

FATHOMS

Registered for posting as
a publication category B
Reg. No. VBH 2101

EST. 1954



Safety in Diving

INDEPENDENT DIVING FREEDOM

\$2

If undeliverable, return to
Victorian Sub Aqua Group,
Box 2526W,
GPO, Melbourne 3001



VSAG

VICTORIAN SUB-AQUA GROUP

AUG 1985

VSAG

Victorian Sub-Aqua Group. Box 2526W, G.P.O., Melbourne. 3001 Australia

President & S.D.F. Delegate

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

Treasurer

Mick Jeacle
5 Donn Close
Frankston. 3199
Ph. (059) 71 2786

Vice Pres. & S.D.F. Delegate

Des Williams - 762 1623
Asst. Newsletter Editor
Barry Truscott - 789 6395
Points Scorer
Andy Mastrowicz - 318 3986
Social Secretary
John Goulding - 890 6634
Property & Safety Officer
Pat Reynolds - 789 1092
Public Relations
Max Synon - 465 2812
Committee Member
Paul Tipping - 387 2027

Secretary

Don Abell,
80 Liston St.,
Burwood. 3125
Ph. 29 4415

Newsletter Editor

Kieth Jensen
99 The Fairway,
Kingsbury. 3083
Ph. 460 3672



COVER STORY

This photo taken by Kieth Jensen depicts VSAG member Igor Chernishov inside the wreck of the Japanese freighter Yamazuki Maru.

This ship known locally as the "Bonegi I" was wrecked near Tassafaronga Point, Guadalcanal, Solomon Islands during fierce fighting in World War 2. It is one of the wrecks that can be dived from the shore near the Bonegi River and Copra Plantation.

The Yamazuki Maru is always a great dive with part of the wreck above the surface and the stern 100' to the sand.

TECHNICAL DETAILS: Kieth used a Nikonos III 15m/m lens, Fujichrome 100 film with lighting by a Melbourne made Seastrobe 160.

The Victorian Sub-Aqua Group was founded in 1954 and has continued as a strong and active diving club since that time. It is incorporated as a non profit company and has no commercial affiliation with any organisation.

VSAG is committed to the preservation of independant diving freedom. It believes that divers must take a responsible attitude toward the protection and preservation of the marine environment but as a general rule is opposed to legislative measures that place prohibitive limitations and restrictions on diving activities.

Local diving is organised on a bi-monthly basis, generally out of participating member's boats. This is supported by weekend camps, charters to more remote locations and annual overseas trips. The club has a considerable investment in diving equipment.

Regular functions provide an opportunity for members, friends and families to socialise. Each month VSAG meets at North Melbourne Football Club where bar facilities are available prior to and after the General Meetings. Visitors are very welcome - smart casual wear essential.

FATHOMS

Official journal of the Victorian Sub—Aqua Group

In this issue:

AUGUST 1985

COMMUNICATION

Editorial	Keith Jensen	2
Committee Report		4
Deco Stops	Keith Jensen	7

ENTERTAINMENT

V.S.A.G. Mystery Diver	Anonymous	6
Media Watch	A John Lawler	18
V.S.A.G. Picnic Day Photo	Des Williams	8

EDUCATION

Forces of Nature	Des Williams	9
"Yamazuki Maru"	Alex Talay	11
Tide Tables		10

COOKING

"Curry" the spice of life	Keith Jensen	19
Clive of India Story	John Lawler	19
Curry Recipes	Courtesy of The Sun	20

<u>DIVE/SOCIAL CALENDAR</u>		23
-----------------------------	--	----

Next general meeting:

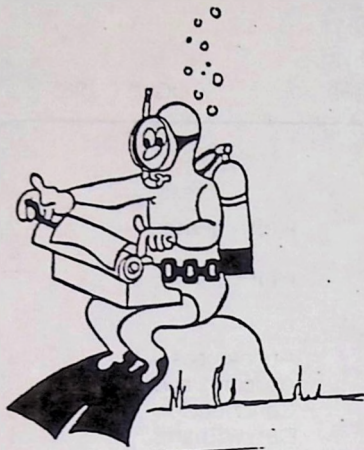
Wednesday, August 21st, 1985 8.00 p.m.
North Melbourne Football Club
Fogarty Street, North Melbourne

Next committee meeting:

Tuesday, August 27th, 1985 8.00 p.m.
Max Synon's Residence
8 Pine Street, Thomastown

Editorial submissions to: "The Editor" Fathoms C/- 99 The Fairway, KINGSBURY 3083

EDITORIAL



Our winter is well and truly upon us, as a result the days that we can dive are greatly reduced so to are the daylight hours and the brief period that the sun makes its presence is only a minimal few hours. Perhaps that is the reason we have only a few die hard divers at our winter events, and even the general meetings attendance is reduced.

I am sure that we all regard ourselves as good allround divers, perhaps you may like to lay that opinion on the line and attend more of the clubs dives and not have the label PUSS diver heaped on you.

It can be hard to make the decision to dive when it is cold and wet, but once the decision to dive is made it is only rarely one is disappointed and it gives satisfaction to yourself and the dive captain who has arranged the day.

Last months Fathoms included in media watch a couple of clippings about the cray fishermen, this edition I would have like to include some about scallop fishermen but there were just too many. It would seem that the bigger you are and if you blatently offend against regulations the more leniently you will be treated. I am sure that if a diver had a cray out of season or 10 abs. or so over the limit he would be prosecuted for the offence.

Recently attending a meeting where Len Joyce the A.U.F. representative for divers on the Fisheries Advisory Council was speaking, I posed the question to Len regarding Wilsons Promontary Marine Reserve. He told us that it was still an ongoing issued but the Minister for Conservation Joan Koennor said "Divers and fishermen are not going to like what they hear about our decision on the matter". It would seem that once again we are going to get the shitty end of the stick, perhaps we should change the meaning of the V in our logo from Victorian to Victimised.

COMMITTEE REPORT

Meeting held at the Goulding residence on Tuesday June 25th. Apologies for non attendance received from Keith Jensen.

Treasurer's Report

The Treasurer reported that the club had the following funds:

Cash at bank	\$ 462.68
Cash on hand	Nil.
Cash at building society	1,445.08
	<hr/>
	\$ 1,907.76
	<hr/>

There were no bills held for payment.

General Business

1. Pat Reynolds advised that the \$100.00 received for the sale of the compressor had been the sale price and that advertising charges were deducted from this price.
2. It was agreed that the audited financial statements plus nomination form for committee membership would be posted to all members in August.
3. At the Annual General Meeting the following committee members will stand down and offer themselves for re-election:

Max Synon,
Alex Talay,
Barry Truscott,
Des Williams

In addition to this it will be necessary to elect a replacement for Geoff Birtles who has resigned from the committee.

4. The necessity to set a pro-rata membership fee for those people joining the club during the year was discussed. It was agreed that all persons joining prior to the 31st December in any year pay the full 12 month fee and those joining between the 1st January and the 30th June would pay a fee of \$13.50.
5. Des Williams requested that Pat Reynolds (property officer) contacted Geoff Birtles to recover the club's copy of Sailing Directions. Des advised that copies of this publication were in short supply.

6. Des discussed a leaflet which had been distributed by the S.D.F. Des had previously sent a copy of this leaflet to all committee members. The leaflet enquired whether private clubs were interested in taking up the teaching of scuba diving to potential new members. It was agreed that the S.A.G. was no longer interested in this side of the diving activities but that it could be a good idea for smaller clubs trying to establish themselves.
7. Des also advised that S.D.F. was holding a meeting on the 6th August at the North Melbourne Football Club at which various representatives of water authorities would be present to offer their case for controlling the activities of divers in the heads area of the bay, specifically port rule 62A. John Goulding suggested that if these authorities were making presentations it would be appropriate for the S.D.F. to make a similar presentation at the meeting on behalf of divers.
8. John Goulding has advised that he will be organising a social function for September and is also considering an appropriate place to hold a Christmas function for the club.
9. Alex Talay advised that Gordon Brown had supplied his P.A.D.I. medical certificate and the meeting agreed that the membership should now be accepted subject to one check dive. Alex will advise Gordon of this. It was noted that Gordon had already paid his membership and subscription for the 1985/86 year.

There being no further business the meeting was closed at 10.05 p.m.
Sumptuous supper provided by Marie.✱

=====

FOR SALE

NIKONOS III CAMERA

In good condition. Accessories include:
View Finder, Flash Housing, Sekonic Light Meter.

Selling through lack of use. Price \$ 300.00.

Contact Paul King on 741 3049

DO YOU KNOW THIS V.S.A.G. DIVER ?



Enter our "Ewe Name It" competition and see if you can correctly identify this danity V.S.A.G. diver who was recently seen all dressed up in her latest dive gear ready for a night on the town.

The first correct entry opened by our Editor wins $\frac{1}{2}$ a dozen stubbies or a date with "Angel!". ✱

DECO STOPS

Keith Jensen

Johno has at last sold his FENZY just goes to show that printing Fathoms in BRAILLE has achieved results.

Young lass on the switchboard at Marlo Caravan Park got a sever blast from the "Angry Giant" recently when she told him about the small increases in the caravan hire rates.

It's the early diver who gets the porthole, Alistair up at 6.00 a.m. on his last day in New Guinea to knock the last few bolts from a porthole.

Bill Hayes, cask of port did not last long at Tidal River recently, even Pat enjoyed one or three glasses. Sorry you were sick Pat, must have been something you ate.

Igor certainly provisioned himself well for the trip, one large liverwurst sausage for lunch and tea on both days topped off with muesli for breakfast.

Pat and Alex certainly breathing well, managed 2 dives from one tank, 19 and 16 minutes each. Was it a little cold boys.

Alex warmed up later,, in his tent equipped with a very large gas heater. All us WIMPS enjoyed it too.

Gypsy John Lawler hard man to keep up with 3 different addresses in as many months, he has bought a residence down Murrumbeena way. We may be able to contact J.L. now.

Dashing new member Gordon Brown certainly has a nice garage full of cars. He has just bought a bright red Porsche. Range Rover for diving, Porsche for socialising, nice going Gordie.

Heard on the grapevine that Ian Scholes has managed to get a few portholes from a secret and very deep wreck. Careful Ian, don't end up in the pot.

V.S.A.G PICNIC DAY EMERALD LAKE JUNE 1985

L - R

Rick & Cathy
Garretson,
Lesley Tipping
& Daughter
Catherine,
Mastrowicz Ankle
Biters, Alex
Talay, Paul
Tipping &
Bob Scott.



THE FORCES OF NATURE - PORT PHILLIP HEADS

Des Williams

Our favourite diving location on the local scene would be the entrance at Port Phillip Heads - "The Rip". This spectacular diving site was created, and is still maintained, by Mother Nature in good and bad moods. The territory and marine life there are, in my opinion the southern equivalent to Australia's Barrier Reef.

Part of the beauty of this place is the many moods of the sea. Whether you are aboard a large ship passing through the Heads or safely aboard a small dive boat, the awe of the swirling sea is still a breath-taking experience. Patches of oil smooth water are surrounded by breaking waves and whirlpools, unlike anything one would see anywhere else. This area is subject to many combinations and changes in the forces of nature; it is a complex system, which is never to be under estimated by mariners.

The Entrance to Port Phillip's is less than two nautical miles in width and the tidal area of the Bay is about 725 sq. miles. The tidal range inside, 3 to 4 feet, is much less than at the Entrance, where it is nearly 6 feet. The water level within the port is much affected by the direction and duration of the winds. Southerly winds causing an increase and northerlies a decrease in the mean level.

Therefore, the force of the tidal streams depends upon the relative water levels inside and outside the port. The greatest differences in levels occur at about the time of high and low water in the Entrance, when the streams run at their strongest, up to 6 knots under normal circumstances.

Slack water occurs at about three hours before and after high water, when the levels inside and outside are the same.

Because comparatively shoal water extends some distance from the shore at Port Phillip Heads, the tide, owing to frictional causes, rises and falls over the shallows more slowly than in the deep channels. This means that on a rising tide, the water in the fairway (shipping channels) is at a higher level than it is in towards the shore. Therefore, this "downhill" effect means a set in the current towards the shore. The reverse is the result on a falling tide, when the channel level is lower and thus an offshore set in the current. No wonder ships unfamiliar with the area come to grief and this explains why ships' favour slack water times to enter or leave the Port.

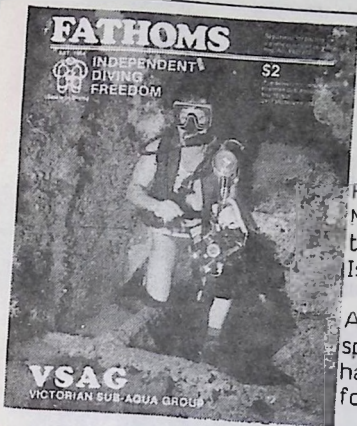
During the outgoing stream of water, when it is at its greatest velocity, the danger to outgoing vessels is greatest. The water surging down the Bay actually sets towards Lonsdale Bight (between Lonsdale and Queenscliff lighthouses) and is in some part rushing across the shipping channel. Depending on the length, draught or power of the vessel, this is when the Pilot must have his work cut out, as he has to allow for the ship travelling ahead as well as sideways.

As mentioned earlier, the wind direction and duration directly effects the level of water within the Bay. As an example, prolonged strong S.W. winds cause a greater build up of water inside the Bay, which may directly reduce the length of slack water time. The wind directions and intensity can mean slack water will be earlier or later than set down in the Tide Tables. *

TIDE TABLE, PORT PHILLIP.

SEPTEMBER, 1985.

Month	Day	PORT PHILLIP HEADS.																Month	Day									
		High Water				Slack Water Flood (Stream Turns)				Low Water				Slack Water Ebb (Stream Turns)														
		h	m	H	M	h	m	H	M	h	m	H	M	h	m	H	M											
1	Su	01	07	13	13	45	15	03	59	09	16	42	10	06	52	04	19	40	06	10	18	10	22	48	11	Su	1	2
2	Tu	01	57	14	14	22	15	04	52	09	17	22	10	07	47	04	20	25	04	11	04	10	23	30	09	M	1	3
3	W	02	19	14	14	53	15	05	15	09	17	55	09	08	32	04	20	58	04	11	42	09				Tu	2	3
4	Th	03	15	14	15	21	14	06	12	09	18	26	09	09	10	04	21	32	03	00	06	09	12	15	09	W	3	4
5	F	03	50	14	15	16	14	06	47	09	18	55	08	09	45	04	22	04	02	00	41	08	12	45	09	Th	4	5
6	W	04	26	14	16	13	14	07	21	09	19	23	08	10	17	04	22	44	02	01	15	08	13	15	09	F	5	6
7	Sa	05	01	14	16	41	14	07	54	09	19	51	08	10	46	05	23	05	02	01	47	08	14	44	09	Sa	6	7
8	Su	05	40	13	17	11	13	08	29	09	20	22	08	11	19	05	23	34	02	02	22	08	14	15	09	Su	7	8
9	M	06	22	13	17	44	13	09	06	10	20	56	08	11	51	06				02	58	08	14	47	09	M	8	9
10	Tu	07	10	13	18	24	12	09	48	10	21	36	08	00	00	01	12	27	07	03	19	08	15	25	10	Tu	9	10
11	W	08	02	12	19	13	12	10	17	10	22	27	08	00	48	01	13	12	08	04	25	08	16	12	10	W	10	11
12	Th	09	04	12	20	19	11	11	41	10	23	34	08	01	41	04	14	19	06	05	22	08	17	19	10	Th	11	12
13	F	10	07	12	21	39	11			12	53	10	02	49	03	15	36	08	06	28	08	18	43	10	F	12	13	
14	Sa	11	11	12	23	01	12	00	49	08	13	37	10	03	59	04	16	42	07	07	36	08	19	51	09	Sa	13	14
15	Su	12	11	12	24	11	13	02	01	08	14	53	09	05	01	04	17	36	06	06	36	08	20	55	09	Su	14	15
16	M	00	14	13	13	00	14	03	06	08	15	44	09	05	58	03	18	38	04	09	29	09	21	52	09	M	15	16
17	Tu	01	16	13	13	42	15	04	05	09	16	31	09	06	55	03	19	20	03	10	38	09	22	44	09	Tu	16	17
18	W	02	09	15	14	25	15	05	00	09	17	08	08	07	52	03	20	41	02	11	08	09	23	35	09	W	17	18
19	Th	03	00	16	14	05	15	05	52	10	18	02	08	08	44	03	21	00	01	11	54	09				Th	18	19
20	F	03	49	16	15	16	15	06	11	10	18	46	08	09	16	04	21	46	01	12	04	09	12	40	09	F	19	20
21	Sa	04	40	16	16	27	14	07	28	10	19	28	08	01	17	05	22	30	01	13	11	08	13	22	10	Sa	20	21
22	Su	05	11	16	17	11	14	08	16	11	20	12	08	02	58	06	23	13	01	02	01	08	14	05	10	Su	21	22
23	M	06	28	17	17	58	13	09	04	11	20	58	08	11	40	06	23	58	02	02	40	08	14	49	10	M	22	23
24	Tu	07	26	18	18	36	13	09	56	11	21	52	08			12	27	07	03	02	08	15	41	10	Tu	23	24	
25	W	08	27	18	20	06	12	10	54	11	22	58	08	03	59	08	13	21	08	03	08	09	16	43	10	W	24	25
26	Th	09	12	19	21	58	12	10	44	11	23	14	08	04	01	05	14	17	08	05	41	09	16	02	10	Th	25	26
27	F	10	41	19	22	52	12	10	19	09	13	25	09	04	01	06	16	10	08	06	55	09	19	11	10	F	26	27
28	Sa	11	43	19			13	01	43	09	14	05	09	04	04	06	17	27	07	00	09	09	20	43	10	Sa	27	28
29	Su	10	04	19	12	34	13	02	56	09	15	27	09	05	49	06	18	21	05	09	11	09	21	08	09	Su	28	29
30	M	09	56	19	13	11	14	03	01	09	16	08	09	06	15	08	19	04	04	09	09	09	22	22	09	M	29	30



YAMAZUKI MARU

(Our Cover Photo)

Alex Talay

Popularly known as the "Bonegi 1" the Yamazuki Maru was a Japanese Transport destroyed by the Americans in November 1942 on Guadalcanal Island in the Solomons.

As I possess a rather nice shiny object that I spent many hours obtaining from this ship, I have developed an interest in its history and have found various accounts of its demise.



Apparent survivor seen in the water following the sinking of the Yamazuki Maru. (Source: The War in the Pacific, Vol. 1, p. 100)

Above: A Torpedo Boat (TB) at sea. (Source: The War in the Pacific, Vol. 1, p. 100)

Left: The Yamazuki Maru (Yamazuki Maru) at sea. (Source: The War in the Pacific, Vol. 1, p. 100)

To give you an idea of what it was like during, what was, one of the fiercest campaigns of the war I shall quote directly from some of these sources.

The destruction of the Yamazuki Maru was but one incident in what was described by Admiral King as "one of the most furious sea battles ever fought".

In all, during the nights of 13th, 14th and 15th of November, 22 Japanese and American ships went to the bottom and thousands of men lost their lives.

The following quotes are from Brigadier General Samuel B. Griffith's excellent account "The Battle for Guadalcanal".



"The new Japanese plan was simple. At midnight on November 12th part of Kondo's 2nd fleet, commanded by Vice Admiral Hiraoki Abe, was to close the north shore of Guadalcanal and beat Henderson airfield, the planes parked around it, and its bordering installations to a pulp. Abe's group consisted of battleships Hiei and Kirishima cruiser Nagari and fourteen destroyers.

The remainder of Kondo's fleet would cruise about 150 miles north of Savo in distant cover. This included carriers Junyo and Hiyo, with almost 100 fighters, dive bombers and torpedo planes, battleships Kongo and Haruna, four cruisers and 19 destroyers.

Rear Admiral Tanaka was allotted twelve destroyers to convoy 11 Transports (of which Yamazuki was one) in which the main body of Lt. General Sano's crack 38th Division was to land at Tassafaronga. A specially organised Combined Naval landing force of almost 3000 men was to go ashore simultaneously with Sano's 11,000 troops and their supplies".

The Japanese considered that they had at last succeeded in assembling a force capable of destroying the Americans on Guadalcanal once and for all. But it was not to be. The Yanks had got wind of what was going on and despatched a large task force to intercept and surprise the Japanese as they steamed up the Slot near Savo island.



At 1.18 a.m. on the morning of 13th November the Japanese ships were sighted by radar. After a series of mistakes made by Rear Admiral Daniel J. Callaghan (commander U.S. task force) the element of surprise was lost. Finally, 24 minutes after Helena positively identified enemy ships Callaghan issued the order to open fire.

It was too late. Japanese lookouts had sighted the Americans.

"Atlanta, Rear Admiral Norman Scotts Flagship, was the first to catch shells and torpedoes. The force of the explosion lifted her bodily from the water, then set her down shuddering and crippled.



During the next six or seven minutes, two U.S. destroyers Cushing and Laffey, attacked the Battleship Hiei. As the battleship swung to avoid their torpedoes, she let them both have the benefit of one salvo of 14 inch shells. Laffey started for the bottom of Ironbottom Bay."

"Japanese put searchlights on Cruiser San Francisco. Less than two minutes later, accurate salvo's demolished her bridge, instantly killing Callaghan, three members of his staff and mortally wounding Captain Cassin Young, the cruisers skipper.

Portland and Helena, the next 2 cruisers in column, had joined the bloody fracas, but Portland was not long for the battle. Her main battery guns had a target, but a Japanese destroyer captain had her in his sights. He let go 4 torpedoes, only one struck but it was enough to blow her stern clean off".

Five American and 3 Japanese ships were lost during this action and in terms of lives and ships lost the Yanks had absorbed a terrible hiding. But it had won the battle for the Japs had not bombarded the airfield. They had fled.

This resulted in the Japs trying to land their men and supplies without having neutralised American air power. During the daylight hours of November 13th the Yank airforce pursued the Japanese task force and sank the remnants including the Battleship Hiei north-west of Savo Island.

The Japanese did succeed in bombarding Henderson airfield on the night of the 13th. 8 inch cruisers Mayo and Suzuya bombarded Henderson for 50 minutes. During this time they pumped 1,000 projectiles into the airfield and its surrounds. Even though this was a massive amount of firepower only 18 planes were wrecked and the runway sustained only minimal damage.

The inability of the Japs to destroy the American air power was crucial to the fate of our ship. In company with 10 other transports and protected by numerous destroyers and Zero fighters the Yamazuki Maru was steaming towards Tassafaronga.

"Except for a few ineffectual Zero's, Tanaka was bare. Kondo, hovering only 150 miles away, was obviously in a nervous state; the planes he sent to cover the transports were shot down and mixed Navy and Marine

strikes began almost unimpeded assaults on Tanaka's hapless flock. The attacks were deadly. At 11.50, 12.45, 2.00 p.m. and 3.40 the Americans struck. From Espritu, (resting place of the Coolidge), B.17's flew to the slaughter. For slaughter it was. Six Transports went to the bottom, a crippled seventh limped back to the Shortlands under destroyer escort.

But Tanaka collected his dispersed charges and steamed doggedly towards Tassafaronga. Three destroyers were now escorting four transports (Yamazuki was on of these). Welcome night at last embraced this sorry remnant".

During the early morning hours of November 15th another sea battle of monumental proportions took place. During this action the American battleships Washington and South Dakota engaged a large force of Japanese including the battleship Kirishima. Many ships from both sides were sunk, the South Dakota was badly damaged and retired from the action. In the end the Washington was left master of the field and the commander decided to search for Tanaka's remaining transports.

"When Tanaka learned of Kondo's route he realised he was in for plenty of trouble. He could not arrive at Tassafaronga much before daylight November 15th and radioed Mikawa for permission to run the transports on the beach as soon as he arrived. Mikawa flashed a terse negative but Kondo overruled.

This resolute approval of an unprecedented request was gratefully received and at dawn the four transports headed for the beach.

Woods flyers, airborne at first light, had to fly only 15 miles for this days bloody target practice.

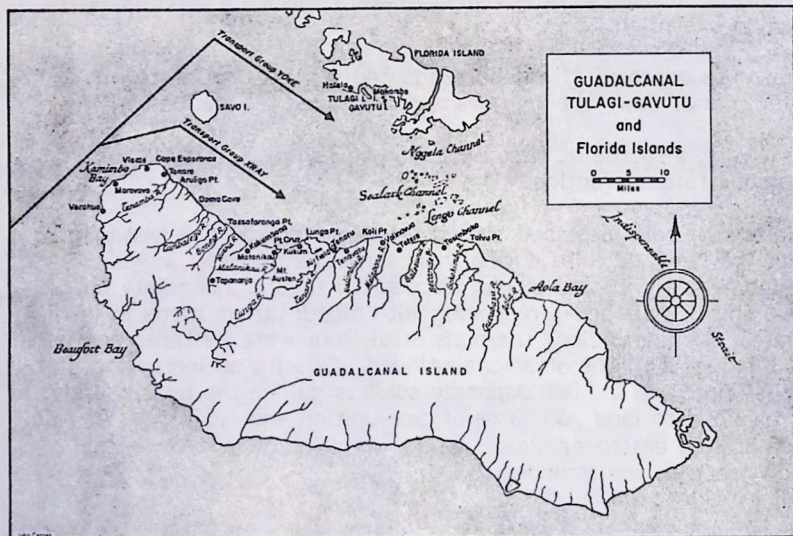
Del Valle hurriedly displaced his eight 155mm guns to the Matanikau to shell the beached ships during short intervals between waves of attacking aircraft. Some planes dropped bombs and incendiary on the helpless ships, their decks reddening with blood; others came in low to strafe. By nine o'clock the hulls of all four were battered and upper works blazing. But the attacks continued. Despite an increasing hail of shells and bullets, 2,000 Japanese soldiers gained the beach safely. They managed to land 260 cases of ammunition and 1,500 bags of rice. In midmorning, destroyer Meade sailed from Tulagi to deliver the coup de gr^âce to the stranded ships".

The following account by way of corroboration, is from Miller J 1949. 'Guadalcanal The First Offensive' Historical Division, Department of Army, Washington D.C.

"When day broke on 15th November the Americans saw lying at Tassafaronga in plain view, the four surviving transports of the force that had been hit the day before. The transports had no air cover. Three were beached and unloading while the fourth was slowly pulling north towards Doma.

F. Battery of the 244th Coast Artillery Battalion had moved two of its guns from their field positions to the beach. These guns opened fire at 0500 and hit one beached transport 19,500 yards away. The 3rd Defence Battalions 5 inch batteries opened fire forty five minutes later on a second ship 15,800 yards away and hit her repeatedly. The beached target burned and listed to port. The destroyer Meade sailed over from Tulagi to shell both the ships and landing areas while aircraft attacked the remaining ships. By noon all four had been turned into burning, useless hulks which were abandoned to rust in the shallow water".

According to historian Mike McCoy the "second ship 15,800 yards away" is the Yamazuki Maru (Bonegi 1). The other 19,500 yards away is the Bonegi 2.



I hope you have enjoyed the story of our cover photo. The photo I have included in this article of the ship is from the book *Suicide Squads* by Richard O'Neill. This book is principally about suicide weapons used by the axis powers during the war and the photo was used to illustrate the mini sub, fortunately our subject is in the background.

During the period described 13th, 14th and 15th November, 1942 the two sides suffered the following losses:

Japanese: 2 Battleships, Hiei & Kirishima
 1 Cruiser
 3 Destroyers
 10 Transports
 3000 Man Naval Landing Force

Americans: 3 Cruisers, Atlanta, Juneau & Cushing
 3 Destroyers, Barton, Laffey & Monson

In all 22 ships were lost and thousands of crew went with them. 26 ships were badly damaged and some took no further part in the war. *

FISHTALES



PENILE FROSTBITE, AN UNFORESEEN HAZARD OF JOGGING

MEDIA WATCH

John Lawler sent in this little item, one wonders what magazines he reads to dig up an item such as this!

To the Editor: A 53-year-old circumcised physician, nonsmoker, light drinker (one highball before dinner), 1.78 meters tall, weighing 70 kg, with no illnesses, performing strenuous physical exercise for many years, began a customary 30-minute jog in a local park at 7 p.m. on December 3, 1976. He wore flare-bottom double-knit polyester trousers, Dacron-cotton boxer-style undershorts, a cotton T-shirt and cotton dress shirt, a light-wool sweater, an outer nylon shell jacket over the sweater, gloves, and low-cut Pro Ked sneakers. The nylon shell jacket extended slightly below the belt line.

Local radio weather reports gave the outside air temperature as -6°C , with a severe wind-chill factor.

From 7:00 to 7:25 p.m. the jog was routine. At 7:25 p.m. the jogger noted an unpleasant painful burning sensation at the penile tip. From 7:25 to 7:30 p.m. this discomfort became more intense, the pain increasing with each stride as the exercise neared its end. At 7:30 p.m. the jog ended, and the patient returned home.

Physical examination at 7:40 p.m. in his apartment at comfortable room temperature revealed early frostbite of the penis. The glans was frigid, red, tender upon manipulation and anesthetic to light touch. Immediate therapy was begun. The polyester double-knit trousers and the Dacron-cotton undershorts were removed. In a straddled standing position, the patient created a cradle for rapid re-warming by covering the penile tip with one cupped palm. Response was rapid and complete. Symptoms subsided 15 minutes after onset of treatment, and physical findings returned to normal.

Side effects: at 7:50 p.m. the patient's wife returned from a local shopping trip and observed him during the treatment procedure. She saw him standing, legs apart, in the bedroom, nude below the waist, holding the tip of his penis in his right hand, turning the pages of the *New England Journal of Medicine* with his left. Spouse's observation of therapy produced rapid onset of numerous, varied and severe side effects (personal communication).

Pathogenesis of the syndrome was assessed as tissue response to high air velocity, at -8°C , penetrating the interstices of polyester double-knit trouser fabric and continuing through anterior opening of Dacron-cotton undershorts, impacting upon receptor site of target organ to produce the changes described.

The patient continues to jog, wearing an athletic supporter and old tight cotton warm-up pants used in college cross-country races in 1939. No recurrences are expected.

MELVIN HERSHKOWITZ, M.D.
Medical Center

Jersey City, NJ 07304

Editor's Note

This could be one of the reasons I do not jog, but this says it all.



I'd rather be
DIVING

"CURRY" - THE SPICE OF LIFE

Keith Jensen

As I stated in my limericks a few issues ago John Lawler is famous for his curries, those that have been away on V.S.A.G. jaunts to Tidal River, Eden or Queenscliff will have had their taste buds titillated by the aromatic smells that emanate from J.L.'s mini "Tag Mahal".

John's idea of a tasty hot curry to appease those pangs of hunger after a days diving is a first class one. It can be prepared before hand, at home and only needs to be warmed up, no trouble at all unless you are like J.L. and require all the accompaniments such as Saffron rice, Mango Chutney, various sambels and of course paperdums lightly fried in ghee.

I have on a few occasions requested that John provided us with details or how to prepare such sumptuous fare, but alas it would seem to be a family secret and can not be disclosed, but he has sent a small article about one of the secret ingredients that makes his Curry Tiffin a success. I have also included some recipes that were in the Sun a few weeks back, so that we may enjoy a hot curry, "the spice of life".

"The Clive Of India Story"

This article is submitted by John Lawler who is Victorian State Manager with Seakist Foods - Marketers of Clive of India.

Robert Clive (1725 - 1774), served with the English East India Company in Madras in 1743. At that time the spice trade in exotic plants and seeds was flourishing between India and the West. Clive became a distinguished leader and soldier and was made Governor of Bengal, the richest province in India. He was given an Irish peerage, a British knighthood and a Moghul title, and with his wife Margaret made a personal fortune, as well as accepting the rewards of a vast estate and great wealth from the Bengal nobility.

His exploits in commerce, diplomacy and battle in Calcutta, Madras and Bengal became legendary, marking the beginning of the British Raj in India. No doubt during the years he spent in the hot, teeming, colourful and fascinating atmosphere of 18th century India, he acquired a taste for the curries of the country. They were served to him by tribes of turbaned servants in the palaces of Indian princes, the tents of wild brigands and under the punkahs in the cool dining rooms of his own residences.

In this faraway world, unfamiliar, strange words for curry spices, such as cardamom, allspice, cinnamon, nutmeg and tamarind became commonplace to him, as they eventually did in the language and larders of Britain. Sir Robert Clive, adventurer, military leader, peacemaker and hero in the romance of the spice trade, is remembered for his place in history as well as by the famous curry powder which celebrates his most popular title - Clive of India.

Entertain with a curry - a dish to suit most tastes

Hot Pork Curry

Take 60 g butter, one and a half cups thinly sliced onion, two cloves garlic, crushed, 500 g lean pork cut in 2.5 cm cubes, quarter teaspoon chili powder, half teaspoon EACH fenugreek seeds and turmeric, two teaspoons finely chopped green ginger, two small green chillies, sliced, two thirds cup water, one tablespoon vindaloo paste.

Heat butter and fry onions and garlic until lightly browned. Remove from pan and set aside. Fry pork pieces a few at a time to seal in juices. Left out and set aside.

To the pan, add chili powder, turmeric, fenugreek, ginger, chillies and salt. Stir over heat for a minute. Add water and stir until boiling.

Return meat and onion mixture. Cover and simmer 15 minutes. Add vindaloo paste and simmer a further 30 minutes or until the meat is tender.

Note: This is a hot curry.

Easy Beef Curry

One kg good stewing steak, four tablespoons madras curry paste, one teaspoon salt, 60 g butter, two large onions, two and a half cups hot water, 60 g creamed coconut.

Cut the meat into cubes, add the curry paste and salt, blend well into the meat. Melt the butter in a saucepan and fry onions until golden. Add the meat and water, cover and simmer gently for one and a half to two hours until meat is tender.

Blend in creamed coconut a short while before the end of cooking. If liked, the lid may be removed for the last part of cooking time to let the gravy thicken slightly. Serves six.

Curried Scallops

Take 500 g scallops, 60 g butter, 1/3 cup EACH chopped onion and apple, three level tablespoons flour, two teaspoons curry powder (or to taste), half teaspoon salt, pinch cayenne, two cups milk, one teaspoon lemon juice.

Prepare and wash scallops. Melt butter in a saucepan, add onion and apple and saute five minutes. Blend in flour and curry powder, cook two minutes. Add salt and cayenne.

Add milk and stir until boiling and thickened. Simmer five minutes. Add scallops and simmer five minutes. Adjust seasonings and blend in lemon juice. Serve immediately with rice. *

PLEASE NOTE

New direct emergency number for N.S.C.A. Emergency Hyperbaric Unit.

**EMERGENCY
HYPERBARIC UNIT**
Phone **(051) 74 9922**

24 HOURS A DAY

For Diving Emergencies or advice on possible
Diving Related Illness.

A Department of NATIONAL SAFETY COUNCIL OF AUSTRALIA
— Victorian Division (Inc. in Victoria)

DIVE/SOCIAL CALENDAR - AUGUST 1985

<u>Date</u>	<u>Event/Location</u>	<u>Dive Capt.</u>	<u>Meet at</u>
Aug 21	General Meeting - North Melbourne Football Club		8.00 p.m.
Aug 25	"Eliza Ramsden"	Don Abell 29 4415	Sorrento Boat Ramp 10.00 a.m.
Sept 8	Dive in the Ships Graveyard	Andy Mastrowicz 318 3986	Sorrento Boat Ramp - 9.30 a.m.
Sept 18	Annual General Meeting - North Melbourne Football Club		8.00 p.m.
Sept 22	"Hollyhead"/"George Roper"	John Goulding 890 6634	Sorrento Boat Ramp 9.30 a.m.
Oct 6	"Wyralla"	Mick Jeacle 059 71 2786	Sorrento Boat Ramp 9.00 a.m.
Oct 16	General Meeting - North Melbourne Football Club		8.00 p.m.
Oct 20	"George Kermode"	Alex Talay 772 3085	Flinders 9.30 a.m.
Nov. 2-5	Long Weekend at Marlo	Mick Jeacle for details 059 71 2786	

Intending divers must confirm with the Dive Captain on the evening prior to the dive irrespective of prior booking. Failure to do so may result in forfeiture of reservation.

Tear & post to P.O. Box 2526W, G.P.O. Melbourne, 3001
to arrive prior to September 5th, 1985

ELECTION OF DIRECTORS: 1985-86

NOMINATION FORM

We, the undersigned, being full members of the Victorian Sub-Aqua Group,
hereby nominate:

.....
for the position of Director of the Group.

Signed:.....Date / /1985

Signed:.....Date / /1985

I,hereby accept the above
nomination for Director of the Group.

Signed:.....Date / /1985

ELECTION OF DIRECTORS: 1985-86

NOMINATION FORM

We, the undersigned, being full members of the Victorian Sub-Aqua Group,
hereby nominate:

.....
for the position of Director of the Group.

Signed:.....Date / /1985

Signed:.....Date / /1985

I,hereby accept the above
nomination for Director of the Group.

Signed:.....Date / /1985

← TEAR
HERE.

Tear & post to P.O. Box 2526W, G.P.O. Melbourne, 3001
to arrive prior to September 5th, 1985

ELECTION OF DIRECTORS: 1985-86

NOMINATION FORM

We, the undersigned, being full members of the Victorian Sub-Aqua Group,
hereby nominate:

.....
for the position of Director of the Group.

Signed:.....Date / / 1985

Signed:.....Date / / 1985

I,hereby accept the above
nomination for Director of the Group.

Signed:.....Date / / 1985

ELECTION OF DIRECTORS: 1985-86

NOMINATION FORM

We, the undersigned, being full members of the Victorian Sub-Aqua Group,
hereby nominate:

.....
for the position of Director of the Group.

Signed:.....Date / / 1985

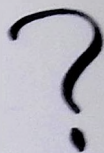
Signed:.....Date / / 1985

I,hereby accept the above
nomination for Director of the Group.

Signed:.....Date / / 1985

** Tear here →*

Looking for diving adventure



PAPUA NEW GUINEA

ISLE OF PINES

SOLOMON ISLANDS

PHILIPPINES

MALDIVE ISLANDS

FIJI

VANUATU

GREAT BARRIER REEF, MADANG, TRUK LAGOON, PHILIPPINES, ISLE OF PINES, RABAU, SOLOMON ISLANDS, BALI, COOK ISLANDS, WESTERN SAMOA, ABROLHOS ISLANDS, LORD HOWE ISLAND, BYRON BAY, HERON ISLAND, HAYMAN ISLAND, POOR KNIGHTS, TAVEUNI, FIJI, MALDIVES, SRI LANKA, PULAU TIOMAN, PUERTO GALERA, CEBU, VANUATU, AITUTAKI, SPILSBY ISLAND, LADY ELLIOT ISLAND

Talk to the divers who have been there. One phone call could open up your world . . .

For personal and professional service, discuss your holiday plans with Janis, Diana, Phil or Pete.

AQUARIUS/Dive Travel Australia
40-42 Taylor Street, Ashburton, Vic., 3147.
Phone: (03) 25 8863 Telex: AA35411

The Scuba Diving Holiday Specialists

General holiday and flight bookings for all interstate and overseas destinations available with same personal service.

Full members of Australian Federation of Travel Agents.
Ansett accredited. We support the V.S.A.G.