

SDFSFA Bulletin September 2006 – Sponsored by
Baird Bay Charters & Ocean Eco Tours*
AND
SA Tall Ships Inc. *

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

PO Box 360, Goodwood SA 5034 info@sdfsfa.net www.sdfsfa.net

***We rely on the support of our sponsors and we need to show our appreciation more by supporting their businesses and services. Please give our sponsors first priority and, when you use their services, let them know that your club is a member of the SDF and that their sponsorship of the SDF is appreciated.**

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.**

CONTENTS:

PIRSA FISHERIES SHARK SIGHTINGS	1
DEATH OF STEVE IRWIN	2
NEW INQUIRY INTO COASTAL DEVELOPMENT	2
HOBART DIVE STORIES NEEDED	3
DIVING IN SOUTH WEST TASMANIA - JAN 2007	4
NEW VICTORIAN CONTROL MEASURES FOR ABALONE FISHING	5
SDF LIBRARY	5
SS KNIGHT DISCOVERY & PROTECTION	6
RECENT SPILLS OVERSEAS	7
\$75,000 FINE FOR LOCAL OIL SPILL	9
THE WRECK OF THE <i>RAINBOW WARRIOR</i>	9
DEH COAST AND MARINE SEMINAR PROGRAM – 2006	10

PIRSA FISHERIES SHARK SIGHTINGS

Divers are able to check on the PIRSA Fisheries website for recently reported shark sightings. Visit <http://www.pir.sa.gov.au/pages/fisheries/sharksightings> for details. Clubs may also be able to arrange for PIRSA to email details of new sightings to them. It has also been suggested that the latest sightings can be obtained from Police Communications (8463 7400?). The PIRSA Fisheries website records shark sightings reported from a variety of sources including aerial patrols and members of the general community. These sightings are, however, unsubstantiated. According to the website, they are compiled from third parties and are seldom verified or confirmed. The sightings recorded do not necessarily indicate the presence or absence of sharks in any particular area and you should remember that sharks are mobile creatures; hence a shark sighting provided may not be specifically accurate, valid or useful. Care should also be taken when interpreting

any information contained on this website. Many of the sightings have not been verified and in some instances, there may be multiple sighting of the same shark listed. Similarly, some sightings are provided several hours, and in some cases days, after the actual observation and, although these sightings are also listed, the usefulness of this information should be considered in this context. PIRSA says that it excludes all liability to any person arising directly or indirectly from using this site and any information or material available on the site. The information on this website is provided by members of the public. The website is updated periodically. PIRSA does not verify this information and takes no responsibility for the accuracy of the information, nor does PIRSA warrant that the information on this website represents all known shark sightings. This website is not for use in notifying threatening interactions with sharks. Emergency situations should be reported to the police on 000. The police will involve PIRSA Fisheries in an emergency response as appropriate.

DEATH OF STEVE IRWIN

Everybody was shocked to hear the news of Steve Irwin's death on 4th September. Irwin died as a result of a lance to the heart from a stingray at Batt Reef off of Port Douglas, Queensland. Dr David Muirhead says that Anthony Newly died in Fiji (in 1989) from "exsanguination by stingray transection of a femoral artery" when swimming or snorkelling or diving shallow water. David says that the main risk concerning stingrays is when snorkeling or diving over very shallow flats, seagrass or low reef areas where you are suddenly over the top of an alarmed big ray that reacts instinctively. He says that when snorkelling in very shallow areas, he always proceeds slowly, often pushing his housed camera ahead to alert any rays, giving them a chance to move away before he is spread-eagled above them.

At the time of his death, Steve Irwin was taking a break from filming a 26-part documentary series titled "Ocean's Deadliest" which was to be co-hosted by Phillippe Cousteau, grandson of Jacques. It seems that since his death, people have been killing stingrays in Queensland for revenge. Some ten stingrays were soon found dead on Queensland beaches with their tails cut off. Steve Irwin's close friends do not blame the stingray for his death. Michael Hornby, the head of Irwin's Wildlife Warriors, said that "Stingrays are beautiful creatures and they play an important role for the environment." I myself have enjoyed several memorable dives getting close to large stingrays. The tail of many species of stingray is armed with one or two barbed spines. These are razor-sharp and will easily slash through anything, such as a wetsuit. The barbs are also venomous. A stingray must be given an escape route when approached by a diver. Do not attempt to swim over the top of a ray. It will whip its tail upwards and strike you with one of its barbs.

NEW INQUIRY INTO COASTAL DEVELOPMENT

The Environment, Resources & Development Committee is conducting yet another inquiry into coastal matters. It is specifically coastal development this time, with particular reference to matters such as environmental impacts. Issues such as development needs, council development and the most appropriate means of addressing coastal developments will be examined. Lyn Breuer MP chairs the committee.

Submissions to the inquiry close on 27th October. These should be sent to the Secretary of the committee at GPO Box 572, Adelaide SA 5000.

Mark Parnell MLC (Australian Greens) recently sent us the following email message: -

“Subject: Inquiry into Coastal Development

Like you, I have long had a passion for ensuring that all development along South Australia’s precious coasts is appropriate and sensitive to neighbouring communities, and preserves our fragile coastal and marine ecology. I am delighted that the Environment, Resources and Development Committee, of which I am a member, have commenced an enquiry into coastal development in South Australia. I would strongly encourage you to prepare a submission to assist the Committee in its deliberations. *Attached is an information sheet with all the relevant details. Submissions should be in by the 27th October 2006.

(*This was forwarded on to our member clubs.)

Please feel free to forward this email on to anyone you think might be interested. If you have any questions please don’t hesitate to contact my office on 08 8237 9111.

Yours sincerely

Mark Parnell MLC
Australian Greens”

HOBART DIVE STORIES NEEDED

Your *Hobart* dive stories are still required for posting to the *Hobart* website. These should be emailed to our President, Hank van der Wijngaart at hvander@ozemail.com.au
Below is an example of such a story: -

THE AMOUNT OF GROWTH ON THE *HOBART*

My first dive on the *Hobart* was done on 26th April 2003 when the *Hobart* had only been down for some 5 months. Dennis Hutson dived with Geoff Prince first. When they both returned to the boat, Peter Gower and I dived. We descended the mooring buoy at the bow of the *Hobart* from where we were able to explore the first third of the ship, just past the bridge and some of the higher superstructure. We had managed to see the keel at 30m, the deck of the bow, the forward gun barrel, the inside of the bridge and the ever-popular toilets. It was, however, soon time for us to start working our way back to the bow area for our return ascent back to Dennis’s boat. The *Hobart* was very ‘clean’ back then with, as far as we can remember, not much growth on her, if any at all. On Saturday 30th October 2004 Dennis Hutson took us back to the *Hobart* for our second dive on her. Peter Gower couldn’t come with us this time so I dived with Dennis whilst Geoff dived with Judith Rushton. Geoff and Judith did the first leg whilst Dennis and I did the second leg. This time we descended the navigation buoy onto a high point on the *Hobart*. My immediate impression as we approached the *Hobart* from the navigation buoy was that there was now a lot of growth on her. She had been down for one week short of two years. We were able to enter the engine room where Dennis took some photos with his housed digital camera. As we descended down to the keel of the *Hobart* on the seabed, I noticed one or two young Snapper swimming around her. I also managed to disturb a good-sized Long-snouted Boarfish which seemed to have settled in a small hole on the side of the hull. Down on the seabed (29m) at the base of the keel Dennis found a medium-sized Hill’s side-gilled slug, *Pleurobranchus hilli*. It was down there at the keel that Dennis noticed that the thick growth on the side of the hull came to a sudden halt a

couple of metres from the seabed. He took some photos of the clear line formed by the end of the thick growth and the 'clean' hull. It was soon time for us to return to the navigation buoy for our return to the surface. I later asked Dennis about the sudden halt of the thick growth on the side of the *Hobart's* hull. He explained that the 'clean' part of the hull had been treated with anti-foulant and nothing would grow there. We thought that it was interesting that the area was so clean after almost two years on the seabed. Two years later, Peter Costello from Southern Diving says that the *Hobart* is now draped in growth and is attracting huge numbers of fish.

(This story has been extracted from an article titled "The state of the *Hobart* two years after being scuttled" in the February 2005 issue of the MLSSA Newsletter. The full article (with photos) can be seen at <http://www.mlssa.asn.au> .)

DIVING IN SOUTH WEST TASMANIA - JAN 2007

George Evatt is attempting to organise a 10-day live-aboard dive trip to South Western Tasmania in Jan/Feb 2007 (details below). If you are interested or know someone who might be interested could you please contact George on 0412 777 330 or at coralsea@intercoast.com.au .

Diving Trip In South Western Tasmania Jan/Feb 2007

A unique diving opportunity

DIVE PEDRA BRANCA - MAATSUYKER ISLANDS – PORT DAVEY – BATHURST HARBOUR

Are you interested in a 10-day liveaboard diving trip to South West Tasmania from Jan 29 to Feb 7 2007? This part of Tasmania is spectacular topside & underwater. The trip will be on a 57-foot abalone/cray boat. We have timed the trip around the full moon in early February, which is the best chance for the weather and also the days are still very long at this time of the year. The water temperature should be around 13-17c.

What sort of diving to expect.

Pedra Branca: (rocky outcrop 25km of the south Western coast) famed for amazing marine life, but very few have dived there, be one of the first! Maatsuyker Islands: huge colonies of fur seals (also occasional elephant and leopard seals) playing around the giant kelp. Bathurst Channel: the top 2 metres of water is dark tannin stained freshwater, below is seawater that is constantly dark, this area is a marine sanctuary and is home to some very unusual invertebrate animals, many usually only seen in deeper water. There is also an endemic skate that we will keep a look out for.

The boat has lots of deck room for dive gear, cameras, etc.. There is an air compressor and 12v and 240v power. The front cabin sleeps 4 and a rear room sleeps 3. At this time of the year you could also sleep on deck. The boat has one toilet and one shower. There will be a crew of 2 with the skipper acting as cook and the decky acting as a dedicated tinny driver who will stay with divers during dives. Most importantly, the skipper has been fishing/working around the South Western Tasmania coast for 20 years and knows the area very well.

Safety: Even though we will be diving in a very isolated area it is only about 40 mins from Hobart in a helicopter in case of any accident.

It's true that the weather in this part of Australia is very fickle, however we have chosen the very best time of the year and with a little luck should have clear blue skies and calm seas.

The 10-day trip will have a maximum of 7 divers. The cost is \$2075 each. This includes food (BYO grog), but not dive belts or tanks (these can be hired from dive shops in Hobart). You also have to get yourself to Hobart. This trip is for experienced divers who have dived in cold temperate Australian waters.

If you are interested, please contact George Evatt on 0412 777 330 or at coralsea@intercoast.com.au .

NEW VICTORIAN CONTROL MEASURES FOR ABALONE FISHING

According to Fish-e-Fax Issue 178, a (Victorian) Fisheries Notice issued on 15th August 2006 applies to both recreational and commercial abalone fishers. The Notice is in effect for 60 days (until 15th October?). According to Fish-e-Fax, "Fisheries Victoria has restricted the taking of abalone, all other shellfish and sea urchins along a stretch of the coastline near Port Fairy as a part of the stock management response following the outbreak of the abalone virus, ganglioneuritis, in that area. The closed area is bounded by the high water mark from approximately 1 kilometre west of the Craggs car-park to the Killarney Beach car-park and includes an area of marine waters extending seaward between 500 to 700 metres. The ban introduced by a Fisheries Notice on 15 August 2006 is in effect for 60 days and applies to both recreational and commercial abalone fishers. It also prohibits the collection and removal of any substrate from the area. The Notice has been introduced to restrict abalone fishing activity to allow time to assess the impact of the virus on local populations, develop future fishing strategies and to help reduce the threat of the virus being spread by human activity. Monitoring and surveillance of the abalone stock is continuing to determine the extent of the virus."

Source: Fish-e-Fax Issue 178

An article in our August SDFS Bulletin (Victorian Abalone Virus Unlikely To Spread To SA) reported how SA's abalone industry claims it's highly unlikely the ganglioneuritis (herpes) virus that's infected abalone hatcheries in Victoria will to spread to SA.

SDF LIBRARY

Below is a list of all items kept in our small library for reference by our members: -

1. Hard copies of past issues of the SDF's electronic news sheets & Bulletins – sdf1
2. "A Guide To The Introduced Marine Species In Australian Waters" (technical Report No.5) by Dianne M. Furlani – sdf2 (see below)
3. A set of 8 laminated marine pest identification cards for divers around NSW produced by the NSW Department of Primary Industries – sdf3 (see below)
4. SA dive club & dive shop newsletters – sdf4
5. "SA Waters – An Atlas & Guide" published by BIASA – sdf5
6. "Common Hand Signals for Recreational Scuba Diving" by the Recreational Scuba Training Council – sdf6
7. Dive Safety Procedures – sdf7
8. "The Impacts of Spearfishing: notes on the effects of recreational diving on shallow marine reefs in Australia" by Jon Nevill – sdf8

sdf2 - "A Guide To The Introduced Marine Species In Australian Waters" is in a 4-ring binder. The guide was produced by the Centre for Research on Introduced Marine Pests

(CRIMP) in June 1996. It contains details on all of the eight species covered by the NSW marine pest ID cards (see below) plus much more

sdf3 - The set of 8 laminated marine pest identification cards for divers around NSW (produced by the NSW Department of Primary Industries) have been placed into a 4-ring binder. The cards help divers to identify pests and they also give contact details for reporting pest sightings. If a pest population is discovered early on, there is a greater chance it can be brought under control.

SS KNIGHT DISCOVERY & PROTECTION

Senator Ian Campbell, the Australian Minister for the Environment and Heritage issued the following Media Release on 5th August: -

“World War II shipwreck discovered

The wreck of the SS *Iron Knight*, sunk in Australian waters during the Second World War will be protected as an historic shipwreck due to its maritime heritage significance, the Minister for the Environment and Heritage, Senator Ian Campbell, said today. As part of a wartime convoy, the Australian cargo steamer SS *Iron Knight* was en route from Whyalla to Newcastle with a load of iron ore when it was torpedoed and sunk by a Japanese submarine in the early hours of 8 February 1943. Senator Campbell said the discovery of the wreck near Montague Island off the NSW coast is a reminder of the proximity of the Second World War to Australian shores. "Of the 50 crew on board only 14 survived. Although historic shipwrecks in Australian waters are usually at least 75 years old, the SS *Iron Knight* deserves our protection as a war grave of the lost crew," Senator Campbell said. "I consider vessels such as SS *Iron Knight*, sunk during enemy action in the Second World War, to be a significant part of Australia's maritime heritage and so I have declared the vessel a historic shipwreck to ensure its protection now and for future generations." Senator Campbell said he made the declaration to ensure the vessel and its contents were protected from possible interference or damage by visitors. "It is important that we respect our underwater heritage. Shipwrecks hold valuable information that needs to be protected for the benefit of all Australians - both now and in the future." The discovery of the wreck of the SS *Iron Knight* was made by a team of specialist divers from The Sydney Project dive team 22 miles south of Montague Island, of the coast of NSW, in 125 metres of water. "The discovery highlights yet again our fascinating and ever-changing coastal and maritime heritage - the Australian Government's 2006 national heritage theme," Senator Campbell said. Under the *Historic Shipwrecks Act 1976*, historic shipwrecks are protected and preserved by the Australian Government. The Act aims to protect maritime archaeological sites, while encouraging public access to them. The Act prohibits damage, interference or removal of historic shipwrecks and their associated relics.”

The SS *Iron Knight* was an Australian cargo steamer (iron ore carrier) built in 1937. 36 lives were reportedly lost when the Japanese submarine I-21 torpedoed her off of Twofold Bay (near Eden) on 8th February 1943. She apparently sank near Montague Island off the NSW (ACT?) coast. 14 crew were rescued from a raft by the French warship *Le Triomphant*. Details about the discovery of the *Iron Knight* can be read on page 57 of the July issue of Dive Log.

Below are some details from the Sydney Project's web site: -

“First dived by the Sydney Project on May 27th 2006, and positively identified on 18th June 2006.

“Max Depth: 130m Average Depth: 125m

Average Viz: 20m Lives Lost: 36

Construction: Iron Sank In: 1943

The Steamer was en route from Whyalla to Newcastle with a load of iron ore when it was torpedoed and sunk by a Japanese submarine I.21 in the early hours of 8 February 1943. Of the fifty crew on board, only fourteen survived after being rescued from a raft by the French warship *Le Triomphant*. The vessel sank in 2 minutes whilst in a convoy of other vessels traveling north from Whyalla (SA) to Newcastle (NSW). The escort vessel was HMAS *Mildura* and HMAS *Townsville*.

I-21 was one of the 5 mother submarines involved in the Midget submarine attack at Sydney on 31 May 1942, shelled Newcastle on 8 June 1942, and sank the *Iron Chieftain* (3 June 1942), *Kalingo* (18 Jan 1943) and *Starr King* (10 Feb 1943). The submarine also damaged the *Mobilube* (18 Jan 1943) and *Peter H Burnett* (22 Jan 1943).”

especially <http://www.sydneyproject.com/news/view-news.asp?nid=33&pp=1>
http://www.sydneyproject.com/image_gallery/gallery.asp?pp=1&gid=27 and
http://www.sydneyproject.com/image_gallery/gallery.asp?gid=26 . These last two pages feature lots of photos.

The September issue of *Dive Log* features another article about the Sydney Project and the SS *Iron Knight*, page 57.

RECENT SPILLS OVERSEAS

During August about 5.6m litres (4,500 tonnes) of crude oil spilled from the Japanese tanker *Bright Artemis* in the eastern Indian Ocean near the Nicobar Islands after a collision with a cargo ship and the tanker *Solar I* was leaking 2m litres of fuel in the Philippines.

The Singapore-flagged tanker *Bright Artemis* was carrying crude oil from the Middle East (the Mina al Fahal port in Oman and Ras Tanura in Saudi Arabia) to Japan. The spill 470 kilometres west of Great Nicobar Island is the biggest one involving a Japanese ship owner. The *Bright Artemis*'s crew was rescuing staff from a cargo vessel that had caught fire, and the vessel touched the tanker, damaging its crude tanks. The tanker's owner, Mitsui OSK Lines Ltd, said that the spill had been contained and there was no risk of further leaks. The company said the impact to the environment should be limited because the spill occurred far from land. It did not say when clean-up work would start.

The tanker MT *Solar 1* sank on August 11th off Guimaras Island in the central Philippines. Guimaras is in the Sulu Sea, south of Manila. Reports claim that between 200,000 and 350,000 litres of bunker fuel/oil has leaked from the tanker. She is now a ticking time bomb, resting on the seabed at a depth of about 915m with many litres of oil still in her hold (almost 2m litres?). A report in the *Advertiser* on 24th August said that the sunken tanker had begun leaking more oil. On 29th August the *Tiser* said that officials had warned that more industrial oil was leaking from the vessel. Cleanup crews have already been struggling to contain the oil slick on the coastline. Kilometres of the coastline have had oil sludge and dead fish washed ashore. Greenpeace says it is shocked by the extent of damage caused by the Philippines' worst ever oil spill. It is calling on the Government to treat the raising of the sunken tanker as a matter of urgency. Oil sludge

has contaminated 66sq.m of sea, between 220 and 300 kilometres of coastline and affected (destroyed?) between 454 and 500 hectares of mangroves, 1143 hectares of a national marine reserve, and 60 hectares of seaweed farms. Guimaras's Governor, Joaquin Rahman Nava says that the spill has destroyed the livelihoods of 40,000 people dependent on the sea for a living i.e. fishing. Some 14 tourist resorts have been affected. It could take decades for the environment, corals and mangroves to recover from the spill. Australia is said to have pledged to help the Philippines to clean up the oil spill. The country's President, Gloria Arroyo was to appeal to the UN for more international help. Below is a report taken from the Marine & Coastal Community Network's "Wetstuff News" dated 30th August 2006: -

"Oil Slick Worsens as Sunken Ship Leaks (Philippines) – 23rd August 2006

Source: <http://www.theaustralian.news.com.au/story/0,20867,20222463-30417,00.html>

A sunken tanker responsible for the worst oil spill in Philippines history has begun leaking more oil. With clean-up crews losing the race to contain the huge slick that has washed sludge and dead fish on to hundreds of kilometres of coastline, coast guard reports of a new leak have raised fears the disaster could be unmanageable. The company that chartered the doomed *Solar I*, now sitting 900m under water with 450,000 gallons of oil still on board, denied reports of a new leak. Petron Corp spokeswoman Virginia Ruivivar said: "Our own aerial surveys confirm that there's no new leak." However, coast guard chief Vice Admiral Arturo Gosingan told Philippines television: "It's definite that there is a leak." He said oil was "probably" coming out at 200 litres an hour. The civil defence office said the spill had spread over about 300km of coastline on Guimaras Island and was threatening Negros, the southeast Asian archipelago's fourth-largest island. The ship went down in bad weather on August 11, spewing oil that has devastated beaches, reefs and marine reserves. Two of the ship's crew are still missing. Only one of the ship's 10 containers is known to have burst, emptying its 230,000 litres of industrial fuel oil into the sea. The slick - now a semi-solid black gel - now also threatens the island of Panay. With authorities unsure whether to try to refloat the vessel or attempt to suck out the remaining fuel, there is a race against time because of fears that the water pressure at that depth could burst the remaining containers at any time."

Our August news sheet reported the spillage of 15,000 (10-30,000) tonnes of crude oil into the Mediterranean Sea when Israel bombed fuel tanks at a power plant at Jiyeh (Jiyyeh?) in south Lebanon. The spill polluted the Lebanese coast (more than 140km?) and spread north into Syrian waters. Environmental experts said that it had affected marine life, particularly turtles and tuna, and that it posed a threat to biodiversity. Below are extracts from recent reports about the spill: -

"Oil leaking from a bombed power station in Lebanon has reached the coastline of neighbouring Syria and is spreading north. Israeli jets hit storage tanks at the Jiyyeh plant south of the Lebanese capital Beirut at the beginning of the war, spilling an estimated 10,000 to 30,000 tonnes of oil into the Mediterranean. Satellite imagery now shows that the oil slick has entered Syrian waters and has already contaminated approximately 10 kilometres of coastline north of the borders between Syria and Lebanon. The spill has already polluted over 80 kilometres of Lebanon's coastline. Lebanon's Environment Ministry has called it the worst environmental disaster to hit the Arab state. Local ecologists say the oil is especially threatening since fish spawn and sea turtles, including the endangered green turtle, nest on Lebanon's coast."

“International experts have promised Lebanon immediate help in cleaning up the massive oil spill in the Mediterranean Sea. Senior officials from the United Nations, the European Union and regional states have unveiled a plan to clean up oil-clogged parts of the Lebanese coastline. The plan will be supervised by the United Nations Environment Program and the International Maritime Organisation. It prescribes immediate aerial surveys by helicopter and a concerted effort to clean up to 30 coastal sites in Lebanon.”

\$75,000 FINE FOR LOCAL OIL SPILL

The Liberian-registered company Eastern Seatrade Pty Ltd has been fined in the Adelaide Magistrates Court for spilling oil from the bulk grain ship *Sea Angel* into the Port River two years ago. The company pleaded guilty to a breach of the Protection of Marine Waters (Prevention of Pollution From Ships) Act. Oil spilled from the *Sea Angel* on 30th October 2004 while it was berthed on the Port River loading grain for export at Dock 27. An oil slick spread 770m along the river. A clean-up by the authorities prevented the oil from reaching the shoreline and contaminating wildlife habitats. If the oil had not been contained it would have washed into the delicate mangroves in the Port River system. Eastern Seatrade was fined \$30,000 and was also ordered to pay for the clean-up and prosecution costs of \$45,549.

THE WRECK OF THE *RAINBOW WARRIOR*

Greenpeace's first *Rainbow Warrior* ship is now popular New Zealand dive site. She was blown-up whilst docked in New Zealand in 1985. The ship was being prepared for a protest voyage to Moruroa Atoll over French nuclear testing. French Secret Service agents planted two bombs on the ship in Auckland harbour on 10th July 1985. These bombs resulted in two large explosions just before midnight that evening, which caused the *Rainbow Warrior* to keel over. The ship's Captain and crew were onboard the ship at the time. Most of them managed to get safely off of her but a photographer who tried to rescue his cameras at the time was drowned. Back in 1978 the *Rainbow Warrior* was a battered, rusty North Sea fishing trawler which was prepared by Greenpeace volunteers. The ship is now popular as a dive site at 22m depth off of the NZ coast. Greenpeace has had another *Rainbow Warrior* since 1987, the *Rainbow Warrior II*. She was bought with the help of the financial settlement received from the French government for their part in the bombing of the first *Rainbow Warrior*. She is a motor-assisted three-masted schooner rig with horizontal gaffs (unusual horizontal sails). She was previously a (fully-riveted) steam-powered fishing vessel called the *Grampian Fame*. She was built in Yorkshire, England in 1957. Her original use was as a North Sea trawler. She then became an oilrig standby vessel. She was cut in half and lengthened by 11metres (from 44m to 55.2m) in 1966. (Her measurements are now: - length 55.2m, beam 8.54m, draft 4.35m, tonnage 555 gross tonnes.) She was also converted to diesel power at this time. After being purchased by Greenpeace in 1987, she underwent a two-year refit before being launched in Hamburg, Germany on 10th July 1989. (That was exactly four years after the bombs exploded on the first *Rainbow Warrior*.) The ship's fish hold was converted into a theatre and storage area. A desalination plant, sewage treatment system, satellite communication and navigation equipment were all installed on her. She has energy saving features such as a specially designed wind/motor propulsion system, solar panels for hot water and a heat exchanger (heating system that uses heat from the engines). A total of five inflatable

boats are stored on her. A 1.8m wooden sculpture of a dolphin carved from oak sits on the foredeck in front of the bridge. It was donated by a German support group. The dolphin appears to jump over the railing. The original wheel from the first *Rainbow Warrior* is located in front of the bridge and the original bell is in the ship's mess. She is registered in Amsterdam which means that she sails under the flag of the Netherlands. The strange coincidence about this is that the Netherlands flag is identical to the French flag (if the French flag was rotated 90degrees counter-clockwise). According to Greenpeace, the *Rainbow Warrior's* name is taken from a North American Indian prophecy - "According to an ancient Native American prophecy, there would come a time when the earth would be ravaged, the seas blackened, the streams poisoned and the birds fall from the sky. Just before it was too late, said the prophecy, people of all races and creeds would rise up and band together to become Warriors of the Rainbow and return the earth to its natural beauty and harmony. The spirit of this ancient story became the inspiration for the early Greenpeace activists, and a valued part of the Greenpeace legacy."

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

- 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.

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

The SDF's sponsors are: -

Baird Bay Charters & Ocean Eco Tours

SA Tall Ships Inc. ☎8341 2004 ✉ office@satallships.com

Contact the Federation's Secretary on info@sdfsa.net to be included on the mailing list for this electronic bulletin.

Disclaimer – The opinions expressed by authors of material in this bulletin are not necessarily those of the Federation.