

FATHOMS

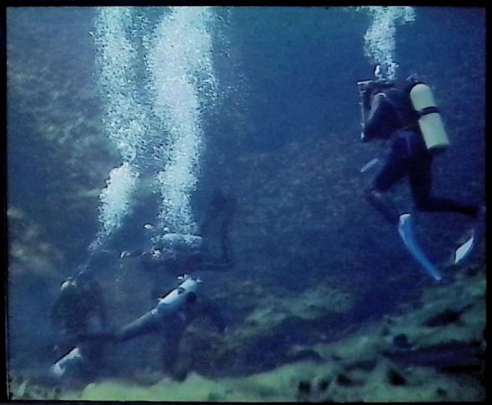
NOV 82



SAFETY IN DIVING

50c

Registered for posting as a publication category B Reg. No. VBH 2101
If undeliverable, return to Victorian Sub Aqua Group, Box 2526W, GPO Melbourne 3001



VSAG

Top left: VSAG President Max Syron diving Solomon Islands. (Photo by Keith Jensen). *Top right:* VSAG diver Paul Tipping on the bow area and gun of the "Dai Na Hino Maru" in Truk Lagoon. (Photo by Tony Tipping). *Bottom left:* VSAG diver Justin Liddy at Ewens Ponds, M1 Gambier. (Photo by David Carroll). *Bottom right:* VSAG divers Barry Truscott, Tony Tipping, Paul Sier and Justin Liddy at Ewens Ponds, M1 Gambier. (Photo by David Carroll).

VICTORIAN SUB-AQUA GROUP

FATHOMS

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

PRESIDENT:

Max Synon,
8 Pine Street,
Thomastown 3074
465 2812

SECRETARY:

John Goulding,
13 Birdwood Street,
Box Hill South 3128
890 6634

TREASURER:

Alex Talay,
3/7 Cross Road,
Chelsea 3196
772 3085

NEWSLETTER EDITOR:

Des Williams
29 Valerie Street,
Boronia 3155
762 1623

COMMITTEE MEMBERS:

Geoff Birtles	- Vice President, Assist.Secretary -	846 1983
	& S.D.F. Delegate	
Bob Scott	- Social Secretary	- 367 2261
Pat Reynolds	- Property Officer	- 789 1092
Paul Tipping	- Public Relations Officer	- 387 2027
Mick Jackiw	- Points Scorer (Res.S.D.F.Deleg.)	- 736 1730
Barry Truscott	- Safety Officer	- 789 6395
David Carroll	- S.D.F. Delegate	- 397 2317
Terry Brooks	- Assistant Editor	- 439 3749

CLUB MEETING:

The next meeting of the Victorian Sub-Aqua Group will be held on the Wednesday 17th November at 8.00 p.m. at the Collingwood Football Club, Lulie Street, Abbotsford. Bar facilities are available to VSAG Members prior to and after the General Meeting and meals are served from 6.00 p.m. until about 9.00 p.m. A list of VSAG members will be provided at the Football Club thereby eliminating the requirement to sign the visitors book at the entrance.

VISITORS ARE VERY WELCOME!!

DIVING TANK RECALL

There is a possibility that some diving air tanks manufactured by Tubemakers Australia Ltd. and marketed in Australia under the Hanimex label since November 1981, may contain some foreign material inside the cylinders which could, in certain circumstances, result in a blockage of the cylinder valve under operating conditions.

The particular cylinders involved in this recall are stamped with the serial numbers within the range HMX0007 - HMX0436.

Any user who possesses one of the above cylinders is asked to take it to an approved gas cylinder testing station before any further use.

Each testing station has been notified of the recall and will inspect the cylinder at no cost to the user.

(Reprinted from the Melb. Sun 3/11/1983)

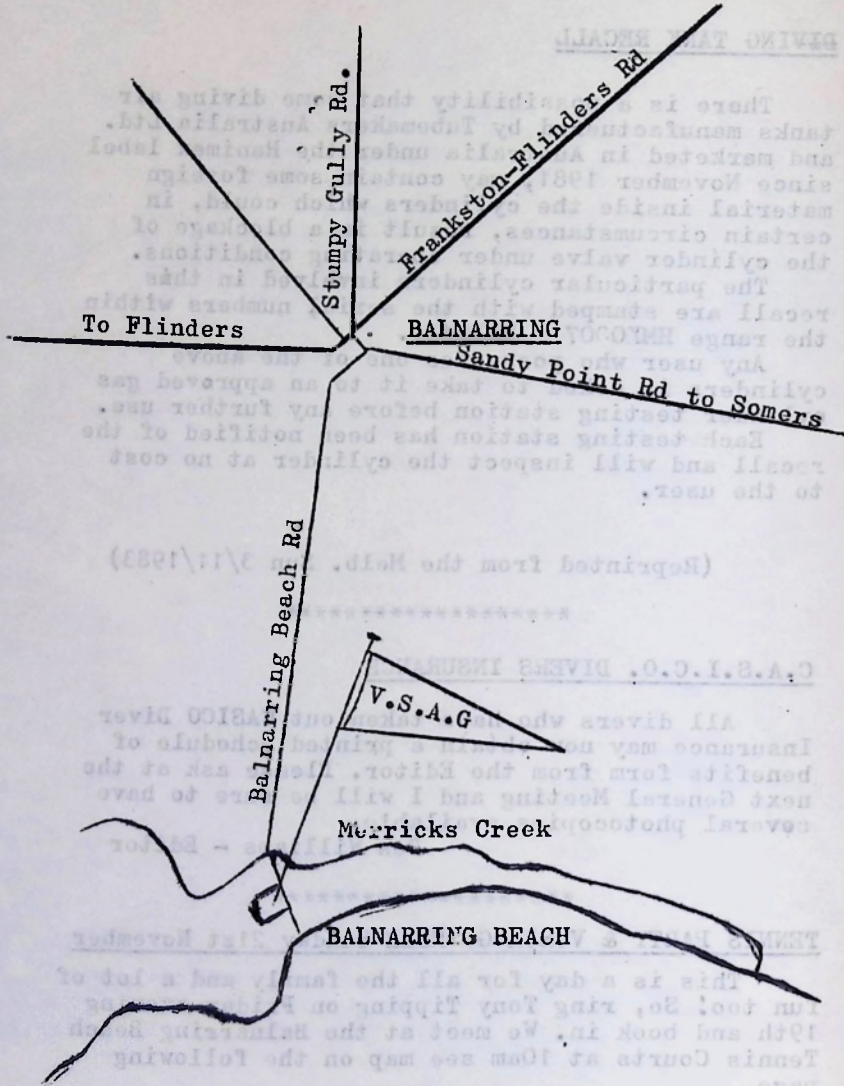
C.A.S.I.C.O. DIVERS INSURANCE

All divers who have taken out CASICO Diver Insurance may now obtain a printed schedule of benefits form from the Editor. Please ask at the next General Meeting and I will be sure to have several photocopies available.

Des Williams - Editor

TENNIS PARTY & V.S.A.G. MILE Sunday 21st November

This is a day for all the family and a lot of fun too! So, ring Tony Tipping on Friday evening 19th and book in. We meet at the Balnarring Beach Tennis Courts at 10am see map on the following page.



EDITORIAL

Christmas is approaching rapidly once again and V.S.A.G. will soon be journeying to Port Lincoln for our Annual Christmas holidays; then a short time after we'll be staggering onto the "Mirrabooka" at Port Franklin. Plenty of great diving coming up over the next few months.

The best news for this month, has been the arrival of two babies to V.S.A.G. Leslie & Paul Tipping's new baby is Catherine, so it looks like Paul will always be surrounded by girls! Great news Leslie & Paul, congratulations.

John Goulding has been out and bought a complete miniaturised divers outfit, because Maree presented him with a son, Benjamin. Our congratulations Maree and John, but look out for Tony as he will soon be wanting to "crunch" young Ben for V.S.A.G. membership!

I suggest we should get in as many dives as possible on the newest submarine, because I have a feeling that it won't be long before salvage divers take to it with explosives. Why, you ask? Well, it appears the scuttling of this submarine was done in great haste, way back in 1927, because the two big bronze propellers are still attached!! You can bet they are first quality bronze too and at a guess would be worth thousands of dollars as scrap. As the stern is hard up against a reef, you can bet this awkward salvage job will be done with explosives. When next you are down Queenscliffe way, have a look at the size of the two bronze propellers on display at the pier reserve. They are from J3 submarine beached at Swan Island and were salvaged for historical interest. So make it quick if you want to enjoy the new sub, as we all know there are some dedicated wreck bashers around these days.

Geoff Birtles, in his S.D.F. report, advised us that S.D.F. had received a letter from La Trobe University divers, pointing out how divers are blaisé about other divers. For fear of mis-reporting the actual incident concerned, let me

explain that divers are using the "Diver Below" flag and they are (it appears) buddy'ing up for safety. But, in a cluster of boats anchored with diver flags up, it isn't uncommon to have another diver boat arrive and motor right through the group of anchored boats. Apparently, a diver hit by a diving boat is expected to forgive the offending boat driver!!! When the diving flag is up, all boats are expected to keep clear and beware of diver below! Motor boat bite is far more common than shark bite.

Geoff Birtles has produced an excellent thought provoking article this month and of course our ever reliable F. & J. column appears also.

In an endeavour to inject more interest in Fathoms, I have included some articles built up from my evenings in the La Trobe Library each week.

Don't forget to contact Tony Tipping for a booking in the Annual V.S.A.G. Mile and Tennis Party; always a great day, don't miss it. The whole family can enjoy Tony's distinctive style of sports organisation.

Hope you enjoy this Fathoms.

DES WILLIAMS

COMMITTEE MEETING NEWS

Committee meeting held at Isobel & Geoff Birtles home on Thursday 28th October.

- (i) G. Birtles reported the S.D.F. questionnaire on divers in environment survey has been completed by V.S.A.G. Also, the V.S.A.G. Overseas Trip Savings Club is coming together and details will soon be available to members.

(ED. NOTE: This sounds like an excellent scheme folks, and a lot of work has gone into its preparation, and thus give us all a chance to dive overseas!)

- (ii) Paul Roberts and David Twine membership applications

for V.S.A.G. have been approved. Welcome lads.

(iii) G. Birtles S.D.F. Meeting Report:

(a) S.D.F. Diving Officers Conference was recently cancelled due to lack of interest.

(b) S.D.F. Dinner Dance yielded \$850 profit.

(c) Only 16 diving clubs bothered to reply to S.D.F.'s divers survey! There are 32 clubs affiliated with S.D.F.

* Geoff suggested V.S.A.G. present a resumé of our Club's objectives and how we fit into diving in Victoria, to our S.D.F. Victorian Diver Delegate Len Joyce. Thus making our feelings about more regulations crystal clear.

(iv) D. Carroll tabled a policy benefits schedule for CASICO Insurance. Editor to make copies for V.S.A.G. members who joined the scheme.

(v) Alex Talay to look into production of more V.S.A.G. cloth badges.

(vi) Alex mentioned he will be taking his car by train to Adelaide and thence drive the remaining distance to Port Lincoln at Christmas. Alex gave costs of train journey in case others were interested in same.

(vii) Pat Reynolds suggested a rise in Club air fills be considered. Decision made to leave it at \$2.00 for member was made.

(viii) G. Birtles suggested some thought be given to V.S.A.G. paying Sorrento Boat ramp fee membership (\$10) for boat owners who produce their boats for Club dives regularly, say one in two dives over a 12 months period. A vote is to be made on this thought at next Committee Meeting.

(ix) D. Williams reported Gestetner machine is in for

NOVEMBER 1982

repairs and should be operational to produce November "Fathoms".

- (x) D. Williams suggested a letter of thanks be sent to Alan Whitely for his generous donation of \$300 plus printing costs for 12 months advertising on back of "Fathoms" magazine.
- (x1) Bob Scott mentioned Steve Sinclair is interested in advertising in "Fathoms". D. Williams to follow up.

Note: For more details of the above summary please inspect the "official" minutes of meeting in possession of our Secretary. No correspondence on the above will be entered into.

EDITOR

#

SOUTHERN CROSS DIVERS:

S.C. Divers are pleased to have supported V.S.A.G.'s Annual Dinner Dance and we can help all V.S.A.G. members with our great range of stock and expert technical service.

See RUSSELL OR ROBYN KITT,
SOUTHERN CROSS DIVERS,
1368 Toorak Road, Burwood

Phone: 299 1111

#

@@ DIVE CALENDAR @@

<u>DATE</u>	<u>LOCATION</u>	<u>TIME</u>	<u>DIVE CAPT.</u>	<u>MEET AT</u>
Nov. 14	Submarines	9.30am	Geoff Birtles 846 1983	Sorrento B/Ramp

<u>DATE</u>	<u>LOCATION</u>	<u>TIME</u>	<u>DIVE CAPT.</u>	<u>MEET AT</u>
Nov.17	General Meeting	Collingwood Football Club	-	8.00pm
Nov.21	Tennis Party	Balnarring - Tony Tipping	80 4956 & "V.S.A.G. MILE" - 10am	at Balnarring Beach Tennis Courts. Ring Tony on Friday 19th for Booking and directions. <u>Note: We'll be at the Balnarring BEACH courts.</u>
Nov.26/27/28	Wilson's Prom.	- Max Synon	- 465 2812	For further details.
Dec.12	Hoads-Slack Water	10am	Pat Reynolds 789 1092	Sorrento B/Ramp
Dec.26-Jan.9	Port Lincoln Christmas Trip	- Barry Truscott	789 6395	
Jan -	"Australia Day" - Long Weekend - Wilson's Prom.	aboard the "Mirrabooka" - Booking at next General Meeting - be prepared to pay deposit.		

NOTE: *Those wishing to dive on above dates must confirm with the Dive Captain the evening before the dive, to arrange boat accommodation.*

oooooooooooooooooooo

CHRISTMAS DIVE TRIP TO PT. LINCOLN - SOUTH AUST.

BARRY TRUSCOTT HAS ONE CAMPSITE LEFT FOR THIS GREAT DIVING HOLIDAY, SO RING NOW IF YOU WANT TO BE IN ON THE FUN - 789 6395

♦♦♦♦

FLOTSAM & JETSAM

♦♦♦♦

Another member reinforces his position within the Club! Alex

Talay, the man who brought you the now famous best seller; "A DIVERS EASY 25-STEP GUIDE TO MEANINGFUL RELATIONSHIPS", and V.S.A.G.-embroidered pullovers, has done it again with a neat little 4-colour printing job on the front of our newsletter. Not only did Alex show great skill of the printing trade, he also showed great tact and diplomacy, by reproducing the photographic work of 3 members (Keith Jensen, Tony Tipping and Dave Carroll). Mind you, things could have become a little more complicated if Alex had delayed publication for one month. We hear that Paul Tipping submitted 7 "macro" shots of dear little Catherine, born 8th October and John Goulding had 10 Instamatic photos of young Benjamin born 17th October. Both these babes will join young Samantha Jaclo to become V.S.A.G. pinups of 2002, and I'd say that young Ben would be a lucky boy if he plays his cards right with the other two.

It's good to see our old friend Alan Whiteley advertising on the back cover of Fathoms. For those of you who don't know Alan, he's a past member of V.S.A.G. (before the yachting craze got to him) and during his years of membership and afterwards has been a great supporter of this Club. He also sells some good cars as many of our members know.

The Tippings and Mmmaaarg have purchased 4 cars from Alan, the Gouldings 2, the Synons 1 and Bob Scott 1. So, if you're looking for a good second hand car or a brand new job, then see Alan - and tell him you're from V.S.A.G.

With the summer coming on some members are showing great interest in joining the rare group known as boat owners.

Will Alex Talay become the proud owner of a new 17 foot "hole in the ocean?" - And what about Andy Mastrowicz? Will his daring exploits of last Easter in a rather amazing looking little craft be repeated this summer in a Haines?

Imagine the anxiety of "Bullet" Birtles when Andy launches his gleaming new boat - ready to take on the speed king.

I see that the Victorian Government has appointed a permanent maritime archaeologist who recently announced the discovery of many wrecks in Port Phillip Bay. In an interview published in the Melbourne newspaper "FUM" the Archaeologist Mr. Rex Basher reported that . . .

"Whilst the rest of the country was recalming the maritime Archaeology industry was slipping up a storm, with many Australian companies "going under" as management fails to keep their heads above water. The liquidity of many organisations was affected by the price of stocks which were crashing onto the rocks and inevitably these would mean that the argument to stem the tide of imports would not hold water, as there would be nobody left to steer the ship. Such confusion can only lead to mutiny by the masses and this would provide plenty of wrecked hopes and dreams upon which the maritime archaeologists could salvage".

This exclusive report is brought to you by:-

JOHN CLAWS
(Anchor Man)
"THE DISTORTERS"

Seen live on the Oh-Oh! network....

* * * * *

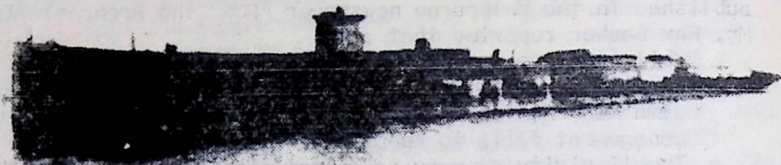
ANGEL OF MERCY AIR SPECTACULAR '82

PENINSULA AERO CLUB, STEWART ROAD, TYABB, PRESENTS THE 5TH ANGEL OF MERCY AIR SPECTACULAR - THE DAY FOR ALL THE FAMILY - LOTS OF FUN.

** SATURDAY & SUNDAY, NOVEMBER 27th & 28th AT: WESTERNPORT AIRFIELD, TYABB.*

CONSISTING OF STATIC DISPLAY OF STEAM ENGINES, AND A LARGE RANGE OF ANTIQUE AIRCRAFT INCLUDING FLYING DISPLAYS, SKY DANCERS, PITT SPECIAL.

INTO THE GRAVEYARD - J5 SUBMARINE



①

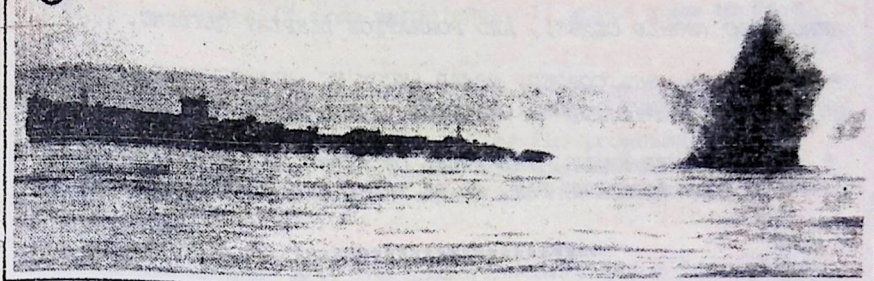
① THE TUG "MINAH" TAKES UP J5'S TOWLINE IN PORT PHILLIP BAY.

② THE SPLASH MADE BY THE BOMB WHICH LANDED NEAREST TO THE SUBMARINE, AFTER SHE WAS CAST FREE FOR THE BOMB SQUAD.

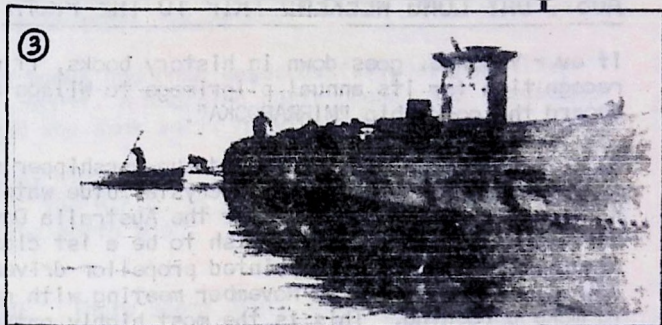
③ THE MATE OF THE "MINAH", TOM MOONEY, LEAVING THE SUBMARINE IN HASTE AFTER THE SEACOCKS HAD BEEN OPENED.

④ J5 SINKING BY THE BOW. THE WATER CLOSED OVER IT IN 12 MINUTES.

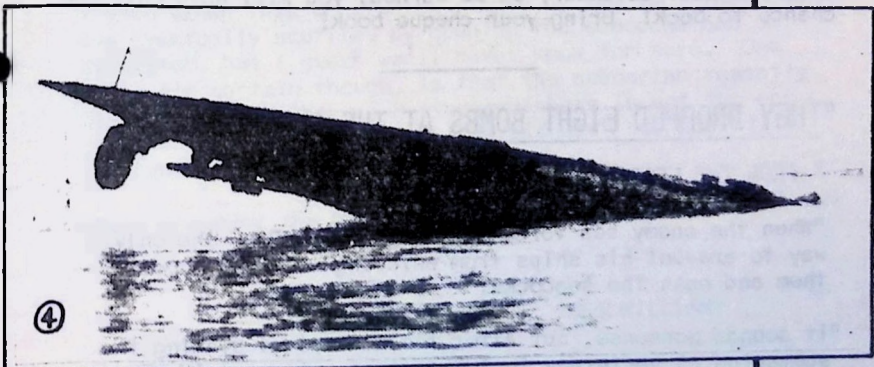
2



3



4



AEROBATIC (WORLD CLASS), AND FORMATION DISPLAY GLIDING.

- * EXHIBITION HELICOPTER, NOMAD, MUSTANG, PARACHUTING, CHILDRENS AMUSEMENTS, CATERING, JOY RIDES - AIRCRAFT.
- * AS ANY DIVER KNOWS, THE ANGEL OF MERCY HELICOPTER COULD SAVE YOUR LIFE ONE DAY, SO BE THERE AND SUPPORT THIS WORTHY CAUSE.

AUST. DAY LONG WEEKEND TRIP TO THE PROM:

If ever V.S.A.G. goes down in history books, it will be in recognition for its annual pilgrimage to Wilson's Promontory aboard the good ship "MIRRABOOKA".

Capt. Reg Truscott, our intrepid sun-worshipper skipper, will nose the "MIRRABOOKA" into the crystal blue waters around Wilson's Prom. once again, over the Australia Day Long Weekend holiday in January. If you wish to be a 1st class passenger aboard this exotically appointed propellor driven den of iniquity, then be at the November meeting with cash in hand to make a booking. This is the most highly patronised trip on our annual calendar, so be warned, you will have only one chance to book! Bring your cheque book!

"THEY DROPPED EIGHT BOMBS AT THE OLD J5"

* FROM THE MELBOURNE "ARGUS" JUNE 1, 1926*

"When the enemy sea force appears off The Rip, the only way to prevent his ships from entering will be to board them and open the seacocks."

"It sounds nonsense, but after the attempt at sinking the submarine J5 yesterday in 120 feet of water outside The

heads by bombing it from aeroplanes, it would seem to be a fact."

"Not one of eight bombs dropped by five planes and two seaplanes that circled overhead, hit the submarine according to an eyewitness. The only part of the proposed sinking that went according to program, was stated to have been the arrival of the bombing squad and the submarine, which coincided."

"The tug "MINAH" cast the submarine off, and a few minutes later the first bomb hit the water. The nearest shot, it was stated, fell 150ft. short."

"After eight bombs had been unsuccessfully dropped from a height of 3000ft. a boarding party opened the seacocks of the J5 and she sank in 12 minutes."

"J5 was one of six submarines presented by the British Government to the R.A.N. as post-war gifts. She saw active service in the north sea".

EDITOR'S NOTE: There seems every chance that the J5 is in fact the submarine we know today as the "intact sub". I have drawn this conclusion simply by the fact that she was eventually scuttled by opening the seacocks and not dynamited, but I guess we'll never know for sure. One thing for certain though, is that the submarine recently discovered by Melbourne Bottomscratchers is not the one shown in our pictures here. "Scratchers" sub has still got her propellers.

Hope you enjoy the pictures showing the preparation of one of our dive sites!

DES WILLIAMS

PERISCOPE

"DECOMPRESSION HYSTERIA"

For some considerable time I have been much bemused by the sheer volume of local and "learned" criticism heaped on the poor old USN Decompression Tables. Surely it could only be a matter of time before the USN heeded these dire warnings and scrapped their tables in favour of our local product!

After all, it seems our high profile (and over-exposed) local "diving medics" seize every conceivable public opportunity to expand "their" latest theory on why we'll get bent, hit, niggled or suffer creeping bone death if we continue to use the US of A tables.

Today the choice of decompression tables and procedures is a highly emotive issue further confused by the junk alphabet soup of diving politics. At least one instructor organisation does a neat fence sitting job by advocating use of the Australian CZ18/Z67 standard for regular diving but then teaches the USN tables for repetitive diving!

My personal view has always been that the world's greatest Naval power (with huge resources) is not in the business of getting it's divers bent. And any local criticism of the USN Tables has to be "qualified" in terms of Australian research effort on the subject (I suggest it hardly bears comparison) and the critics relevant specialist qualification and experience on testing and development of decompression tables (as distinct from "treatment" of DS and other diving illnesses).

It was therefore refreshing to happen across a collection of papers, presented by a highly qualified and authoritative panel of speakers at a special US seminar on "Decompression in Depth", that did in fact support my long held opinion. (And at least partly explain why I haven't been bent in many years of "pushing" the tables).

Speakers included Bruce Bassett Ph.D., USAF School of Aerospace

Medicine; Richard Bell, Ph.D., University of California; Andrew Plimant, M.D. USC Catalina Marine Science Centre; Charles Brown, M.D., Medical Editor of "Skin Diver" and Dennis Graver, PADI Director of Training. Subjects Included Theory of Air Decompression, The physiology of DS & Using the USN Divetables for Sport Diving.

It was Dr. Bassett's paper on development of the USN "Standard Tables" that prompted this article in support of the USN tables. What follows is an attempt to summarise the major thrust of his presentation whilst editing out the technical discussion on such things as saturation ratios and mathematical models based on "half time tissues"!

1. Building the Navy Tables.

The USN constructed their original tables on the work of noted English physiologist J.S. Haldane. Essentially they targeted for a zero bends incidence. Tables were tested by real dives under realistic conditions. If a bend occurred, the schedule was recalculated. After re-testing the tables were then used by the diving Navy. With this larger number of divers, exposed to a wider variety of environmental, individual and stress factors, a zero bends incidence was not attained. Thus the tables were recalculated, retested and published in 1959. These are the "Standard Tables" (of which the Nu-Way, Dacor & PADI versions are simply "presentational" variations - GRB).

2. Bends Incidence

The USN has recorded its total cases of "DS" since 1945. However, it was not until 1970 that they commenced to record the total number of "dives". It was therefore impossible to calculate the "incidence" of DS. (number of bends/number of dives). The lack of this statistic gave rise to all sorts of questions regarding "built in bends incidence" in the tables which has undoubtedly led to distrust, fear or disregard of the tables, plus arbitrary "safety factors" being promoted. (Especially in Australia - GRB).

In 1970 the USN commenced to record both the number of cases of DS and number of dives which now gives a much clearer picture of tables' effectiveness in the prevention of bends.

For the period July/70 to June/71 qualified US Navy divers made 26,035 dives on compressed air for twelve accidents; a 0.046% incidence. This incidence reduced slightly for SCUBA and increased slightly for surface supplied dives and deep sea. Expressed as a risk factor, SCUBA gave 1 case of DS per 2857 exposures.

In the 24 months from Jan/72 to Dec/73 there were 127,103 US Navy dives made accounting for 4,280 man-days underwater. This resulted in 35 cases of DS for an overall (compressed air, mixed gas, etc) incidence of 0.03%. The depth range of 100-200 ft. represented 12% of all dives made and accounted for 57% of total cases.

Whether this represents an acceptable risk depends entirely on your point of view. However it seems quite reasonable compared to some of the wild guesstimates and doomsday stories circulating recently. Dr. Bassett states that "...Based on these very low bends incidence figures it is doubtful that we will see any revision in the standard air decompression tables in the near future."

3. Do the tables really apply to Sport Divers???

YES. Subject to USN diving procedures and physiological criteria (age, height, weight, sex and physical fitness).

Note: Dr. Brown in his paper, "The Physiology of Decompression Sickness" points out that the most important pre-disposing factors seem to be obesity, age, exertion and illness (including hangovers). "After a long dive, fat holds a lot of nitrogen which because of poor circulation, it can't unload - so it bubbles".

"Estimates of the importance of age vary up to an 11% annual increase in bends liability for young men. All agree that the risk increases sharply at middle age and beyond. The simplest explanation is increase in body fat, and more important, in arteriosclerosis, which reduces circulatory efficiency".

So, you ageing VSAG divers, it is reasonable to assume that if you use the tables conservatively and keep your body fat ratio and cardio-respiratory fitness at the same level as that for a healthy young male (and there is no reason why you shouldn't) and you do not have elevated blood lipid levels or poor circulation, you have very little to fear from age. I suggest a body fat ratio of 16% or less and an oxygen uptake of in excess of 44 ml/kgx min. (Healthworks will be happy to quantify your fitness at any time for a nominal charge - or rebuild your body!)

MAYBE! If you follow the rules but individual factors (age, sex, etc.) are not within the limits.

NO! If you use the tables as they were not meant to be used including extrapolation for non-standard conditions.

4. Acceptable modifications

When working with the tables you can:

- (i) Safely use a greater than actual bottom time, depth, higher repetitive group and greater residual nitrogen time for calculating decompression. (Recommended - GRB)
- (ii) Ascend to the surface at a slower rate than 60ft. per minute - if you include the ascent time as part of the bottom time (i.e. subtract it from the allowable bottom time for a given schedule).

5. Doubtful modifications

Safety stops added to no-decompression dives or adding stops to scheduled stops can under some circumstances lead to difficulties in repetitive diving. The best procedure to add safety factors is to use a greater depth bottom time etc. and base the repetitive dive calculations on the schedule used. (So do not try to use the USN tables in conjunction with the Australian tables - GRB).

SUMMARY

This can be best achieved by quoting Dr. Bassett's own summary to his paper " ... I hope I have dispelled some misconceptions and

perhaps given you some further confidence in the tables. They may not be the ultimate but statistically they are extremely safe, if followed rigorously."

Those interested in knowing about this subject can obtain a copy of "Decompression in Depth" - The Proceedings of the Seminar - published by Dennis Graver PADI \$8.50 from Melbourne Dive Heidelberg. (Hopefull this plug will get my \$8.50 back!!!)

GEOFF BIRTLES

SHOCKING DISASTER IN THE BAY - 23rd MAY, 1892

The tiny township of Mornington was mourning the loss of many of its sons in a terrible boating accident in 1892. A small monument on the foreshore, stands today as a reminder of that tragic day, so long ago.

On the Saturday afternoon the members of the Mornington Football Club had arranged to play a match with the local club at Mordialloc.

Twelve members journeyed to Mordialloc by boat, the fishing yawl "PROCESS", whilst the rest of the team chose to go by train, as the Bay was a little lumpy. The oldest member of the team, Charles Hooper, a boatman, had removed the ordinary suit of canvas and replaced it with a racing suit, and the "PROCESS" completed the journey in 2½ hours.

The match was played and resulted in a draw. Towards six o'clock in the evening, preparations were made for returning to Mornington. The "Process" was a 28ft. half decked, double ended centreboard boat, rigged as a yawl. On board were 12 members of the football team and 3 seafaring men, 15 souls in all. All were perfectly sober, and with a good sailing breeze from the W.N.W., there was every reason to anticipate a fast run homewards. In fact, as the "Process" hauled off from the Jetty at Mordialloc, Hooper called out that he expected to reach Mornington at between 8 and 9pm.

The "Process" was waited for at Mornington, but for once she failed to bear out her reputation for speed. Little by little

the wind freshened, and a choppy sea got up, without sign of the "Process", and little by little impatience changed to anxiety and anxiety to fear. Had the "Process" left Mordialloc, or had she put back disabled - that was the prevailing hope, which was soon dispelled. Mr. J.D. Grover, who had a son and a brother on board, rode to Mordialloc, and there learned that the "Process" had sailed at 6pm, and that she had certainly not returned.

All night, despite the bitter cold, there were little groups on the Jetty, straining their eyes into the darkness seaward.

Next morning, search parties commenced combing the beaches between Mornington & Mordialloc. Two fishing boats put out, one to sweep in close to shore and the other to take a parallel course further out to sea. They were followed by the yacht "Wanderer" from the Royal Yacht Club. All morning they searched.

Then the "Wanderer" sighted a dark object in the water and hauled her wind to draw alongside the object. The "Process" had sunk by the stern and would have gone down altogether, but for the imprisoned air under the forward half-deck. This gave the bows buoyancy, and the wreck now drifted idly about in a perfectly perpendicular position, with about 4ft. of the bows standing, bolt upright out of the water.

With grappling irons and an improvised tackle, the stern was brought to the surface and the ballast weights were thrown overboard. The "Process" righted herself and floated although full of water. The body of a boy, quite naked, was seen inside. A rope was tangled around his leg, which explained why he alone had not got clear of the boat. The eyes were wide open, the cheeks slightly flushed, the expression was peaceful - in fact the fisherman from the "Wanderer" who had boarded the "Process", seeing the lifelike appearance of the corpse was seized with superstitious fear, and could not be induced to touch it. It was left to the crew to disentangle the body.

The cause of the tragedy was put down to the parting of the mainmast stay, which had caused the sail to collapse and carry away the mainmast. At this point the ballast weights had shifted and together with the weight of 15 men, who would have been sitting on the weather side, caused her to instantly capsize.

What happened after the "Process" went down? No one will ever know what scenes took place round the half sunken wreck. Only the mute evidence of the scarred paint and the broken mizzen were left to tell the last terrible struggle for life, until the last survivor faint with cold and exposure fell back for the last time into the sea.

Mornington's Presbyterian Minister, Rev. James Caldwell, lost three sons in the tragedy and four women were widowed that day. Indeed, a black day in Mornington's history.

by Les Williams

SPECIAL NOTE:

V.S.A.G. extend thanks to the following clubs and business houses who have acknowledged receipt of our monthly Fathoms magazine:

In Depth Dive - North Melbourne
Southern Cross Divers - Burwood
Melbourne Bottomscratchers Club
Kalaraba Divers Club
Ocean Divers Club

* The last 3 all send us their monthly newsletter which is an indication of the way us divers should stay, TOGETHER!!!

Next on the list for further diver relations, is swapping a speaker from each club occasionally to provide entertainment. Peter Sutton of Melb. Bottom-Scratchers even suggested a joint dive one day. Think about it, not a bad idea.

GIVE YOUR BODY THE WORKS!

healthworks

The stunningly new,
good health approach
to total fitness!

HEALTHCHECK

We start with what your body is
(and isn't!) doing - a total energy
audit!

HEALTHPLAN

A prescriptive program for
getting fit, controlling weight
and staying healthy.

HEALTHFUEL

Specialist nutritional
counselling with great
body shape, the vital
ingredient.

HEALTHBEAT

Exercise that's fun - to
music that's wild.

- Powernetic Hydro-Gym
- Jacuzzi Spas
- Garden Saunas
- Heated Pool
- Soft-Sun Solariums
- Kiddies Playroom

Open 7 days weekly
for men and women

232 1936
232 1433

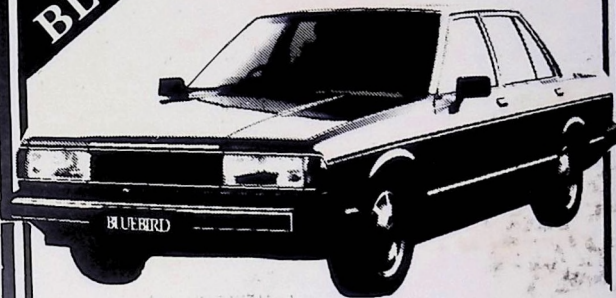
WAVERLEY HEALTHWORKS GYMNASIUM P/L
554 High Street Rd Mount Waverley

* THIS SPACE AVAILABLE NEXT MONTH FOR ADVERTISING -
CONTACT D. WILLIAMS - 26 1241/A.H. 762 1623



**NEW
DATSUN
BLUEBIRD**

**1st 4 CYL
LIMOUSINE**



**PHONE: ALAN WHITELEY ON
467-5888 (After hours 850-2801)**

*For special V.S.A.G. Members' price
on any new Datsun or
pre-loved used car.*

Greensborough and Bundoora.

**DIAMOND
VALLEY
DATSUN.**



cnr Alma Rd and Grimshaw St

LMCT 4438