



Equipment Officer's Report 2018-2019

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Highlights

The following items were actioned during 2018:

- Annual main compressor service;
- Filling panel service;
- All TUSA BCD inflators replaced;
- February tanks hydrotested; and
- Wetsuits with obvious holes or zipper problems were removed from the wetsuit rack, but not disposed of.
 - The neoprene of these suits should be repurposed.

Future Recommendations

The following items are to be reviewed and actioned by the next Equipment Officer and committee:

- Regulators due for service;
- April tanks to be hydrotested;
- Compressor needs work done to improve filling efficiency;
- TUSA BCD dump valves are to be replaced, purchase has been approved by the committee in January of 2019; and
- Several tanks require new valves.
 - the purchase of these will need to be approved by 2019 committee.

Regulators

A reduced number of regulators were available for hire throughout the year with no reported shortage. It is my recommendation that we salvage parts that we deem useful and sell the parts that are excess to our requirements.

Compressor Trailer

The trailer compressor is currently unsafe to be used, requiring a significant investment in time and money to repair to a state that would be safe to use. The 2018 committee deliberated on this issue at length, with no true resolution of the issue. There are advantages and disadvantages to keeping the compressor. The most notable pro being that it allows the



The compressor trailer as an asset itself is generally cash negative, and so is important strategically to the Club as it allows club trips to fill tanks by club members and allows trips to areas with no/limited access to air filling.

The possible options are as follows:

1. Don't Repair – Sell/salvage (salvage profit of \$500?);
2. Repair compressor fully, and replace tyres at a cost of \$6,600;
3. Repair compressor partially (remove trailer banks), and replace tyres, at a cost of \$5,300; or
4. Alternative option – Possibly sell compressor on trailer, and make modifications to main compressor to make it transportable.

Selling the compressor could give the club a cash boost to buy extra tanks, allowing members to hire more tanks prior the trip, minimising the number of trips to be made to an external fill station. It would also allow the club to add more cylinders to the existing banks in the compressor shed by removing the cylinders in the trailer prior to selling.

Could we sell the trailer compressor and banks, and have some option where we can install the main compressor easily, so we don't have a resource that sits idle for 98% of the year, and don't commit to twice the compressor labour costs?

It is my opinion that the 2019 Committee should explore the option of fixing what can be fixed themselves, and seeing if this would significantly reduce the repair cost.