMurray, author of "Deep Descent," a book about diving the *Doria*, said Bright was a friend and former dive buddy. "David was good for the dive community. He was well-known and well-liked and respected." The deteriorating Italian liner, which lies in 240 feet of water after colliding in the fog with the Swedish liner *Stockholm*, is considered the Mt. Everest for advanced shipwreck divers who breathe a mixture of gases to cope with the depth. Many of the dive boats heading to the site leave from or are based on Long Island."

Source: http://www.newsday.com/news/local/longisland/ny-lidive0711_0.7551762.story?coll=ny-linews-headlines

MISSING MILLIONS

Whilst on the topic of the *Andrea Doria*, the wreck also gets a mention in the following interesting article about the loss of millions of dollars invested in the shipwreck S.S.

Central America: -

"Two decades ago investors gave Tommy Thompson millions for a piece of buried treasure. Will they ever see their money? Where is Tommy G. Thompson? Not so long ago the marine engineer from Columbus, Ohio was everywhere, raising \$55m in equity and debt financing and promoting the latest underwater technology to salvage gold from the bottom of the Atlantic Ocean. He once gave frequent press interviews and authorized books and TV documentaries to commemorate his recovery of a vast sunken treasure from the shipwrecked S.S. Central America--hundreds of gold Double Eagle coins, bars and ingots valued at \$100m to \$400m. Some of that loot went on national tour; an estimated \$100m was sold in heavily publicized sales and auctions. Today Thompson, 54, is hard to find. His last residential address in public records: a trailer park in Fort Pierce, Fla. No one answers the phone there or at his former Columbus address. Investors who financed Thompson's Recovery Limited Partnership haven't seen a penny of returns, 19 years after the recovery of the treasure, and fear that Thompson left town with many millions. It's been so long, the limited partners are dying off. Some of the surviving partners are suing to see their money again--or, at least, get an accounting. "Has plaintiff's investment in [the partnership] been squandered or lost--or worse?" asks

frustrated attorney Steven Tigges, who is representing Dispatch Publishing and former Ohio Company president Donald Fanta. Tigges has learned very little because Thompson's attorneys are doing their best to keep everything secret. In late February they persuaded a state judge to seal the Ohio investor pleadings and dockets. (A federal judge unsealed them in May at the request of Forbes and others.) The long post-recovery game of legal cat-and-mouse has kept the wraps on nearly everything, including partnership expenses. No one knows the exact contents of the treasure or its real value because those details have been sealed at Thompson's request--even as he boasted to the world outside the court that his find was worth as much as \$1 billion. All this has led some investors to suspect the worst. "I think he was dishonest from the word go," says John G. McCoy, 94, former chief executive of Bank One (now part of JPMorgan Chase), who invested \$219,000 with his wife. Adds Columbus attorney John J. Chester Sr., who invested \$180,000: "Everything to him is a deep dark secret. "What's clear is that treasure hunting captivated Thompson ever since he graduated as an engineer from Ohio State University in 1975. A nerdy introvert, known for wearing black socks and hard leather shoes with Bermuda shorts, Thompson was hired in 1981 by the R&D firm Battelle Memorial Institute at its Columbus lab to study mining the ocean for minerals. But Thompson was more inclined to mine for shipwrecked gold. By the 1980s technological advances made it feasible to scour the ocean's depths using tiny unmanned submarines. Thompson began studying charts and manifests of wrecks like the *Titanic* and the *Andrea Doria* for information about the location of the ships and the values of their cargoes. Exploiting a certain dorkish charm, Thompson in 1985 started pitching to a handful of Ohio investors, over bites of lunch, a plan to find the Central America, a wooden side-wheeler that went down in a hurricane off the coast of North Carolina in 1857, killing 425 people on board and taking a fortune in bullion and newly minted \$20 coins 8,000 feet down to the ocean floor. It was a great story. "Everybody knew the probability of finding gold was zero, but people still wanted to invest," recalls Donald D. Glower, retired dean of Ohio State University's College of Engineering and a mentor to Thompson. Glower was happy to make the introductions. "I always thought he was honest." Buried treasure--what better way is there to captivate speculators? One hundred & sixty-one investors, including developer Don M. Casto, Columbus Dispatch publisher John F. Wolfe and Worthington Industries founder John H. McConnell, anted up in a series of private partnership deals over the next nine years. Thompson borrowed tens of millions more. As general partner, Thompson stood to receive 40% of net income. At first the limited partners could see their funds at work. Thompson rehabbed a 180-foot, four-story-tall Canadian research vessel, the Arctic Discoverer, with side-scan sonar and the latest in electronic detection gear. After discovering its location, he hired surveillance planes and satellites to fly over and monitor the wreck site. He employed engineers to build Nemo, a 6-ton, remote-controlled underwater vehicle equipped with seven video cameras, nine high-precision robotic arms and thrusters to blow away silt covering the wreckage while engineers watched safely from more than a mile above the wreckage. Total estimated cost: \$10m. But a bigger, more costly challenge suddenly loomed. Thirty-nine insurance companies filed suit in U.S. District Court in Norfolk, Va. in 1987, laying claim to the treasure shortly after it was found. A 13-year legal battle ensued over who owned the gold. The Fourth Circuit Court of Appeals finally ruled in 1992 that insurers should get a piece, but it took another eight years to set the insurers' share at \$5m in gold, which they got.

Guilford D. Ware, lead attorney for the insurance companies, says his adversary's legal fees in the case had to be huge. He tried to coax Thompson to settle early on but was stonewalled at every turn. "I never could quite understand what they were trying to accomplish," Ware says. "They all thought they were going to be multimillionaires, and they were spending money like water." Ware believes that Thompson went to all this trouble because he wanted to make new law--to establish a finders-keepers precedent for the deep sea. Investors say Thompson saw the Central America as the first of a series of big-ticket recovery operations using the submarine technology he had pioneered. If that's true, it would help explain Thompson's repeated efforts to keep the treasure's location, his salvage methods and a complete inventory under wraps. Legal briefs filed by insurers call Thompson's demands for secrecy excessive, even "absurd." By sealing the briefs, judges allowed him to pump up demand for the gold. Outside the courtroom, Thompson could be chatty. In a carefully crafted high-profile media campaign, he relentlessly promoted the treasure. By 1990 he observed that some 3,000 stories had been written about him. "We are counting on this amount of positive press to be very helpful when it comes time to market the gold," he wrote, according to court filings. Thompson always controlled the information flow. He gave his brother-in-law, Milt Butterworth Jr., rights to film the expedition and photograph the haul, which was published in a sumptuous 1998 book called America's Lost Treasure. Writer Gary Kinder was given access to the ship, crew and treasure hunt for his Ship of Gold in the Deep Blue Sea, also published in 1998, in return for giving Thompson final review of the book. Thompson gave a nihil obstat to the mostly flattering portrayal of the expedition, and Kinder's book became a bestseller. Curiously, Kinder's book asserts that 21 tons of gold went down with the wreck. That has led some to speculate that as much as 18 tons still lie on the ocean floor. "To me, that's an outrageous question," says Fred N. Holabird, a mining consultant hired by the court to inventory the loot. "Common sense tells us they would have looked for it if they thought it was there." Who received money from the book sales, photographs and film rights? Not clear, since those records are sealed. The publicity certainly didn't hurt Thompson's ability to sell the gold. After striking an agreement with him to handle the treasure's sale, Christie's advanced him \$36m, probably in the late 1980s. Thompson apparently found a better deal and backed out, since Christie's sued him in 1998, seeking the \$36m plus interest—a case that was sealed and cloaked in the pseudonym "ABC versus HIJ."

Source:

http://www.forbes.com/archive/forbes/2006/0619/158.html;jsessionid=6UpaQpTuUJ-1jgT_?token=MTcgSnVsIDIwMDYgMjI6NTY6MjYgKzAwMDA%3D

OZTeK'07

As already mentioned in our August News Sheet, the OZTeK'07 Australasian Diving Conference & Exhibition is being held 17-18th March 2007 at the Australian Technology Park in Sydney. Confirmed speakers include Leigh Bishop, John Chatterton, Cedric Verdier, Jarrod Jablonski, Kevin Gurr, Dr Simon Mitchell and Peter Buzzacott. Cedric Verdier is the founder of the TRIADE Project, discovering and exploring more than 20 virgin wrecks located in the south of France between 70 and 130metres. He pushed the limits of the Sra Keow cave in Thailand, in May 2006, using his Megalodon Closed Circuit Rebreather, achieving an Asia/Pacific Cave Depth record of 201metres and is

currently planning to dive the Japanese Battleship HIJMS *Yamashiro* resting at a depth of 200metres. Jarrod Jablonski is an avid explorer, researcher, author, and instructor teaching and diving in oceans and caves around the world. He is the President and CEO of Halcyon Manufacturing and Extreme Exposure and the President and founder of Global Underwater Explorers. His explorations regularly place him in the world's most remote locations, including several world record excursions at 300feet to cave penetrations in excess of 19,000feet/5,700metres. Kevin Gurr was the first technical and cave instructor to be qualified in Europe, teaching technical diving in the UK in 1990. He heads IANTD in the UK and is leader of numerous successful diving expeditions. Kevin also heads up Delta P Technology, manufacturers of the successful VR3 and VR2 air and mixed gas dive computers and the Ouroboros mixed gas rebreather. Simon Mitchell's diving career includes more than 6000 dives spanning many disciplines including sport, scientific, commercial, and military diving with an interest in photography and technical diving. He is an avid deep mixed gas diver and uses a USN Mk15.5 closed circuit rebreather. He has post graduate Diplomas in Diving and Hyperbaric Medicine and Occupational Medicine, trained in diving medicine with the Royal New Zealand Navy and was a foundation recipient of Certification in Diving and Hyperbaric Medicine from the Australian and New Zealand College of Anaesthetists in 2003. Peter Buzzacott has a diver training business in Bunbury, Western Australia and is researching diving safety initiatives for a PhD at the University of Western Australia, Faculty of Medicine. He has had more than 60 feature articles published and, plodding slowly towards an eventual Diploma of Maritime Archaeology, he most enjoys the challenge of mapping the wreck of the 11,400-ton SS *Pericles* which sank near St Alouran Island, near Cape Leeuwin, WA in 1910. An article by Peter about the wreck is featured on page 72-3 of the July issue of Dive Log. The OZTeK'07 web site at www.diveoztek.com.au provides news and updates on exhibitors, speakers, prizes, seminars, new products, photo competition, the famous gala dinner and all the events and action that will make OZTeK'07 the highlight of the 2007 Dive Calendar. Details can also be read on page 19 of the August issue of Dive Log.

DEH COAST AND MARINE SEMINAR PROGRAM – 2006

The Department of Environment Coast and Marine Seminars are held on Wednesdays (or some Fridays) 12.30 - 1.30pm, Coorong Boardroom, 1 Richmond Road, Keswick. All welcome

- 30th August - Rosemary Paxinos (Project Officer, Marine Planning, Coast and Marine Conservation Branch) – Marine Planning update.
- Friday 15th September – See below.
- 27th September - Brett Pendlebury (Senior Ranger/Adelaide Dolphin Sanctuary) – Adelaide Dolphin Sanctuary.
- 25th October - Michael Breen (Coast and Marine Conservation Branch) – Mammal Interaction Policy.
- 29th November - Liz Barnett (Senior Project Officer, Estuaries Policy, Coast and Marine Conservation Branch) – Estuaries Action Plan.

ANOTHER COAST AND MARINE SEMINAR PRESENTATION

A seminar on the National Cooperative Approach to Integrated Coastal Zone Management – Framework and Implementation Plan will be presented by Patricia von Baumgarten on Friday 15th September from 12.30-1.30pm in the Coorong Boardroom at 1 Richmond Road, Keswick. For more information and updates contact: Alison Wright, Senior GIS Officer, Marine Programs, Coast and Marine Conservation Branch, Coast and Marine Program, Department for Environment and Heritage phone 8124 4901 or 0402 337 377 email: wright.alison@saugov.sa.gov.au

The Scuba Divers Federation of SA is a member of the following: -

Recreation SA

Recreation SA's Adventure Activity Standards Working Committee for Snorkelling, Scuba and Aquatic Wildlife Tours

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

The SDF's sponsors are: -

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