



PNG

September 2008

By Michael McFadyen

On 19 September 2008 12 members of the St George Scuba Club left Sydney for Port Moresby. On the trip were Michael and Kelly McFadyen, Carol Martin, John Prior, Eddie Ivers, Ron Walsh, Paul Watkinson, Dave Casburn, Jason Coombs, Heinz Bendinger, Brian Byrnes and Bill Purkiss.

After a short stopover, we were on the flight to Rabaul at the northern end of New Britain. The volcano was very active, easily visible from the airport when we arrived. We were collected by the owner of the accommodation and dive operation, Steve, and transported in three vehicles to Kabaira Resort.

This is about 80 minutes from the airport and on the west coast of the Gazelle Peninsula. The resort is very simple, with two new buildings and one older large accommodation building. It was basic, but very suitable.

The next morning we were off for our first dives. There were two boats, both banana boats and very comfortable. It was only 20 minutes to the first dive and most sites were less than this distance. Over the next four days we ended up doing eight boat dives. As well, most did at least one shore dive and nearly all did a Thursday night shore dive.

Most of the dives were reef dives, but we did one trip further afield to the northern shore of the Rabaul area to dive George's Wreck. This is a World War II Japanese wreck. A very nice dive. After this we were

taken through Rabaul, seeing the ruins of the town after the 1994 volcano eruptions. The main volcano is still erupting, spewing out huge quantities of ash. This even falls as far away as the resort which is about 25 kilometres. By the way, we could even hear the volcano's eruption some nights. It was also heard while diving on a couple of dives. The second dive this day was done on some wrecks off another resort.

The reef dives were excellent. One dive, Harrys Step Up was as good a reef dive as I have done anywhere in the World. The shore dive in front of the resort was also excellent, so much to see.

The resort and diver operation were well run, with nice food and a relaxed operation. You almost felt as if you were part of the family.

After five nights we headed off to Kavieng. This is at the northern end of New Ireland and a short flight by jet. Here we were staying at the Nusa Retreat which is on an island located off the town. This was a lot more upmarket than Kabaira, with fancier accommodation, but I think that most people preferred the Kabaira operation overall.

Over the next four days we did eight boat dives, with two extra boat dives using left over air and most did a boat night dive. Three of the dives were on Japanese war aircraft. The rest were reef dives. Some people also did shore dives off the Kavieng town. Paul, Kelly and I did a freshwater cave dive. This was quite nice, although the cave was not all that big.

There were also some excellent reef dives, with some great things seen. We saw

harlequin ghost pipefish, leafish, sharks, baracudas and more. Great!

Again, this was a nice place to stay, the food was very good (especially if you like seafood, crays, crabs and/or oysters every night as part of the smorgasbord). For me, it was not so great value as I hate seafood (in general). However, the place was a bit more rigid, with a prohibition on drinking duty free in the bar area.

The dive operation was very good, with any request met.

After 12 nights we headed back to Sydney. It was a great trip, with some excellent diving and a very relaxed time.

Shiprock

By Brian Byrnes

It wasn't supposed to be like this. The plan was to dive at Oak Park. But the weather intervened.

With a big swell and strong winds, the dive was re-targeted from Oak Park to the more sheltered waters of Shiprock. And turning up to challenge the conditions on that windy morning were, apart from myself, Eddie Ivers, Paul Pacey, Ian Gowan, Garry Edwards, Nancy Scoleri, Gary Perkins and Heinz Bendinger.

The dive was timed to coincide with the high tide, and after descending we were supposed to waft gently to the far end of the reef, and then waft back again on the conveniently outgoing tide. What actually happened when we got to the bottom was that we faced a current raging in exactly the wrong direction, which I thought was completely unfair. But after a short time the current slackened and we were able to get on with the dive.

By the standards of Shiprock, and given the weather, the visibility was excellent - well over 10 metres. In fact, one of the biggest problem with visibility was caused by the large schools of yellowtail which tended to engulf the swimming divers.

Amid the rich sponge gardens of Shiprock we had many residents worth checking out - a churning ball of large schooling catfish, a Sydney octopus out on the reef

showing off its camouflage, a medium-sized numbray resting on the sand, some of the big blue and yellow Verco's tambjas, and any number of long, plump sweet ceratosomas. Not bad. Not bad at all.



Verco's tambjas

Peleliu Island, Palau

by Steve Shaw

The most southerly point of our Palau dive trip was Peleliu Island which is almost a two hour run from Malakal. After diving the famous Peleliu Express and Wall, we stopped at the island for lunch. Mark and Peter chose to do a third dive at this location while the rest of us went on a tour of the Island. We were collected by Des, our guide and driver who was very knowledgeable about the history of this tiny island. Some of the islands which now comprise Micronesia had been occupied by the Japanese since the end of WW1. They used Peleliu as a base for phosphate mining on a nearby island and subsequently built port facilities and an airstrip. They enjoyed good relations with the locals and often married the local women and settled down to island life. Our guide told us that his grandfather was half Japanese as a result of this friendly occupation. The Japanese also built schools and various administrative structures and contributed to the economic and social development of the Palauan Islands generally.

However, at the outbreak of war in the Pacific, Peleliu with its airstrip was seen to be in a strategic position for controlling

the shipping lanes of the south Pacific. It would also be a hindrance to the planned attacks on the Philippines and Japan and so it had to be taken out. This happened in 1944 with a massive seaborne invasion by the Americans on two beaches. Previously the Japanese had evacuated all the local people to Palau out of the way of the fighting. We were first taken to one of the two beaches where the invasion happened. The Americans came ashore in amphibious landing craft. However these had to be launched beyond the outer reef and apparently many never made it over the reef edge. They became stuck on the coral and were easy targets for the Japanese gunners. The attack was supposed to last only a few days but instead it dragged on for two months. The death toll was 20000 Japanese and 6000 Americans. History records that most of the Japanese deaths were attributable to a lack of medical treatment for wounds sustained in the fighting.

This vehicle seemed to bring out the engineer in Dave Casburn who reckoned that with a new battery and a squirt of oil he could probably have it running again by dinner time.



John Prior checks out a wrecked Japanese tank



Memorial to fallen soldiers just beyond the beach

From the beach we visited the monuments commemorating the American soldiers who fought on Peleliu. It should be noted that the entire island is classed as a war memorial and all artefacts are protected by law. There are bits of war materials scattered all over the island but they must remain where they lay.

A dirt road then took us to the wreck of a Japanese tank which is right where it was abandoned. The shell hole through the vehicle is still clearly visible. Next we were shown a half-track personnel carrier, also standing right where it was abandoned.

We visited what had been the Japanese HQ building with its reinforced walls and massive steel blast covers on doors and windows. This building is being overgrown by the jungle but the bomb hole from a direct hit on the roof is still very obvious.

We then stopped beside a couple of amphibious landing craft which still had the American star insignia clearly visible.



One of the landing craft that made it on to the island

These were at the base of Bloody Nose Ridge which was the name given to a low hill running the length of the island. The Japanese had dug a well defended network of foxholes and bunkers in this ridge from which they could direct fire all over the island. Clearing this ridge of the Japanese defenders is what caused the attack to drag on for so long.



One of the Japanese guns still in place at Bloody Nose Ridge

We went into one of the foxholes behind a large gun still on its mounting. At the bottom of the ridge our guide pointed out a largish land crab hiding in the shrubbery. It looked a lot like a mangrove crab and apparently they are very good to eat.



A Peleliu Island land crab

Down another jungle track we stopped to look at the remains of a plane which is mostly covered in ferns and exotic plants. This was shot down toward the end of the campaign but I can't remember if it was one of 'ours' or 'theirs'. We finished our tour at the museum which is dedicated to the battles that were fought on the island. It is housed in what used to be a Japanese administration building. It also came under attack and though the building had been made safe, the bullet holes and shell damage on the outside remain there for all to see. This had been a really interesting tour and I would recommend it for any future visitors to the island.

A Virgin on the Undola

Saturday 27th December

By Paul Pacey

Divers: Les Caterson, Kelly and Michael McFadyen, Peter Flockart and Paul Pacey

When Les turned up with *Le Scat* and said he was hoping to take us down to dive the Undola I immediately thought "this is the day!". I've never dived the Undola despite trying twice before only to be thwarted by big seas. However, today the sun was out and the seas were forecast to be fairly smooth. The only threat was a North Easter which promised to strengthen in the early afternoon.

Since I hadn't been to the site before I was surprised just how far down the coast it is (a couple of kilometres offshore from Garie Beach!).

The first problem was that we didn't get out of bed early enough - because when we arrived there was a boat already anchored on the wreck and the (2) divers were already down. We drifted around until they had obviously unpicked from the wreck and they started drifting south in the strengthening North-East wind. The wind was blowing a thick fog down the coast which was fascinating to watch.

Now to get our anchor on the wreck. This is tricky and after a couple of attempts it was decided to make ready "Dive Team Alpha" (Les, Peter and myself) and we'd hit the water as soon as Kelly dropped the anchor. Somehow I ended up being first down the anchor line. The first thing I noticed was - great viz - then the wreck quickly appeared. The second thing I noticed was that the wreck was much more intact than the Tuggerah. The third thing I noticed was that the anchor was not attached to the wreck, it was just bouncing down the port side of the wreck and no way was it going to hook in to anything the way it was travelling. When I reached the anchor I couldn't drag it down to the wreck and I thought all was lost. Then suddenly, the anchor line went slack and I was able to secure it to some pipework near the port gunwhale. I found out later that Michael had motored *Le*

Scat forward to keep the anchor on the wreck – what a team!

When I looked around, Peter and Les had arrived so I headed off to follow Peter as per our plan.

Whilst the wreck is quite intact it's sitting low in the sand and this makes it hard to gauge the size of the ship. It's smaller than the Tuggerah but it's still pretty big.

Crossing what turns out to be the forward hold I noticed lots of Volutes (Bailer Shells) and there were at least five pairs laying and fertilising their unusual egg masses. Waving around amongst the rusting structure were Moray eels, some of which, like the Volutes, were in pairs. When illuminated with a torch these Morays were a neon yellow colour, I've never seen this before. OK, I was a bit narc'd, but all the other guys commented on the "yellow Moray's" too so it's true! I also saw another Moray swimming out in the open and it was just a boring green one. Yellow Morays are now my favourite Morays.

As we headed up towards the pointy end of the wreck I could see a huge winch on the fore deck which I guess is the anchor winch but I couldn't see any sign of anchors. Evidently I swam right past the toilet, which is in the bow area, without seeing it. I reckon it was hidden under the Nanygai carpet (although they were not as thick as they usually are on the Tuggerah).

I followed Peter further forward and dropped over the bow where some of the plates have fallen from the hull allowing you to look inside the forward compartments. The compartments are full of sand but this didn't seem to worry the huge Wobby that was snoozing inside.

I was poking around the bow when I noticed a comeback line tied to the deck and disappearing inside a hole in the hull. I looked around and couldn't see Les so I thought Les had gone inside. It turns out that Les was in fact above me and never penetrated the hull. So I don't know what the story of the comeback line is.

I was hoping to go and have a look around the engine which I had noticed during my descent but a check of the trusty

computer said it was time to go – well there's always next time.

Thanks for a great dive guys

Christmas Dives

By Peter Flockhart

Christmas Morning Dive (25th Dec 2008)

While the rest of Sydney slept & or opened their presents on Xmas morning my self & Rob Mapstone quietly slipped into the calm waters of Bare Is at 7.20am.

The water temp was a pleasant 21 degrees C & the vis was around 10m. We swam along the front of the Island scattering the feeding goat fish before descending to the deep wall. Max depth was 17m & the bottom temp was down only by a degree. The vis was around 8m. We saw lots of nudis – ianthania, neodoris, splendida & marginata as well as a number of large egg rosettes which had been laid by large dorids or pleurobranchs during the night. There was the usual array of sponges & small fish. At 35mins we turned back & swam at a leisurely pace to the exit point. Along the way we saw a couple of small cuttlefish & a blue gurnard.

Through out the entire dive we had the company of a friendly blue wrasse.

We surfaced after an enjoyable 63 minutes in the water.

After the dive we enjoyed a cup of tea & Xmas cake. I can't think of a better way to spend Xmas morning.

Saturday 27th December 2008

We met Les & the boat at Yowie Bay for a pleasant run to the Undola. Having arrived after a bumpy run we spent the next 40 minutes trying to hook the elusive wreck, the bottom current didn't help at all. Finally in was decides that "Air bear", Paul Pacey & Les would do a rapid descent in order to secure the pick to wreck.

On descent “Air bear” lost his mask but was able to hold on & do the descent semi blind. Les held the line while Paul sallied forth to secure the wreck. This was done only by the barest of margins. The pick was scrapping the side as he caught & secured it to a rib near the boiler. Once down, we circum-navigated the wreck counting some 18 baler shells laying eggs. Between the divers we counted 36+ egg towers.

Also sighted were 10+ moray eels both orange & green, one small cuttle fish & a huge wobby under the bow. Estimates on its size ranged from 4 to 5.5m long. Nannigi were so thick on the wreck, at times the divers were lost to sight despite the outstanding vis of almost 25m. Water temp on the bottom was later found to be 16.7 degrees, which helped account for the great vis.

As the first group began their ascent, the second group of Michael & Kelly arrived. They too had a great dive & when the anchor was released Kelly noted that the line took off in a huge rush.

Deco was long but the water was a balmy 20 degrees C which meant most people didn't get cold.

After another bumpy run back in the face of a stiffening NE swell morning tea was taken at Darkes Bay before motoring back to the ramp.

Sunday 28th December 2008

Another high tide & another great day saw four divers (Michael & Kelly, Eddie Ivers & Peter F) descent the track at Shiprock. On entering the water at 9.42am we were greeted with 15m + vis & 21 degree water.

As we descended the wall the colour seemed to hit us from every angle as the vis was so good. Eddie took his camera & photographed several interesting animals during the dive. Firstly was one of numerous morays' & then a med sized numb ray sitting on the sand. The area was absolutely thick with both Sweet Ceretosoma nudibranchs & the fat sea pens (*Calvurnia obesa*) so much so, that I gave up counting.

Out in the deeper part of the dive we came across a single *Tambja vercosa* feeding on a sponge & almost at the turn around point we found Michael looking very excited as he had located a single pineapple fish. On the way back Kelly found a small sea seahorse hiding in the sponges on the wall. The first one I've seen there for a long time.

During the dive we only saw 4 other divers which was a pleasant change from the usual hordes.

When it came time ascend the wall I found 3 *T vercosa*, either feeding or engaged in other activities on a small yellow sponge. However by this time Eddie had gone up so the event wasn't photographed.

After a couple of minutes doing deco in the shallows, we surfaced after an enjoyable 68 min in the water.

Monday 29th December 2008

Another day, another dive!

The weather was supposed to have flat seas but instead we were greeted at Jibbon Point by stiff S/SE wind & choppy seas. So in the face of nothing else available we dropped the anchor at Six Fathom reef.

As the seas weren't friendly Les opted not to dive, deciding to stay with the boat, while the rest of us dived. This meant everyone else could go in at once, but we still did so in two groups. Group one: Michael, Shelia & John Connolly. Group 2 :Peter F & Jessica.

Vis was ok on top of the reef around 8 to 10 m & off the sides of the reef increased to almost 15m. We swam off to the west before turning south then east along the walls of the reef. While not much in the way of fish life was seen apart from a small school of sea pike & tassie trumpeter I did manage to find a large red pleurobranch & several different species of nudibranchs.

Six Fathom reef is rather bare on the top with the bulk of the life being on the western & eastern sides at depths of 15+

m. The reef runs out to sand if you continue in a southerly direction.

After 45 minutes it was time to ascend thru the rising swell to deco & then very carefully – re board the boat as the swell had increased in size. Once we were all back it was off to Darkes Bay for morning tea.

Tuesday 30th December 2008

The day dawned as another hot & perfect day. I can tell you by the time the four of us (Michael M, Brian Byrnes, Jessica & myself) got to the water we were all a lather of sweat. We had walked around to the back of Bare Island before jumping or crawling into the water.

We swam at a steady pace across the kelp at the before descending to the deep wall & heading in towards the shore. At 19m the temp dropped to around 18 degrees which was still comfortable. We came across a boats toilet at 18m but no boat. It must have failed to do its job so it had been turfed over the side. We saw few fish on our travels

but lots of colorful sponges. MM found two small pygmy pipe horses. Since I had the right glasses in my mask I was able to see them, for once!

The highlight of the dive for me was seeing an Arminidae sp (a type of nudibranch) moving very quickly over the sand. When it was picked up it curled into a ball before unwinding & leaving the scene. Generally, this type of nudibranch isn't seen during the day which made it all the more special. It would have been good to get a photo but no-one had a camera.

After 55 mins I was down to 20 bar so I decided to surface with Brian. This meant a long surface swim to the exit point but since the tide was still coming in it didn't take as long as it might have.

I thought that while the dive was good it was a great way to bring up my 2000th dive by seeing something unusual.

Regular events

Club Meeting

The Next Club meeting will be held Wed 18th of February at St George Rowing Club, 1 Levey Street Wooli Creek at 8.00 pm. Come along about 7 pm and enjoy a meal at the bistro.

Thursday Night Dives

If you do not currently get the email each week advising the location of the dive, please email

michael@michaelmcfadyenscuba.info

and advise that you would like to be added to the list.

Please make sure that you let Michael McFadyen know if you are coming in case the weather means we need to move or cancel the dive.

Other Dives

Many other dives are advised in the news section of the Club's web site.

If you are interested in a dive, have a look at the news section a few days before a weekend and you may find others already planning a dive.

You can also place your own news item there (but remember it may time to appear as it needs to be authorised by a web site administrator).

UP AND COMING EVENTS

SCAN Weekend 20th - 22nd March 2009

Accommodation has been booked in 2 cabins at Soldiers Point Holiday Park. Based on 6 people sharing the cost is \$40 per person per night.

The diving will be shore diving primarily at Fly Point and Halifax Park.

Please give \$50 deposits to Mark Ridsdale and let Jason Coombs know if you would like to attend.

Anniversary Dinner 21 February

VENUE: Happy Gathering Chinese Restuarant

138 Cronulla St, Cronulla

SIT DOWN AT 7.30PM

BANQUET \$26.00 PER PERSON

- Mini Spring Rolls
- Samosa
- Dim sims
- Salt and pepper calamari
- Beef with satay sauce
- Sizzling mongolian chicken
- Sweet and sour pork
- Fried rice & steamed rice
- Ice cream & flavouring
- Tea or coffee

RSVP: by February 18th 2009.

Ulladulla Trip

A trip has been organised to Ulladulla for the week-end of Friday 1st to Sunday 3rd May. We will be using Ulladulla Dive & Adventure again (large RIB) and the same Tourist Park.

Numbers are limited to (20), so you will need to get in early with your \$50 deposit to secure your spot.

➤ **Accommodation**

Harbour Cabins, Ulladulla Headland Tourist Park

\$85 per person for the week-end (estimate depending on numbers).

Includes a late check-out time of 2:00 pm

<http://www.holidayhaven.com.au/Ulladulla-Headland-Tourist-Park.html>

➤ **Diving**

Ulladulla Dive & Adventure

Double Dive both days to local sites - \$75 for the double dive

Air fills are \$6.00

Depending on numbers, dives will be done in 4 single runs.

<http://www.ulladulladive.com.au/>

To book your spot, contact Kelly at kelly@michaelmcfadyenscuba.info and pay your \$50 deposit to the Treasurer.

Ocean Trek

A trip to beautiful Jervis Bay on Ocean Trek has been organized for 15-17 May

The cost (\$400) includes:

- Accomodation on Fri & Sat nights
- All meals on Saturday
- Brekky & Lunch on Sunday
- Six dives & air fills
- Good company & lots of fun

Places are limited to 10 people.

For further info re Ocean Trek click on the link below:

<http://www.oceantrek.com.au/>

So if you are interested in attending this great weekend let me know asap (either by email or phone) A deposit of \$ 50 is payable to secure your spot. So get the deposits to the treasurer, either at the meetings or via EFT.

DEPOSITS NEED TO BE PAID BY 11TH APRIL.

**Vanuatu Trip
August 2009 Trip to VANUATU**

We'll be living in a tropical paradise and diving spectacular reefs and wrecks including the world's largest and most intact WW2 wreck - the SS President Coolidge.

We have two versions of this trip – “REGULAR” and “LIGHT”.

The REGULAR version includes Port Vila and Santo (16 dives, 11 nights accommodation) **\$2335.**

The LIGHT version is Santo only (10 dives, 8 nights accommodation) **\$1730**

Itinerary – REGULAR (\$2335):

Depart Sydney on Monday 10th August 2009 flying Air Vanuatu to Port Vila.

Spend 3 nights in Port Vila with twin-share accommodation at "The Melanesian" with continental breakfast daily.

Two days diving (4 dives) with "Nautilus Scuba" (tanks, weights and dive guide services included)

Potential dives are: Twin Bommies, Mele reef, Pango Wall drift, the cathedral Cavern, MV Konanda

Depart Port Vila on Thursday 13th August 2009 flying Air Vanuatu to Santo.

Spend 8 nights in Santo with QUAD-share accommodation at "Deco Stop Lodge" with continental breakfast daily.

12 shore dive package with "Aquamarine Diving" (tanks, weights and dive guide services included). There are two scheduled dives per day. Potential dive sites are: The President Coolidge (obviously), Million Dollar Point.

Optional: Boat diving can be arranged once we get to Santo (we can convert some of the shore dives to boat dives).

Potential dive sites are: the USS Tucker wreck and the Henry Bonneaud.

Optional:

Upgrade Deco Stop Lodge from quad-share to twin-share = AUS\$128 pp for the 8 nights.

Upgrade some shore dives to boat dives (USS Tucker, etc) cost depends on numbers.

Depart Santo Friday 21st August 2009 flying Air Vanuatu to Sydney (via Port Vila).

Itinerary – LIGHT (\$1730):

Depart Sydney on Thursday 13th August 2009 flying Air Vanuatu to Port Vila.

Overnight stay in Port Vila with twin-share accommodation at "The Melanesian" with continental breakfast.

Depart Port Vila on Friday 14th August 2009 flying Air Vanuatu to Santo.

Spend 7 nights in Santo with QUAD-share accommodation at "Deco Stop Lodge" with continental breakfast daily.

10 shore dive package with "Aquamarine Diving" (tanks, weights and dive guide services included). There are two scheduled dives per day. Potential dive sites are: The President Coolidge (obviously), Million Dollar Point.

Optional: Boat diving can be arranged once we get to Santo (we can convert some of the shore dives to boat dives).

Potential dive sites are: the USS Tucker wreck and the Henry Bonneaud.

Optional:

Upgrade Deco Stop Lodge from quad-share to twin-share = AUS\$113 pp for the 7 nights.

Upgrade some shore dives to boat dives (USS Tucker, etc) cost depends on numbers.

Depart Santo Friday 21st August 2009 flying Air Vanuatu to Sydney (via Port Vila).

The fine print...

The prices are based on an Air Vanuatu "T Class" fares and are in very limited supply. If you miss out on a "T Class" fare then the next fare level will cost an additional \$313 to the prices quoted.

The **\$600** deposit is due NOW and payable to Dive Adventures. You can direct deposit or call Dive Adventures (9299 4633) and pay by credit card over the 'phone (extra charge involved – see below). Our agent at DA is Sharon.

The balance is payable no later than 45 days prior to departure.

Air Vanuatu have a 20Kg baggage limit plus an additional 10Kg for sporting equipment (30Kg total).

The price does not include travel insurance which is recommended.

Of course, it is recommended that you also have DAN coverage.

I need names ASAP – please email or SMS so I can advise Dive Adventures.

Also...

Do you want to upgrade to twin-share (from quad-share) accommodation at Deco Stop Lodge?

Are you interested in converting some of the Santo shore dives to boat dives to have a look

at USS Tucker and/or the Henry Bonnebaume? (No commitment needed - just an expression of interest).

Paul Pacey

(Home 9527-2501)

(Mob 0418 410245)

Paul.Pacey@iinet.net.au

Dive Adventures direct deposit bank account details...

Direct Deposit Account Details:

Westpac (King St, Sydney branch) BSB : 032 003 Account Number : 188 500

SWIFT : WPAC AU2S

Important note: Please ensure that your file number and surname are included in the deposit details, when making

direct deposits.

FOR PAYMENT BY VISA OR MASTERCARD A CREDIT CARD MERCHANT FEE OF 1% APPLIES.

OTHER NEWS

Tank Testing

Heinz Bendinger will collect tanks for

testing at the February meeting. The cost of testing is \$15. To get such a cheap price, there are some conditions:

1. Remove tank boots, mesh, valve caps, carrying handles, tank bands, sling rings and limpet mines.
2. Evacuate air from tank completely and close valve.
3. Write your name on the valve and on the tank and indicate with a YES if you require an air fill. Use of masking tape or tags is good.
4. Come to the February meeting and bring your tank/s with you. If you can't make it to the meeting, find someone who will be attending to do it for you.
5. Tanks will be taken AFTER the meeting in the car park.
6. No deviation from the above will be entertained. If this does not suit your itinerary feel free to do it in your own time at greater expense

The Committee is:

PRESIDENT:	Jason Coombs	6545 5596	President@stgeorgescubaclub.org.au
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Please send items for the Newsletter to me by the 28th of the month