

JULY 80

FATHOMS

Registered for posting as a publication category B
If undeliverable, return to Victorian Sub Aqua Group, Box 2526W, GPO Melbourne 3001



SAFETY IN DIVING

50c



V S A G

VICTORIAN SUB-AQUA GROUP

FATHOMS
 (Official Journal of the Victorian Sub-Aqua Group)
 Box 2526W, G.P.O., Melbourne, 3001

President
S.D.F. Delegate

DAVE MOORE
 127 Hansworth Street, Mulgrave 547-2791

Vice President
Newsletter Editor
Training Officer

FRED FERRANTE,
 16 Coppin Street,
 EAST MALVERN
 211-0708

Secretary

PAUL TIPPING
 521 Lygon Street
 NORTH CARLTON
 387-2027

Treasurer
S.D.F. Delegate

JOHN GOULDING
 5/22 Hill Street
 HAWTHORN
 819-1739

Committee Members

TONY TIPPING	-	80-4956	Social Secretary
BARRY TRUSCOTT	-	783-9095	Safety Officer
PAT REYNOLDS	-	789-1092	Property Officer
MAX SYMON	-	465-2812	Medical Officer/SDF Delegate
BOB SCOTT	-	367-2261	Points Scorer
CARL JIRONC	-	347-4110	Librarian
NEIL CARLAND	-	529-5484	Assistant Editor
DAVE CARROLL	-	391-2211 Ext.247	SDF Delegate

CLUB MEETING -

The next meeting of the Victorian Sub-Aqua Group will be held on Wednesday 16TH JULY, 1980 at 8pm at the Collingwood Football Club, Lulie Street, Abbotsford in the 2nd floor Function Room. Bar facilities are available to VSAG members prior to, and after the General Meeting and meals are served from 6pm until about 9pm. A list of VSAG members will be provided to the Football Club thereby eliminating the requirement to sign the visitors book at the entrance. Visitors welcome!

F O R E W O R D

On behalf of all those who attended the Yarrowonga weekend, many thanks must go to John Elliot and Bruce Soulsby and their families for organising what was seen as a fantastic weekend. It was obvious that our country friends made sure that we city slickers were never at a loss for things to do.

After seeing the films on Kangaroo Island in S.A. at the last General Meeting, enquiries were made for the securing of camp sites at or near Victor Harbour for the Club Christmas trip this year. But it was found that the only available location was some distance from our planned diving area and that it contained no available facilities, as we would require. So that the present time our Christmas location is still uncertain, but there is a tentative booking at Jervis Bay still available to the club. Final arrangements will be discussed at the July General Meeting.

It has been requested by members of the committee that the column "Bouquets and Brickbats" should have its name changed to "Letters to the Committee". I see no reason for refusing this request. In respect to all other points laid down by me for this column, they will remain as is.

- i.e. (1) all letters will be posted to the editor before or by the general meetings
 (2) the writer's name will not be published unless requested
 (3) only the editor will know the writer's identity.

I would like to thank the previous writer to "Bouquets and Brickbats" for taking the time and effort to contribute. It proved to be good food for thought and brightened up the atmosphere at the last committee meeting.

ED.

DIVE CALENDAR

<u>DATE</u>	<u>LOCATION</u>	<u>TIME</u>	<u>DIVE CAPT.</u>	<u>NOTES</u>
July 6	INVERLOCHY	10 AM	P. Reynolds 789-1092	Anglesea B/R
July 16	COLLINGWOOD Football Club	8 PM		General Meeting

DIVE CALENDAR (Cont'd.)

<u>DATE</u>	<u>LOCATION</u>	<u>TIME</u>	<u>DIVE CAPT.</u>	<u>NOTES</u>
July 20	CERBERUS - Black Rock Y.C.	10 AM	F.Ferrante 211-0708	Shore Dive
July 26	SKI DAY			
Aug. 3	REEF DIVE	TBA	B.Scott 367-2261	Inverloch
Sept. 7	PINNACLES	9.30 AM	B.Lynch 795-2834	San Remo jetty
Sept.	GOLF DAY		N.Garland	Mornington Golf Club

COMMITTEE NEWS

1. Club will be obtaining V.S.A.G. car stickers
2. Ticket sales for SDF Dinner Dance discussed
3. Unexperienced diver depth limitations was discussed
4. Subscriptions for country members will be reduced to \$10
5. Boat captains to keep list of divers that they have taken out on dives
6. Christmas trip was discussed - S.A. there is only one location with sites available but no mod cons - Jervis Bay second alternative, temporary booking has been made
7. Final close of date for literary award is August
8. The column Bouquets & Brickbats will have a name change - "Letters to the Committee".

FOR SALE

One Farralon 3 window mask, latest model, low volume with fantastic peripheral vision, blue & black. As new retails at \$59, yours for \$35!

One pair rocket fins - fully experienced at Truk but in perfect condition. Worth \$36, yours for \$25 or O.M.O.

Contact Geoff Birtles 846 1983 (or see items at next VSAG meeting).

LETTERS TO THE COMMITTEE (Formerly Brickbats & Bouquets)

Dear Sir or Madam,

We (the Committee) thank you for your letter published in "Fathoms" June 1980 under 'Bouquets & Brickbats'. Whilst we agree with the 2nd, 3rd, & 4th paragraphs we would like to correct some infactual points that you brought up.

1. Your comment that the list of members without medicals will grow longer and longer has in fact shown a reverse trend from a list of 52 names in Nov'79 to 20 names in May'80. It is further interesting to note, of these 20 names we believe 15 had not dived with the club within the last 12 months or were not financial.

While on the subject of medicals, you say VSAG has too many rules yet you wish to add yet another by having 2 medical requirements - one for hazardous dives and another for non-hazardous. That would be like having a driving licence to drive in the city and another to drive in the country. Secondly medicals by G.P.'s are O.K. but as "Safety in Diving" is our motto surely only a high standard of medicals is acceptable, why lower the club standards?

2. Regarding the matter of club funds, during 1979 Club Sub's did not cover club running expenses and for this reason were raised to \$20. The target of the committee is to cover operating expenses and to provide for depreciation and replacement of equipment. It seems also that you have a short memory and omit to read Fathoms, for it was only in 1979 that the club gave out silver medallions to commemorate its Silver Jubilee. The cost to the club was almost a years sub's from members. In 1980 'CASICO' insurance was paid for by VSAG to club members. Also that year instead of raising boat fees, the club subsidises \$1 per person, so if you go on 20 dives your subs are returned.

3. You comment there is something wrong with the VSAG but omit to identify the problem, and you comment that membership will decrease is not borne out by the influx of new members

e.g.	end May	78	members	numbered	51	+	life	members
	"	"	"	"	54	+	"	"
	"	June 80	"	"	55	+	"	"

at meetings - 1980	March	-	27
	April		12
	May		33
	June		29

On dives 15 - 20 average

4. Introducing new members to those who attend meetings and dives infrequently? As you said in your letter 'The club is people' - if people do not attend club functions you do not have a club! Are you helping by attending infrequently?

'The chance to meet people with similar interests'. Do you have similar interests with people who attend regularly if you attend functions infrequently? If you attend meetings once every 12 months, are meetings to be solely for one or two people to be introduced to new members.

5. Finally you say the committee should "listen to members who attend General Meetings, even if they are not actively involved in club activities". From past experience we have found people not actively involved are mis-informed (as you seem to be) so it is hard to comprehend their comments when they are not factual.

When a new committee is to be elected, where are you? Perhaps you wish to put nothing into the running of the V.S.A.G. just sit back and take. We are afraid it does not work that way.

Signed by DAVID MOORE
 on behalf of the Committee.

PRESSURE RELATED AILMENTS

Thoracic (Lung) Squeeze In making a breathhold dive, it is possible to reach a depth at which the air held in the lungs will be compressed to a volume smaller than the normal residual volume of the lungs.

Should this happen, the blood and tissue fluids may be forced into the space, resulting in a thoracic (lung) squeeze. However, the volume of the lung at which thoracic squeeze occurs may be less than the residual volume because of blood shifting into the pulmonary circuit and offsetting the pressure imbalance.

Theoretically, the average man with a lung capacity of 6 litres could not breathhold dive beyond 30 metres (4 atmospheres) as the air in his lungs at that point would be compressed to the residual volume (1.5 litres, average). A man with an exceptional lung capacity could exceed that depth, but would eventually reach his own limit. In fact, this has yet to be demonstrated.

A world record holder for breathhold skin diving, Robert Croft, has an exceptional total lung capacity of more than 9 litres. In 1968 during a series of experimental dives, Croft reached 73 metres which

is about 12 metres below his "computed" residual limit, and did not experience any symptoms of thoracic squeeze.

Ear and Sinus Squeeze The middle ear is part of the auditory mechanism and includes an air space which is separated from the external ear canal by the ear drum. This space is vented to the throat by the eustachian tube. If pressure changes are rapid equalization of pressure within the middle ear may lag slightly behind the change in external pressure. For example, when riding in a fast elevator, some people will experience a slight "popping" of the ears as the pressure inside catches up with the change of outside pressure. If the eustachian tubes are blocked, the relatively small pressure change in the elevator ride might result in mild discomfort. In diving, where the pressure changes are significantly greater, a blocked eustachian tube can bring about problems ranging from severe pain to serious ear injury.

The effects of a pressure imbalance in the middle ear will be felt in two ways.

1. The outside pressure will push in on the ear drum, causing intense pain. If rising pressure is not checked (by stopping the descent) the ear drum may rupture
2. The tissues that line the middle ear will swell into the space. Unless pressure balance is restored, blood or tissue fluids will fill the space. This will happen particularly in those instances where the pressure difference is not great enough to rupture the ear drum.

Ruptured ear drums or damaged tissues in the middle ear leave a diver vulnerable to infection and will also prevent him from further diving until the damage is healed. A ruptured ear drum carries an additional hazard for a diver whose ears are in direct contact with the water. The sudden rush of cold water into the middle ear can cause a brief but violent episode of vertigo. The diver can become completely disoriented, will probably become nauseated and may vomit. Fortunately these symptoms will quickly pass as the water reaching the middle ear is warmed by the body.

The sinuses are located in hollow spaces in the bones of the skull. They are lined with mucous membrane and are connected to the nasal passages. If the connecting passages become blocked by congestion or swollen tissue, blood and tissue fluids will be forced into the sinus cavities causing intense pain and a possible hemorrhage of blood vessels.

Ear and sinus squeeze can often be prevented by not diving if any

signs of nasal congestion or a head cold are apparent. The effects of squeeze can be limited during a dive by halting the descent and returning towards the surface a few feet. This will help restore the pressure balance. If the space cannot be equalized by swallowing or blowing against a pinched-off nose, the dive must be aborted.

DR. R. ESS

(Medical Adviser to the VSAG)

HMVS CERBERUS

Most of us in our diving careers have dived through the sad remains of "Cerberus" now at Black Rock. In my early diving days we made several night dives inside her hull on clear summer nights which proved well worth the effort as long as you were first down the corridors!! I haven't been near the Cerberus for many years now, and guess it is probably quite dangerous inside her these days.

The Cerberus was built at Jarrow-on-Tyne by Palmers Shipbuilding Co. as a low freeboard turret ship and was completed in September 1870.

Four sister ships, known as the Monster Class and designated Breastwork Monitors after their prototype in America, were built. Three more similar craft were built for service in India. Cerberus' total cost was £125,000 Sterling and on completion was 225 ft long and 3480 tons. There were two decks and the hull below the lower deck, was divided into eight watertight compartments, all or any of which could be flooded until only the breastwork was above water. This armoured breastwork was 112 ft long and built of $4\frac{1}{2}$ " thick lowmoor iron. The two turrets were $5\frac{1}{2}$ feet tall and each mounted two 10" muzzle loading rifled guns firing 400 lb shells. Economical speed was 6 knots on 48 tons of coal per day, maximum speed was 9 knots.

Her sister ship "HMS Captain" had rolled over in a moderate sea with great loss of life only months before Cerberus was due to leave for Port Phillip on her maiden voyage, and therefore it wasn't surprising that great difficulty was experienced in finding a crew to sail her to Australia. It seems to me that she being from the "Monster Class" and with a name like "Cerberus" (the two headed monster which guards the entrance to Hades) it was amazing that a crew was found at all!

There were 25 volunteers aboard when she sailed from Chatham to Spithead on 29th October 1870. She lumbered along almost uncontrol-

lable with decks awash and the volunteer crew quickly paid off on arrival at Spithead.

For the long voyage to Melbourne she was rigged as a three-masted schooner and a crew of 65 seamen was finally found and she left on 7th November.

The Bay of Biscay was in its usual turbulent mood and for 4 days Cerberus wallowed in the troughs of the seas, as she would not head the wind under sail or steam and rolled as much as 45°!

She eventually reached Gibraltar where most of the crew refused to go any further and a new crew took some time to find. But the worst was over, the remainder of the voyage via Malta, Suez Canal, Aden, Ceylon, Batavia and Fremantle was in good weather, and she arrived off Point Lonsdale at 9am on 9th April, 1871, 123 days out from England. This was her last taste of the open sea for she never again left the safety of Port Phillip.

Her arrival in Hobsons Bay created quite a stir and one newspaper described her as "an elongated gasometer fitted with masts and sent to sea on an experimental cruise". Her traditional colours of the day were a black hull, buff funnel and a broad royal blue band around the breastwork, with white superstructure.

During 50 years of active service Cerberus was involved in nothing more sinister than training runs from Hobsons Bay to Sorrento and Queenscliff where she would engage the Queenscliff fort in mock battle, and later with other vessels of the Victorian Navy (as it was then) would take part in impressive searchlight displays in Corio Bay in the evening.

Throughout the 1914-18 war, Cerberus was named as Port Phillip's Guard Ship. In 1921 Williamstown Naval Base closed and transferred to Western Port. The former South Australian cruiser "Protector" was renamed Cerberus to preserve the name and the old monitor was renamed "Platypus II", and went to Geelong as a depot ship for the Royal Australian Navy's flotilla of six "J Class" submarines. The submarines being well known to VSAG divers who have visited two remaining ones out off Point Lonsdale.

"Cerberus" was sold in 1924 for scrap for \$409 and after being stripped was sold to Sandringham Council in 1926 where she can be seen today as a breakwater. The last ironclad monitor left in the world.

SCUBA DIVERS DINNER DANCE

The scuba Divers Federation of Victoria Annual Dinner Dance will be held at Chaucers, Canterbury Road, Canterbury on Friday 26th September.

7 PM till midnight
\$18.00 per head all inclusive
4 course Dinner and Refreshments

Tickets for the SDF Dinner Dance are selling well so get in quick. All moneys must be paid by July General Meeting.

So bring your money along and join in the V.S.A.G. party at the SDF Dinner Dance.

It's the best Divers Ding of the Year.

Contact - Dave Carroll, John Goulding or Dave Moore

SUBMARINE DIVE - 22ND JUNE

In 1918 the British Admiralty finding themselves with a surplus of war ships presented to the Australian Government 6 "J" class submarines. At the time the British "J" class subs were the fastest diesel engined submarines in the world and were intended to be a counter measure to the fast German U-Boats.

The submarines of the "J" class fleet each had a displacement weight of 1260 tons, an overall length of 275 feet, beam of 24 feet and a surface speed of 19 knots.

For armourment they were equipped with a 4 inch gun and 6 x 18 inch torpedo tubes. With their cruising range of 4000 miles the 6 submarines provided Australia with quite a formidable deterrent against enemy shipping - if you consider 1 submarine per State to be a deterrent!

Well it seems that most of the subs finished up in Victoria, and in 1924 the Navy sold 4 to the Melbourne Salvage Syndicate who stripped and scuttled them in and outside of Port Phillip Bay.

Two of these subs now lie in 120 and 130 feet of water approximately 2 miles south west of Point Lonsdale.

With a placid sea and 12 eager divers we roared out through the heads on Sunday 22nd June to go find the subs.

Picking up the various land markings needed to locate the area of the intact submarine, we criss-crossed the area until the depth sounder recorded a high object at 100 feet.

Divers were paired and a 15 minute bottom time was set. Visibility was a disappointing 30 feet, yet still provided plenty of light to view the sub from the outside, and with torches to penetrate through the open hatchways aft of the coning tower.

Penetration of ships, caves, and certainly submarines is not for fool hardy heroes or novice divers, but properly planned, can be done safely. Inside, the gentle surge surrendered to the tranquility of this deep still water cavern and the swim through the narrow corridor revealed the efficiency of the ship strippers. A bare hull is all that remains! Yet it is still a very different diving experience to go on a submarine.

A 15 minute dive doesn't sound like a lot of activity when you consider the drive time to Sorrento, the boat ride and of course the drive home, so we skipped back inside the Bay for a drift dive near the kelp farm, before heading back to the hot pies, devonshire teas and the general get together with other divers at the Sorrento boat ramp.

JOHN GOULDING

At this time of year, Victoria is unique in many ways. Not only do we have dirty water and unpredictable weather to contend with but also cold water. The temperature of Victorian water ranges from a maximum of around 18°C in January to a minimum of about 11°C in August.

The human body operates most efficiently at a temperature of 37°C. This is known as the core temperature. It is measured deep within the body and not on the surface of the skin. The body attempts to maintain this temperature within a very small range. If the core temperature rises, the body compensates in 2 ways. Surface blood vessels are opened up and the blood can lose heat directly to the atmosphere. Perspiration secreted by the body evaporates from the skin's surface and thereby cools the body. If the temperature drops below 37°C heat is conserved by shutting off blood flow through the extremities and by shivering which is an involuntary muscular action which helps to generate heat.

If despite these efforts the core temperature drops below 37°C, a number of signs and symptoms become apparent.

35-36: shivering, peripheral numbness, difficulty in performing, coordinated fine tasks, loss of muscle power, increased discomfort, fatigue and general apathy cyanosis.

34 : confusion, disorientation, amnesia

33 : shivering replaced by continuous muscle rigidity

30-32: heart irregularities, unconsciousness, dilated pupils

24-25: death

The body loses heat far more rapidly in water than in air at the same temperature.

Chilling if not severe enough to threaten life leads to a loss of co-ordination, a decrease in the ability to think clearly and difficulty in the performance of fine tasks. Swimming ability is decreased with increasing discomfort and fatigue. As a result of the constriction of peripheral blood vessels, there is an increase in the central blood volume which causes an increase in the rate of urine formation and the subsequent need to empty the bladder. As hypothermia progresses however heart function is affected and the amount of blood pumped per minute is decreased leading to decreased urine output. A further effect of hypothermia is an increase in blood viscosity and a decrease in the rate of oxygen delivery to the tissues leading to tissuehypoxia.

In serious cases the treatment is to maintain respiration and circulation while rapidly rewarming the diver by placing his body in a warm bath and elevating the limbs and head out of the water. Immersion of the limbs may cause death by causing the blood vessels in them to open up and overload an already enfeebled heart. For less serious cases a hot shower may suffice. Wetsuits may be left on during this treatment. The temperature of the bath should be initially around 36°C and raised rapidly to 40°C. Since this warming can be fatal it is advisable for it to be done in a hospital. The best first aid treatment is to use the body heat of several people huddled around the patient. Wrapping the patient in a blanket is virtually useless. Warm drinks administered regularly may also be of some value. Alcohol is detrimental since it causes dilation of peripheral blood vessels. Marijuana also acts to stop the blood vessels being shut off to conserve heat.

In mild cases the only treatment is common sense. Get out of the water and warm up. A second dive should not be attempted until the

body is able to perspire.

Hypothermia can be prevented or lessened by wearing some form of insulating garments, increasing the amount of fat under the skin; decreasing exercise and adopting a huddled position in the water, to minimise the area of contact with the water. The body is capable of acclimatisation to cold but this takes a long time.

Clearly the best solution for a sports diver is to wear a good wet suit. Any leaks should be patched up so as to stop cold water continually flushing out the warmer water next to the skin.

It should be remembered that the insulation properties of neoprene decrease with depth due to compression of the rubber. Therefore in deep dives a diver is likely to experience a greater heat loss per unit of time.

Even after getting out of the water, heat continues to be lost from the deep tissues and the core temperature may drop to a point where the symptoms may become serious. It takes several hours to restore all lost body heat.

Commonsense is the best prevention of hypothermia in sports divers. Take along a thermos of hot coffee or soup to drink when you get out of the water. Remember that the effects of hypothermia take a while to wear off, particularly fatigue and mental dullness. So don't try to drive home immediately after a dive since sleepiness and increased reaction times increase the possibility of an accident.

Written by AMI COID

USELESS INFORMATION

Ever wonder how the township of Rosebud received its name? The 139 ton schooner "Rosebud" was a regular visitor to Port Phillip during the early 1850's, and she was reported to have gone ashore on a sand bank off the town now bearing her name. She was blown into this area during a strong westerly gale in 1854-5.

The wreck evidently caused considerable excitement in the area as various household items came gratis from the cargo. People arranged to meet near the wreck and so the infant settlement got its name.

Full and authentic details of this wreck have been difficult to locate, but there has however been a misconception that the "Rosebud" was lost about 1851. This is quite incorrect as she was registered

at Melbourne in 1852, and owned by a syndicate of local ship agents who later disposed of her in May 1854 to E.W. Hobson and re-registered in 1854. Particulars: built at Whitby England in 1841 and 71 ft long, Female Figurehead.

The stories attached to various ships can sometimes be interesting and the well known vessels of Port Phillip were no exception. The following is an account of the fates of "Excelsior" and "Malaita" both iron screw steamers and with colourful careers.

"Excelsior" - built in 1882, 186 ft long and 350 tons. The 9th January 1897 found her steaming for Melbourne from Geelong in the Hopetoun Channel Port Phillip. Approaching the ketch "Lulu" which was bound for Geelong loaded with nearly 70 tons of galvanised iron, the Lulu suddenly steered right across the bows of Excelsior which went hard astern, but struck the Lulu between her bow and foremast. Lulu sank within two minutes in 12 feet of water, resting on the south bank of the channel. Excelsior suffered only minor damage. In 1899 it was Excelsior's turn to take a dip. The famous bay steamer "Edina" added another victim to her list on 11th July near Point Cook when she sank Huddart Parker's well known bay steamer Excelsior.

Travelling through dense fog towards Geelong the Edina struck the opposition a few feet aft of the funnel on the port side at about 11.30am. Only the lookout on the Edina was hurt slightly, but four passengers from Excelsior were admitted to hospital with serious injuries. The Excelsior's passengers were transferred to Edina which returned to Melbourne. The Excelsior sank within 45 minutes.

The steamer had been built in 1882 and was a great favourite in the Geelong-Melbourne trade. After the collision she was abandoned to the underwriters, but was later at auction, repurchased by her former owners. After being submerged for nearly 9 months, the Excelsior was raised, having been dragged along the bottom to shallow water near the back beach at Williamstown. After being completely reconditioned she resumed in the Geelong trade until in 1919 when sold. Her new owners dismantled her removing her engines which were put into the hulk "Malaita", owned by Burns Philip, and then lying at Geelong.

"Malaita" - built in 1893 was 200 ft long and 940 tons. The Malaita had spent many years in the coastal trade around Australian ports and the Excelsior's engines were to rejuvenate her and she made a number of voyages to the inlands of the Pacific after her refit.

But while anchored in Hobsons Bay, out of commission on 17th November

1926, a violent south westerly gale caused her to drag her anchors and the chains parted finally at 3pm.

Bearing down on the South Melbourne seabaths like some savage set free, she struck the north side stern first, swung around through the western wall then demolished the other side, much to the horror of the local residents. At low tide it was possible to walk right up to the hull.

After efforts by tugs the vessel was refloated, but she never went back into service, being too old and too badly damaged. She was dismantled soon after and her hull sunk outside the Heads in the ship's graveyard in 1927.

And so ended the hard working career of the Excelsior's original engines and I wonder if the modern day machinery of ships would be capable of producing such long life under such conditions.

DES WILLIAMS

FLOTSAM & JETSAM

It seems that the so called channel runs or drift dives that we do from time to time have a happy knack of revealing the unusual.

On Sunday 1st June three oddities occurred to break the monotony -

1. Dave Moore was on time
2. Brian Lynch broke his winter reclusion to come diving
3. Tony Tipping found a Rolex divers watch.

Funny thing about Rolex watches! Their advertising blurb states that they are watertight to 600 ft, yet this one was found in 60 feet, and full of water. Rolex agents quoted Tip \$300 to repair it. I think I'll stick to my old Seiko - \$30 in Hong Kong 7 years ago and its never more than 4 or 5 minutes fast or slow each day!

Lynchy claims that he and Tip saw the watch simultaneously, but Lynchy was a little slow off the mark - sounds like a repeat of the Coca-Cola Fun Run!!

A few years ago we had a baby boom in the club with Siers, Moores and Oakleys all having first arrivals within a few weeks of each other.

Well it's happened again. This time the Liddys and the Reynolds are the happy families and to them we extend our congratulations and good wishes for the health and well being of their daughters.

The long weekend in June saw quite a few of our members forsake the diving scene and instead spend the weekend as guests of Bruce and Val Soulsby and John and Jenny Elliot at Yarrowonga.

Once again the non diving sporting achievements of our members, wives and girlfriends made it a cram packed weekend. Golf, horse riding, boating, poker machining, eating and the odd time when there was a chance for a few drinks. Bruce and Val were the golf champs, after fighting off a strong challenge by Paul King. This was the only golf tournament in quite a while in which Bob and June Scott didn't pull off a prize. They decided that horse riding would be better than another few months of leg pulling about their golfing style.

It was a great weekend and the change from diving was probably a welcome break for all.

But it wasn't long before we were back on the dive scene. This time assembling at Sorrento at 9.30am on 22nd June. There were 10 members and also Chris Truscott and John McGill.

As usual there was plenty of activity around Sorrento boat ramp with several fishermen returning to shore as we prepared to launch boats.

You have to be a fairly keen diver to get moving around 7am these cold winter mornings - but these fishermen, they're usually out before dawn with a bucket full of fish before we even get up. Either they're mad keen or bloody hungry!

On returning to Sorrento after the dive we learnt from divers in other clubs that in the past 3 weeks, 3 portholes had been retrieved from nearby wrecks. These wrecks have all been dived by V.S.A.G. members, yet in recent years not even the smell of a porthole has whiffed across our members noses.

Still I guess not everybody finds Rolex watches either!!!

Soon to depart from our diving fraternity is Carol Croxford who is transferring interstate to work in Perth. Maybe she'll be lucky enough to dive on some of the famed west coast wrecks. Good luck Carol.

Don Abell and Terry Brooks are recent members of the club and dived with us back in May on the Portsea Hole. We hope to see quite a lot of you two so join in and enjoy the great and sometimes not so great dives of the V.S.A.G.

So far the winter diving has been quite good. Still, calm days and visibility ranging from 30 to 80 feet have been reported by divers over recent weeks. Must say it sure beats the hell out of getting sopping wet washing the car.

Did you hear about yet another recent marriage in the club. Paul Tipping and Lesley Gillies slipped out of sight on Saturday 7th June for long enough to tie the matrimonial knot. Congratulations to you both and like the Liddys and Reynolds, may your future nippers wear flippers!

LOU SMUTS
(The forgetful mechanic)

TIP'S TIT-BITS

Well, late as usual - we nearly didn't make it this month, but luckily VSAG has an iron fisted president - thank you Mr. Moore that's one I owe you!

The good dives kept rolling along even in June - four of us managed to crack it for 120 feet visibility on the intact sub out off Lonsdale, then back in to the Holyhead for an hour of scounging for the usual nothing. Could not manage to repeat this performance when a dozen of us went back two weeks later on an official club dive; visibility was down to about 30 feet once again proving that the private dives get the best conditions, even the pies taste better!

You're probably sick of hearing about the long weekend at Yarrawonga by now - like who won the golf and who got tossed off his horse and who was the biggest lair on the motor bike and Paul King took the highest finger-tipped marks playing footy (actually no one would oppose him after all who'd want to go near his finger tips!) All I can add is that I don't ever recall anyone in this club going to as much trouble as Bruce, Val, John and Jenny did to make us enjoy such an action and fun packed weekend; nor has anyone had to go to as much trouble as Bruce did to win a few lousy cans on the golf course!

Medical science sure has come a long way in the last few years and the list of parts of the body to donate seems to be increasing all the time. We can donate kidneys, eyes, the liver, heart and of course our blood even before death (blood that is). Now there is a regular advertisement on the radio put out by the Artificial

JULY, 1980

Insemination people calling for semen donors - they'll even pay \$10 for each donation. For further details contact Paul Sier, I think I know how he managed to pay cash for that \$10,000 extension to his house!

Looks like the promised Christmas trip to South Australia has fallen through - it would have been a bit of a risk I guess as very few club members have dived the spots previously and no one's all that keen to drive 800 kilometers then not know where to start. Maybe good old Jervis Bay will be a worthwhile choice after all we've been there plenty of times before and you can get Victorian beer if you're prepared to pay for it!

Had a couple of dives recently with a couple of new members Geoff Birtles, whom we crunched at Truk and Peter Kamen who makes the Leyland Brothers look like rank amateurs when it comes to home movies. On current form these two are running neck and neck in the "Catch the smallest yabbie competition!"
