

FATHOMS

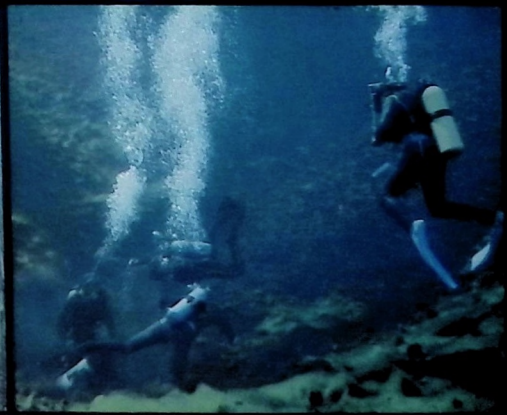
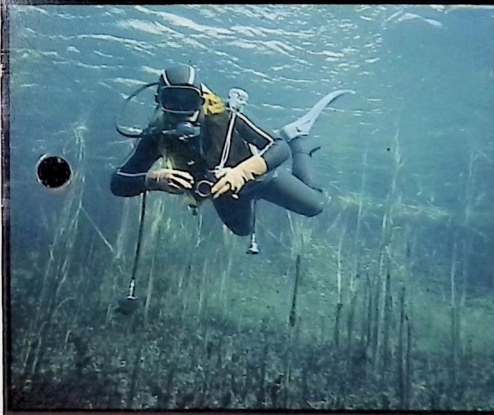
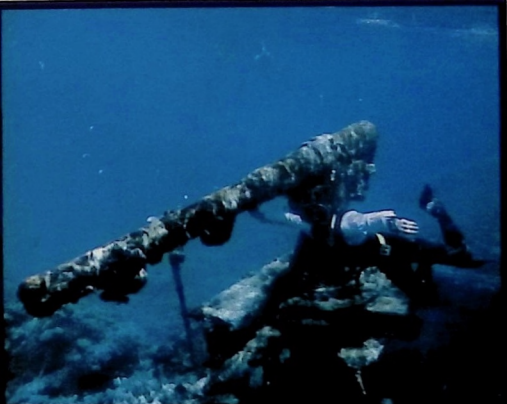
SEPT 83



SAFETY IN DIVING

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VSAG

Top left: VSAG President Max Synon, 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, Mt. Gambier. (Photo by David Carroll). *Bottom right:* VSAG divers Barry Truscott, Tony Tipping, Paul Sier and Justin Liddy at Ewens Ponds, Mt. Gambier. (Photo by David Carroll).

VICTORIAN SUB-AQUA GROUP

FATHOMS

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

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CLUB MEETING:

The next meeting of the Victorian Sub-Aqua Group will be held on Wednesday 21st September at 8.00 p.m. at the Collingwood Football Club, Lulie Street, Abbotsford. Bar facilities are available to V.S.A.G. 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 V.S.A.G. members will be provided at the Football Club thereby eliminating the requirement to sign the visitors book at the entrance. An alternative eating house prior to the meeting is Wrigleys Hotel, 65 Victoria Street, Richmond North.

VISITORS ARE VERY WELCOME - neat casual wear is essential - no shorts or thongs!

EDITORIAL

September is traditionally a very important month for U.S.A.G., as it is the time we hold our Annual General Meeting, where members are requested to cast their votes and elect members for vacant positions on the Committee. This year, five positions on the Committee are vacant as a result of David Carroll's resignation and the expiry of the three year terms of Des Williams, Paul Tipping, Pat Reynolds and Barry Truscott. Nominations have now closed and you will have received your voting slip in the mail. Please be sure you are at the September meeting to cast your vote or make your decision by postal vote instead.

This month's "Fathoms" should be most enjoyable, as Alex Talay presents Part 2 of his journey to the Solomons and Vanuatu. Definitely very good reading!! Flotsam and Jetsam keeps us up to date on Club activities and news snippets. Robert Birtles has sent us a copy of an interesting article from "Australasian Fisheries" magazine on the art of anchoring. And Keith Jensen has some dive travel news for us. Hope you enjoy this issue, folks.

All members will have received a copy of the Auditors Report for 1982-83 year ended and we must give our special thanks to Don Abell who once again compiled and presented this very important document for U.S.A.G. We couldn't have received a more professional document!

May I remind all members that Collingwood Football Club (our meeting room venue each month) insists on neat casual attire for folks entering the Club. You can expect not to be admitted to the Club, if you are not suitably dressed in future. Please, do the right thing, see details of dress standard further in "Fathoms" this month. We certainly won't get a more comfortable venue in Melbourne, as our last meeting was held on the 3rd floor in the comfort of velvet lounge chairs. Try beating that for the very reasonable fee we pay each month.

My thanks to the members who sent me material for this issue.

Des Williams

COMMITTEE NEWS

Meeting held at Des & Julie Williams' home on Tuesday 23/8/1983. Visitor - Don Abell.

- (i) Dive calendar discussion. D. Williams made booking with Geoff Naylor of Geelong to visit new territory at Port Phillip Heads on September 25th. B. Scott also to organise a dive from Stan Watts boat from Sa Remo, for new dive site in October.
- (ii) Annual Dinner Dance venue was discussed. B. Scott proposed Brewster Restaurant in Essendon. Whilst our Social Secretary is renown for his selection of excellent venues, it was decided a more central location would be preferred by all members. B. Scott still investigating.
- (iii) Mailing of Ballot Papers and Auditors report to members will be attended to by D. Williams and J. Goulding.
- (iv) Don Abell personally presented his audit of V.S.A.G. books and summed up in layman's terms for the Committee's benefit.
- (v) It was agreed that to cover expected costs for 1983-84 further fund raising functions and activities are to be organised.

* Next meeting to be held at Max and Pam Synon's home on Tuesday 27th September. This is to be the Annual Committee meeting.

DIVE CALENDAR

<u>Date</u>	<u>Location</u>	<u>Time</u>	<u>Dive Capt.</u>	<u>Meet At</u>
Sept 11	Flinders	9.30am	Pat Reynolds 789 1092	Flinders Pier
<hr/>				
Sept 21	Annual General Meeting - Collingwood Football Club Voting for new Committee members - 1983/84			
<hr/>				
Sept 25	Heads area with our guide for the day, Geoff Nayler. Meet at Queenscliff Boat Ramp. at 8.30 a.m. boat leaves at 9.00 a.m. <u>sharp</u> . Contact Des Williams on 762 1623 after 6.30 p.m. on Sat. 24/9/83. Club members will <u>have</u> priority booking.			
<hr/>				
Oct 2	Sorrento	9.30am	Alex Talay 772 3085	Sorrento Boat Ramp
<hr/>				
Oct 7	S.D.F. Dinner Dance - Tudor Court (See advt. this issue)			
<hr/>				
Oct 16	Cape Woolamai	9.00am	Bob Scott 367 2261	San Remo Pier
	New dive site - aboard Stan Watt's Boat			
<hr/>				
Oct 19	General Meeting - Collingwood Football Club			

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

STANDARD OF DRESS AT CLUB MEETINGS

As we meet at the Collingwood Football Club each month, it is necessary that V.S.A.G. members abide by the C.F.C. rules on standard of dress.

A friendly contact at the Club advises that Tracksuits and T-shirts are not acceptable. Jeans must be neat, not the old faded type. Of course no

thongs or shorts are permitted.

V.S.A.G. members and their guests are reminded that compliance with C.F.C. rules of dress are most important, especially as the Club is now under new management. Offenders can expect to be refused entry. Your co-operation in this matter is expected.

GOING DOWN : SOLOMON ISLANDS - Part 2 by Alex Talay

Next day we dived on a Jap Freighter called the "Gyushu Maru". This ship is popularly known as the Ruanu and is called this after the plantation that one has to negotiate to gain access to the dive site.

After entering the water, we swam about 50 ft. and saw the bow below us in about 30 ft. of water, we continued out to the stern and dived down. The stern lies in about 130 ft. of water and as we worked our way back up the ship, we penetrated every opening that looked worthwhile. The visibility was excellent and we spied many items of military gear in the holds. Geoff and I found the engine-room and refrigeration area and had an interesting time poking around here and there.

In the afternoon we dived an American B.17 Bomber. This is another shore dive and the plane lies about 100 yds offshore and is quite easy to find. Apparently this plane was virtually intact until a couple of years ago when a Cyclone broke it up a bit and scattered the wreckage. It still looked pretty good to me, as both wings and the forward section including the cockpit and bomb bay is still there. A twin 50-calibre machine-gun still aimed at the sky is intact, forward of the bomb bay, and is an eerie sight to behold. Alex Maszeur was extremely interested in this dive, as he is a member of RAAF Amberley in Queensland and is attached to the ordinance section which arms the big brothers of this type of plane in our modern day air force.

It was easy to enter the plane and when I got into the bomb bay area, I found it was full of little fish and I could hardly see through them. The engines and wings are huge and we found it to be a very good dive and different to what we had been diving previously.

That night, we were invited to Ginger and Judy Grundle's home in Honiara for a B.B.Q. Keith had made friends with them a couple of years ago and on each successive trip, the Grundles have invited Keith's charges to partake of their hospitality. We found them to be very friendly people and they went to a lot of trouble to make sure we were well fed and enjoying ourselves. A generous supply of the amber fluid was in evidence and we did our best to reduce it.

The next day was supposed to be a rest day, but Ginger and Judy had graciously invited Keith, Geoff and myself to a private dive, on the iRuanu. The invite was extended about midnight and naturally we were feeling a million dollars and accepted at once. Of course we were all well in our cups by that stage and as I fronted for the dive in the morning I swear I had a hangover that Keith could have photographed.

As we sweated our way through the plantation, Geoff, who of course is well known throughout the diving fraternity for his radical theories, expounded at length, about the beneficial qualities and healing properties of compressed air inhaled at 160 ft. This did the trick and we set off with Ginger and Judy giving us a guided tour of this ship.

The visibility was superb, as Ginger led us down a companionway on the left hand side of the ship. We cut across at right angles and exited on the stern. We found ourselves in 160 ft. of water, so we turned around and headed back up the ship. Fish were everywhere and the 4 divers in front of me looked fantastic set against the backdrop of this massive ship. The dive was a memorable one and if any of you ever get the opportunity to dive with Ginger and Judy don't let it pass, because they know the ship like the back of their hand.

In the afternoon, Geoff and I this time accompanied by Keith decided to have another crack at my porthole (read July "Fathoms"). It had been a couple of days since we had been there and I was pretty worried that some thief, other than myself of course, might have stolen it right from under our noses, so to speak.

SEPTEMBER 1983

We swam into the wreck and relief flooded through me as there she was sitting pretty, just as we'd left it. We knocked another bolt through in short order and this left two to go.

These proved most difficult as at the first blow the nut, which was fused to the bolt, turned in the hull. This left us with no option but to try and bash the nut right off. The position of the porthole decent swing at it, as it was very difficult to gain leverage for a of our woe, as what was once the side of the ship was now the supporting each other by holding the "basher's" backpack to gain leverage. We spent 65 frustrating minutes in the attempt, until our air ran out and we retired to fight another day.

Next day, accompanied by Keith, Dick Whittaker and Lyndall King, I returned for a final go at it. It was make or break, as this was our last day in the Solomons. Keith and I went inside and set to work. Dick and Lyndal were busy taking photos for posterity. After $\frac{1}{2}$ an hour of hard work we were still no closer and I was fast running out of air with all the exertion. In desperation, I went outside the hull and attacked the bolts from there. I reckoned Reg Thomas could have nearly heard the noise, 15 miles away in Honiara and I was half expecting the cavalry to arrive and arrest us - caught in the act.

After about a dozen hefty blows the first bolt was driven clean through the hull and I knew we were home free. Signalling Dick to go inside and grab it as I bashed it free, I got stuck into the last bolt. About 3 minutes later I had the spoils in my not little hands and was naturally elated.

The bloody thing took 3 blokes, 2 hours and 20 minutes to liberate and afterwards I wondered if the effort was worth it, but now as I sit and look at the beautifully polished object sitting on my mantelpiece, I know it was and I must thank those involved for their assistance.

The next day Keith, Dick and I took leave of our companions and flew to Vanuatu for 10 days diving, half of which we were to spend

in the island of Espirito Santo, the home of the "President Coolidge".

Allan Power runs the diving in Santo and is an extremely cautious dive guide and it's virtually mandatory to dive Million Dollar Point on your first outing, so he can check you out to see if you're any good or not. Judging by some of the divers we came across up there, this is a wise course of action, as some of them were of dubious skill and were prime candidates for grinning at the lid if you ask me.

The Point is the site where the Yanks dumped thousands of pieces of war machinery and is an interesting dive as there are trucks and all sorts of equipment lying about in a mad tangle of steel and rubber, but its nothing compared to the "Coolidge" and once is enough.

The "President Coolidge" is 654 ft. long, weighs 22,000 tons and is an awe inspiring sight under water. It's lying on its Port side and is 60 ft. under water at the bow and 180-190 ft. to the stern, although the bottom at this point is 220 ft. We were all pretty keen to get down on her after hearing all the stories about her and our first dive didn't let us down.

We swam down a line attached to the bow and it was as if Allan Power was pressing buttons and parading all she had to offer before us. We swam along the ship's rail towards the bridge and about 50 ft. to our right we spotted a group of Bronze Whalers cruising around. At that moment a very large Turtle swam past about 10 ft. away and everywhere we looked there were very large fish. Coupled with the sheer size of the ship it's a sight I'll never forget. We approached the bridge which is the size of a 5-storey building and entered the wreck just past it. Allan took us straight to the famous "Lady on the horse" which is at 42 metres. We then checked out a huge row of dunnies and the ballroom roof which is covered in various coloured round bits of glass. After coming out and swimming up to the deco-line, I couldn't believe the amount and size of the fish that we came across. We saw schools of hump-head Turrum and a species of Parrot fish all in excess of 100 pounds, it was an amazing dive.

Dick left after three days and this left Keith and I out of our original group. For the next 5 days, we explored the wreck and spent a lot of time with Allan Power talking about it and the many experiences he

has had in diving. He had dinner with us every night and we found him to be a very helpful and likeable guy. He pointed out to us the interesting places to go on the ship and gave us free rein to do as we wished.

The ship is full of gear and I doubt that it will ever be fully explored, it's just too deep and too dangerous to explore the hundreds of passages that lead off into the bowels of the ship; a fact that Allan agrees with.

On the second dive on the ship, I commented to Allan about the number of sharks about and asked him why some of them had slash marks on their sides. He told me it was mating season and warned me not to let them come too close. As you can imagine, this made me nervous, as I'm definately no hero where these creatures are concerned, and I asked him what to do if one decided to become amorous towards me. His reply amused me and made Keith go a whiter shade of pale as he advised me to draw my knife and stab my mate in the leg! I assured Keith that I wouldn't do this and as a smile of relief crossed his face I wiped it off by telling him I'd go for his belly, as I could hardly miss!

One day Allan allowed Keith and I to dive the ship alone, as he had a group of new divers to take to the Point. This was a great dive as we could explore without the restriction of other divers. After this, we went off alone on each successive dive and there's no doubt that this added to our appreciation of the diving in Santo.

We rounded off our trip by spending four days in Vila and although the diving was excellent by Melbourne standards, it was an anticlimax when stacked up against what we'd done in the Solomons and Santo. In all Keith and I had spent approximately 22 hours under the sea. We had seen ships big and small, aircraft, huge trucks stuck upside down in wrecks, Sea Snakes, Sharks, Turtles and thousands of other varieties of sea life that too few people get to see. It was an experience of a lifetime and one I'll never forget. We're going back next year for sure, so why don't you join us, you won't regret it.

A.T.

*NOTE: The following article is taken from "Australian Fisheries" Magazine, July 1983.

THE ART OF ANCHORING

An efficient anchor with adequate holding power may save your life and your boat. One that does not fulfill its purpose is useless.

The type and size of anchor to be carried will depend on the size of your vessel and the area in which you may have to anchor. You should choose equipment that will hold in the worst weather conditions and in the worst holding ground.

What to Look For

Imagine the anchor being dragged along the sea bottom. Are the flukes (the digging-in pieces) sharp? Are they pointed in the direction of pull? Is the crown designed to lift the rear of the anchor and allow the flukes to dig quickly into soft mud or hard sand and gravel?

The flukes should be broad enough to stop the anchor dragging along at a uniform depth, and yet not too broad as it will be difficult to pull it out of the bottom. If a breeze has been blowing and the anchor is dug in firmly, you may have more work than you can handle.

Does the anchor stow easily in the boat? Clumsy anchors take up a lot of room. In the kedge type anchor the stock can move through the shank after removing a pin and stow close alongside the shank.

Anchors of the 'danforth' or 'spade' type and the 'plough' type give a superior performance when compared with the conventional Admiralty or stockless type. Because of their greater holding power, spade or plough anchors are allowed a reduction in size. For example, a vessel 10 metres long would require a stockless type anchor of 22 kg. but a spade or plough anchor of only 11 kg. to give the same performance.

Anchor Rope (Warp)

The anchor rope is an important part of the equipment. It has to be long enough to pull the anchor horizontally so that the flukes dig in well. Any lead upwards decreases the holding power. In normal weather conditions a length of rope five times the depth of water will be adequate; in severe weather this may have to be increased to 10 times.

These figures depend to some degree on the type of material used; that is, chain, wire rope, hemp, coir, etc. Chain, being heavy, is excellent, but it is difficult to handle and stow in a small boat. A short length of chain connected to an anchor, with mostly rope on the inboard end, is excellent. In this case the chain lies on the bottom and helps to eliminate chafing and reduces shock load due to waves.

Chafing can also occur where the rope leads over the bow. Guard against this by using sacking or a split plastic tube or pipe. Don't use an anchor rope that floats - sooner or later you'll get it wrapped round the propeller.

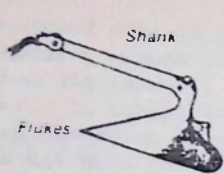
Retrieving An Anchor

A handy trick is to make the anchor rope or chain fast to the lower part of the anchor (between the flukes), laying it along the shank and tying it with a small secure lashing to the anchor ring. Should the anchor fluke jam in a rock crevice, you give a quick hard pull (or make the rope fast and use engine power), the small lashing will break, and you can pull the anchor out backwards from the crevice.

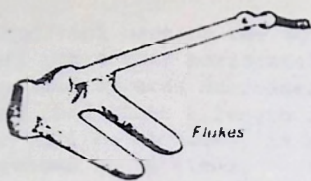
Maintenance

If anchors and cables are to perform their proper function they should be maintained in good condition. The following points are worth noting:

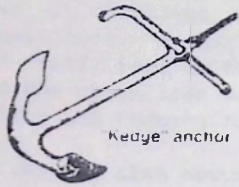
- * shackles and pins should be moused;
- " rotating parts should be free from corrosion and dirt;



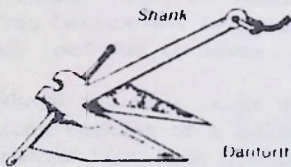
'CGH' anchor



Stockless or Patent



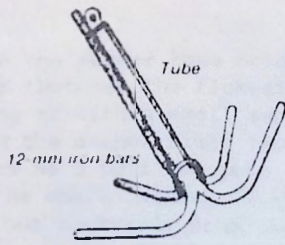
'Kedge' anchor



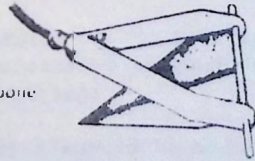
Danforth



Grapnel



Fishing grapnel



Wishbone

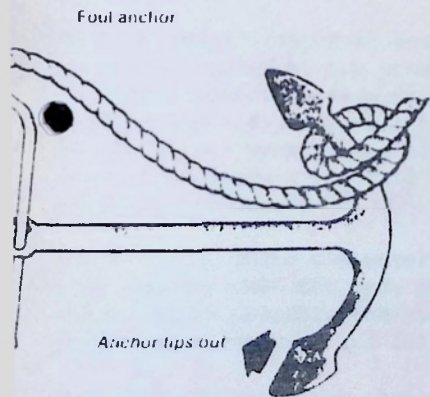
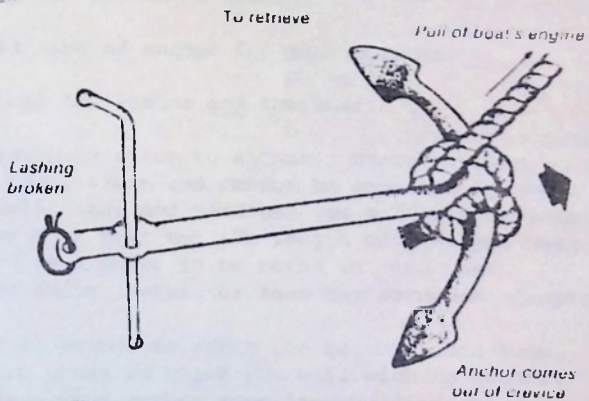
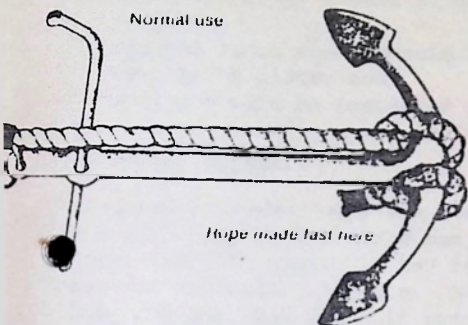
Figure 1. Different types of anchors

To boat

Lashing at this part



FIGURE 2: HOW TO RIG & CLEAR AN ANCHOR



- * synthetic ropes should be dried and stowed out of direct sunlight;
- * natural fibre ropes should be dried and stowed in a well ventilated place; and
- * chains should be inspected regularly for corrosion.

Points to Remember

Dropping an anchor over the side of a boat would seem the easiest thing in the world but, like so many other things connected with boats, it has its pitfalls and there is always someone who will find them. Some seem silly to mention, others less obvious, but they all present a hazard.

Have you got the right type of anchor for your purpose?

Attach your rope to both the anchor and the boat.

Use some care in selecting a place to anchor. Boats already anchored have staked their claim and cannot be expected to move. Pick a spot that is well clear and remember you not only have to consider the length of your boat but the length of line you have put out as well. This is a point to be borne in mind when anchoring close to the shore, rocks, or near any permanent danger.

Is your anchor rope long enough to reach the bottom? You know, generally speaking, the areas in which you will wish to anchor, therefore when assessing your anchor rope length, find the maximum depth you may wish to anchor in, multiply it by five and you have your anchor rope length for normal purposes. For severe weather conditions you need more, in fact up to 10 times the depth of the water.

Don't anchor where the water is too shallow: you may find yourself high and dry when the tide goes out. Always check the depth of water and if possible the type of bottom before anchoring. Don't forget the tide rise and fall.

You never chuck, throw, bung, or otherwise project an anchor from your boat, you lower it.

NEW TELEPHONE NUMBER

Please note TERRY BROOKS' new telephone number in your little black book or teladex, it is:

435 7794

- S.D.F. ANNUAL DINNER DANCE 1983 -

This year the Annual Dinner Dance is being organised by the Valley Divers Scuba Club and will be held at

"TUDOR COURT" - CAULFIELD

Provisions for up to 370 people are available at a price of \$25.00 per person. This price is all inclusive, providing a three course meal, coffee, etc. and full bar service till 12.30 a.m.

There is a prize for the Club who brings the most members and friends and a host of great door prizes for divers and non-diver's alike.

DATE: Friday 7th October, 1983

TIME: 8.00 p.m. till 1.00 a.m.

ADDRESS: 141 Kooyong Road, Caulfield, 3162

Valley Divers on behalf of S.D.F.-V. look forward to your company on Friday 7th October.

* V.S.A.G. members wishing to attend this function are asked to pay for tickets at our September General Meeting - no later.

MARINE RESERVES AND DIVER'S RIGHTS

The subject of Marine Reserves and more specifically the proposed Wilson's Promontory Marine Reserve, embraces two major issues: