

FATHOMS

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**INDEPENDENT
DIVING
FREEDOM**

Safety in Diving

\$2

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Victorian Sub Aqua Group,
Box 2526W,
GPO Melbourne 3001*



VSAG

VICTORIAN SUB-AQUA GROUP

--- 1983
-- OCT 1983

VSAG

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FATHOMS



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VSAG

VICTORIAN SUB-AQUA GROUP

COVER STORY: VSAG diver Alex Talay along with proprietor of Melbourne Dive Services, Dick Whittaker, seen diving the famous Lady on the Wreck of the President Coolidge. This photo was taken by Keith Jensen whilst visiting the Island of Espirito Santo, Vanuatu 1983.

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

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Next general meetings

Thursday 20th October 8.00 p.m.
Thursday 17th November 8.00 p.m.
North Melbourne Football Club,
Fogarty Street, North Melbourne

Next committee meetings

25th October, J. Large's Home
22nd November, R. Luxford's Home

Editorial submissions to: "The Editor" Fathoms C/- 13 BIRDWOOD STREET,
BOX HILL SOUTH, VIC., 3128
TELEPHONE: 890 6634

EDITORIAL

In this issue we touch on some topical and somewhat controversial issues namely: size and bag limits for crayfish and abalone and the proposals to tighten regulations for diving activities in the Port Phillip Heads Areas.

With summer approaching and a busy dive calendar planned members are advised to ensure that they fully understand and comply with Fisheries and Wildlife Regulations and the Clubs own rules regarding club safety procedures. These are published in this issue.



At the Annual General Meeting in September there were 5 nominations to fill the 4 committee vacancies.

Nominees were Mick Jeacle*
 Alex Talay*
 Fiona Bruce
 Doug Catherall
 Barry Truscott*

(*Required to stand down by notation).

Mick, Alex, Fiona and Doug were the successful nominees.

In this editorial I would like to welcome Fiona and Doug to the committee and pay a special tribute to Barry Truscott who did not get back on and Des Williams who retired from the committee.

I forget how long Barry has been on the committee, but it must be at least 10 years. During that time Barry has held a number of positions including Safety Officer and Assistant Newsletter Editor - the latter being a quite demanding role as it involves the total distribution process for Fathoms and the maintenance

and updating of the Club's mailing list. In this role Barry received great assistance from his family particularly Marie and Samantha to whom the Club expresses its sincere thanks and appreciation.

Barry's very extensive diving experience together with his very considerable knowledge of boating and diving matters and his no nonsense common sense approach to committee business has been of great value to the Club.

This was recognized some years ago when Barry was awarded Life Membership of the Club, not only for this committee work but also for his long serving generosity to the Club in giving his time and his boat so other members could enjoy great diving.

Whilst his involvement has lessened in recent years due to other commitments, I remember a time when a weekend would not go by without Barry carting a boat load of divers off for the day. His recent completion of his new house and trip to the Solomons are sure to rekindle his eagerness to really get back into it.

Des Williams is another long time server or perhaps sufferer of the committee. I say sufferer because Des was Newsletter Editor for many years and was responsible for changing the format of Fathoms and developing it into the much improved style that latter editors have followed. Of course when Des was editor we produced 11 issues a year not 6 as at present and the editors role included many additional tasks. Like Barry, Des received a great deal of help from Julie in the typesetting and compiling a thankless task but I'm sure never too late to say thanks again.

Des also served as President SDF Delegate and Public Relations Officer, and in all of these roles he gave a great deal of dedication and commitment. I think its fair to say that Des took on his roles with a passion and in terms of time and energy that he has devoted to the Club there would be very few if any who could match him over the Clubs history.

A characteristic common to both Barry and Des's involvement in the committee was their level headed approach to committee matters and their priority in keeping members interests foremost at heart.

Once again I'm going to have to make an appeal for more articles for Fathoms. Now that we are approaching the more active part of the year how about a few good stories from members please.

In this issue we do have some great material from Mick and Alex about the Solomons but we still need more articles about the local diving scene.

In concluding this part of the editorial may I congratulate Mick Jeacle on his two years as President. Mick has certainly lead the Club well and though his very innovative wine sales campaign has greatly improved the Clubs finances. Congratulations also to Don Abell on his appointment as the new President.

There has been recent publicity, most of it organized by a particular commercial charter diving operator about an alleged incidence involving divers and shipping movements in the Port Phillip Heads area. Such stirring and the tone in which a lot of it has been written does absolutely nothing constructive for divers but rather fuels the contempt for which many groups of people already have towards our sport.

It is a fact that there are many fisherman both professional and amateur who regard divers as a bloody nuisance. Not to mention the more sensitive view of some professional interests who see amateur divers as a threat to their livelihood. Then of course there are Ports and Harbours Authorities who realise the potential dangers to divers and other small boat operators when they are in areas close to shipping. It is well recognized that the comments from the particular commercial operator are tainted with commercial opportunism. For some interests in the diving fraternity a total ban on non-registered commercial charter diving in certain areas would be sweet victory. Alternatively the imposition of very tight rules and regulations that would be generally impractical for Club divers to meet would offer the same end result.

V.S.A.G does not condone any diving practice which could place its divers in dangerous situations and the completely unnecessary views being expressed by certain individuals does not help diving in any way. As we have found on many occasions a commercial charter boat with 12 or more divers on board presents a greater risk of retrieving divers when they bob up all over the place than 3 boats each with four divers. Commercial dive charters have their place but they are by no means infallible.

Editor

NEW V.S.A.G. COMMITTEE

V.S.A.G. committee positions were decided at the Annual Committee Meeting held on the 20th September:-

President:	Don Abell
Vice President:	Mick Jeacle
Secretary:	Paul Tipping
Treasurer:	Ross Luxford
Newsletter Editor:	John Goulding
Assistant Editor:	Mick Jeacle
Social Secretary:	Jeanette Large
Property Officer:	Pat Reynolds
Safety Officer:	Alex Talay
Points Scorer:	Doug Catherall
Public Relations Officer:	John Goulding
S.D.F. Delegates:	Deferred pending evaluation of whether S.D.F. can best represent and serve the interests of V.S.A.G.
Committee Members:	John Lawler Fiona Bruce Igor Chernichov

COMMITTEE NEWS

The following items are a summary of the major issues raised at the August and September committee meetings.

A new wine will be available for sale through the Club at \$98 per dozen with \$12 proceeds to be rebated back to the Club. Arrangements will be made for the new wine to be available between October and December.

Committee positions were filled at the September meeting. (See separate notice).

A vote of thanks to retiring President Mick Jeacle was moved by the committee also to Barry Truscott and Des Williams for their contribution to the committee.

John Goulding discussed the proposed changes to the conditions relating to recreational diving activities in the Port Phillip Heads area.

Cash reserves of the Club at September were \$5,625.80.

No final decision was made regarding the Christmas function and new venues were being considered.

The 1988/89 committee meeting venues will be as follows.

October	J. Large
November	R. Luxford
January	M. Jeacle
February	P. Reynolds
March	A. Talay
April	J. Lawler
May	D. Catherall
June	I. Chernichov
July	P. Tipping
August	J. Goulding
September	D. Abell

J. Goulding

DON'T LET YOUR CATCH, CATCH YOU!

by John Goulding

Members are reminded that they must possess current amateur fishing licenses to take crayfish and a bag limit of 4 per day applies.

There are also size limitations for both male and female, and a closed season will apply on all crayfish until 19th November.

The maximum permissible quantity for abalone is 10 per diver and these also must be above a minimum size.

There are 3 different minimum sizes for abalone depending on where you get them. To be on the absolute safe side always use the greatest minimum size (11cm.).

As you maybe prosecuted for removing undersize crayfish or abalone from the water the 11cm rule should be applied to both whilst UNDERWATER.

Note: Details of how to measure crayfish can be obtained when obtaining fishing licenses.

A simple measuring device can be made from either metal or plastic or alternatively cut a notch in your diving knife 11cm along the blade.

Infringement of size and bag limitations can mean confiscation of equipment (including boat) and heavy fines.

It is also quite possible for innocent divers or boat owners to be penalized by the actions of others, so it is everyones responsibility to ensure full compliance with the laws.*

LETTER FROM C.I.G. MEDISHIELD

August 25, 1988

The Secretary,
Victorian Scuba-Aqua Group,
14 Nuria Court,
FRANKSTON. VIC. 3199.

Dear Sir,

We wish to draw to your attention the dangers that exist for divers who use Compressed Medical Oxygen for water decompression or recompression therapy, as the breathing of Oxygen at pressures greater than atmospheric pressure renders the user liable to a real risk of having an Oxygen convulsion.

We bring this matter to your attention as we are aware of an increase in demand for Compressed Medical Oxygen from divers and we are concerned at the potential risk to their health through misuse.

Whilst we believe the misuse is only minor, we have chosen to communicate with all of the major diving clubs in Australia and bring this matter to their attention, with the request that they advise their members accordingly.

In association with the Hyperbaric Medicine Unit at Royal Adelaide Hospital, we have drawn up a simple guideline (copy attached), which will be displayed at relevant CIG retail outlets, explaining the dangers of misuse and critical points to note when using Compressed Medical Oxygen.

Yours faithfully,
C.I.G. MEDISHIELD

GUIDELINES FOR THE SALE OF COMPRESSED MEDICAL OXYGEN TO DIVERS

Compressed Medical Oxygen is sold to divers on the basis that it is used for first-aid at atmospheric pressure and is NOT used in water decompression or recompression therapy.

Breathing Oxygen at pressures greater than atmospheric pressure renders the user liable to a real risk of having an Oxygen convulsion. This is further enhanced by being in the water.

It should be understood that the breathing of Oxygen is a first-aid measure and must never be substituted for the recompression required in cases of decompression sickness or arterial gas embolism.

When administering Oxygen it is important to:

1. Ensure that the area is well ventilated and that there is nothing burning in the immediate vicinity (including cigarettes);
2. Ensure that the patient breathes air for 5 minutes after each 25 minutes on Oxygen (unless the divers' condition deteriorates when taken off Oxygen);
3. Carefully record the periods of Oxygen breathing;
4. Carefully record the patient's response to Oxygen.*

WARRNAMBOOL

MELBOURNE CUP WEEKEND 28TH OCTOBER - 1ST NOVEMBER

ORGANIZER - MICK JEACLE, (059) 71 2786

The Club will be staying at the Fig Tree Caravan Park in Warrnambool. Cabins and on-site vans have been booked.

To secure your place please ensure that \$20.00 deposit is paid by the October General Meeting - 20th October.

Experts fear for future of 1841 bay wreck

By GEOFF MASLEN

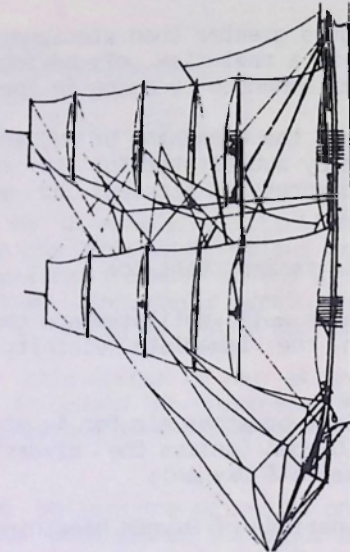
One of Victoria's oldest and most important shipwrecks, the William Salthouse, which sank in Port Phillip Bay in 1841, is disintegrating so rapidly that maritime archaeologists fear its historic cargo may be washed out to sea.

The wreck of the 254-tonne brig was discovered in 1983. Divers plundered it until the State Government declared it a historic shipwreck and banned diving on it without permission.

The Victoria Archaeological Survey, the Government body responsible for protecting historic shipwrecks, has now closed the wreck to divers, and a consultant this week begins a six-month appointment with the survey to investigate the site and recommend action.

The William Salthouse was the first merchant vessel to sail from Canada for the infant settlement in Melbourne, six years after the colony was founded. It struck Point Nepean in heavy seas on 27 November 1841.

The ship was refloated, but later sank in 12 metres of water off



A rigging plan of the William Salthouse.

Queenscliff, with a cargo of barrels of nails, flour, beef, pork and salted fish. The barrels, still staked and wedged and in excellent condition, occupy much of the body of the ship, together with lumber and iron.

"The William Salthouse is the earliest of the 50 or so wrecks located in Port Phillip Bay and its heritage value is enormous," Mr Clark said. "Its cargo has the potential to reveal a great deal about the young colony of Victoria, so it is important for the diving public to keep clear until it is decided what can be done."

A maritime archaeologist with the survey, Mr Nicholas Clark, said last night that the hull had been attacked by wood-boring teredo worms and greatly weakened. A recent survey revealed

The Age, 9/8/88

Submitted by Jane Bowman (a.b. Ocean Divers)

Ironclad vessel in port after historic voyage

12 April 1871

HER MAJESTY'S Victorian ship *Cerberus* has arrived in Port Phillip. She is the first ironclad, unassisted, to circumnavigate the globe. As she made her triumphant entry to the port of Melbourne, Hobson's Bay absolutely came alive.

According to *The Argus*: "The boys of HMVS Nelson crowded into the rigging of their ship and made the air ring with peals of boyish cheers . . . nearly every vessel in the bay hastened to add the compliment of dipping colors." Captain Panter dropped anchor at precisely 1 pm and immediately celebrated with toasting champagne.

"It is four years," continues *The Argus*, "since we got the first intimation that we should have her for our protection and at last she lies at anchor in our waters, one of the most powerful vessels for harbor protection in the world."

Built at Jarroon-Tyne, she is 335 feet overall, 45 ft beam, 2108 registered tonnage. She has two steam-powered turrets with 18-ton Woolwich muzzle-loading 10-inch guns, which have a range up to four miles. Impressive indeed, and what is more she has solid armor plate on her sides eight inches thick.

As *The Argus* says, she is not regarded as a handsome ship by any means, just a huge, long, square box, cut down straight at both ends and surmounted by a funnel, turrets and stunted mast, no topgallants at all.

She came up the bay at nine knots but her average speed out was four. She is billed as one of the finest vessels afloat, but, frankly, her voyage out sounds disturbing. For a start, nobody wanted to sail on an ironclad. Captain Panter had to "rattle the back slums of London to get a crew".

Cerberus left Plymouth on 7 November and how she survived the trip through the Bay of Biscay is a miracle. She had coal piled on her decks. She does not really have a keel and her indicators, which go to 35 degrees, ceased to function when she rolled at 40 degrees and her bottom was actually out of the water. At one stage, a man was thrown from one side of the captain's cabin to the other without ever touching the



Captain Panter: celebrated their arrival with champagne.

deck. Everyone on board was convinced she would capsize. It is a wonder she did not; she had 1900 tons above the waterline and only 1900 below it.

At Malta, two-thirds of the crew went on a drinking spree, and as a result Captain Panter left 25 of them behind in prison. He says he was not sorry. He found his sail useless, therefore he did not need as many men.

In the Red Sea the heat was unbearable, pitch boiled through planking on the deck and the iron sides could not be touched. The thermometer stood at 130 degrees. In Batavia it seemed even worse, and everything aboard ship was mildewed.

However, there were some good points. Captain Panter bought no fresh meat on the way out, the men eating Australian preserved meat, which was excellent. His engines worked admirably and throughout the voyage there was never more than a 10-minute stoppage at any time.

It is interesting that in combat not a single person is shown in the enemy. There are voice pipes and telegraphs leading to every part of the ship and the *Cerberus* can present to the enemy a surface impregnable to any but the best-class artillery in the world. She cost £140,000, of which this colony will pay £25,000.

The Age, 12/4/88
Submitted by Jane Bowman
(a.b. Ocean Divers)

Divers dice with death

By CMOY JONES

A LIFE-SAVING probe is to be set up into scuba deaths by the most dangerous sports.

The NSW Sports, Department and diving organisations have agreed to set up a probe to find ways of improving safety and training standards following a spate of underwater deaths.

"But only if a standard committee are properly implemented we consider legislation," said Mr Tim Michael, press secretary to Sports Minister Bob Rowland Smith.

In the 10 years to 1987, there have been 124 deaths of recreational scuba divers, according to a report by the NSW Government's Just over one week ago, the deputy state coroner, Mr Der-



TAKING THE PLUNGE: Scuba diving is one of the most dangerous sports in Australia.

rick Hand, said he believed the probe should be set up to investigate the causes of the deaths and to recommend ways in which the sport should be regulated more tightly as "a matter of priority".

AUF figures for diving deaths in 10 years

Year	Deaths	Scuba	Free	Emergency	Comments	Notes
1977	13	7	4	2		
1978	13	7	4	2		
1979	17	9	3	2		
1980	17	9	2	2		
1981	17	7	2	2		
1982	15	7	3	2		
1983	13	7	2	2		
1984	17	12	4	2		
1985	14	10	3	2		
1986	14	9	3	2		
1987	7	6	1	1		

Many near fatal accidents are not reported.

involve the retraining of instructors to ensure that students reach adequate standards. Such arrangements, if approved, will ensure that instructors have ensured that if the standard is introduced they will abide by this.

Dr Douglas Walker of the AUF's medical sub-committee, however, said the Government should not be rushed into legislation to reduce the small death rates in diving each year when there are hundreds of road accidents each year.

"Testing divers will not protect students," Dr Walker said.

"It is naive to believe that bringing out a piece of paper (Government legislation or the new standard) would reduce the number of deaths. A record of diving, particularly when reputable diving instructors already have a high standard.

"There is no way that you can control a person's behaviour. You can teach people how to dive properly and safety but you cannot prevent them from being involved in stupid accidents."

Mr Mel Brown, an AUF spokesman, said that it must be kept in mind the number of people actually involved in the sport. At the moment there are about a quarter of a million divers, and each year there are 30,000 newly certified divers.

safety for recreational purposes. The new standard breathing apparatus to a maximum depth of 20 metres.

The provisions also cover persons wishing to engage in open-water scuba diving with a diver of similar qualifications without supervision.

It outlines new and intensified first aid training and more intensive diving techniques and use of equipment.

According to the Australian Standards Association, training alone cannot convert a first-time diver into an expert diver. It takes three experience.

The new safety measures outlined in the standard will

a voluntary code agreed by the Australian Standards Association (AUS), the National Australia Underwater Instructors (NAUI), the Federation of Australia Underwater Instructors (FAUI) and the Professional Association of Diving Instructors (PADI) - the Scuba Diving College of Australia.

In February this year, the Australian Standards Association presented a new draft code on training and certification for recreational divers and intense public comment.

The draft standard specifies the minimum training standards and objectives required for the training and certification of persons wishing to dive

Sydney Sun Herald, 11/9/88

V.S.A.G. SAFETY PROCEDURES

The Committee of the V.S.A.G. has determined the following safety procedures which are to be adhered to by all members on Club dives.

1. The Dive Captain is to take all responsibility for arrangements and safety for the days diving activities. The Club Safety Officer is to act only in the role of an observer and advisor to the Dive Captain.
2. For each Club dive the plan is to be announced and adhered to unless alteration is cleared by the Dive Captain.
3. When diving as a group of boats under anchor one or more boats should be manned to aid any calls of distress from divers and ensure the safety of the other boats.
4. The Club advocates that divers use the "buddy" system whenever possible.
5. When diving in and around the Rip, shipping movements should be checked out. No divers to submerge if any ship is within sight.
6. When problems arise on the surface and divers are on a bouy line they should be pulled up by the surface craft. The person holding on the bouy is to control the diving of his buddies and they should therefore surface on his instruction.
7. At least one boat diving each day should carry a club oxygen cylinder with adapter.
8. New members should always be paired with experienced divers in the Club. This procedure should be carried out for a considerable period after membership to ensure that the Club is satisfied with their capabilities and that they are given every confidence in their own ability and the ability of other members.
9. The Boat Captain is to take responsibility in his boat to brief the divers on procedures to be adopted for the days diving.*

SOLOMON ISLANDS

by Mick Jeacle

After waiting many months, August 14 was soon upon us, signifying the commencement date of the trip of a lifetime. Pat Reynolds, Alex Talay, Igor Chernichov, Anthony Finnegan, Barry Truscott and self, together with relative families met at Igor's for a BBQ lunch prior to flying out for Brisbane that evening. The atmosphere was exciting as we pondered what lay ahead for us in the Solomon Islands for the next 17 days.

At 9.30 the next day we boarded an Air Pacific jet bound for Honiara, the Capital of Guadalcanal. We arrived at the destination 3 hours later where the weather was somewhat overcast and windy and the temperature around 29 C.

The pace at the airport could only be described as slow. After clearing customs, the blow came, the plane that was scheduled to fly us to Gizo was in for service and only a 5 seater was available to accommodate our party of six. After much discussion it was evident that nothing could be done. Anthony and Alex kindly offered to stay back in Honiara and catch the next available flight to Gizo scheduled for 12.45 p.m. the following day. The rest of us proceeded to Gizo where we were met by Solomon Islanders, Brian and Jerome and transferred to our charter vessel Wyuna anchored in Gizo Harbour. Here we met our hosts for the next 2 weeks, Brian and Marie-Claire Bailey.

Brian, a former Sydneysider has spent almost the last 20 years in the Solomons. In the early '70's he was a salvage diver along with well known diver Wally Gibbons he removed several valuable items such as propellers etc. from the war wrecks. He is without doubt the best diver one could wish to see. A former Australian spearfishing champion, he also has a vast knowledge of seashells, and has even had a couple of shells which he discovered, named after him. He certainly loves his diving.

Marie-Claire, his lovely wife, comes from Mauritius. From what we had heard from Alex's past experiences in the Solomons, we were somewhat worried about the food situation. Well we needn't

have, because Marie-Claire was a marvellous cook and the variety and quantity she turned out did us proud. Thanks for the soup recipes Marie.

Wyuna certainly had every comfort to make our stay enjoyable. Brian built the boat himself in 1980 in Cape Town, S.A. He then sailed it across himself in 1982 to the Solomons. See photos this issue and also in the near future you should all have the opportunity of seeing a video of the trip, featuring the boat and most of our underwater experiences.

DAY 2

After a light breakfast we took off around 9.30 in the aluminium dinghy for the wreck site of the Toa Maru, a Japanese troop ship. Upon entering the water we descended down the mooring line directly onto the bridge area in approximately 35 ft. of water, visibility was around 80 ft. Followed Brian who showed us some crockery which he uncovered on previous dives for all to see. Can't see it lasting though with all the yachties that pass through the place. We continued down to around 100 ft. where a small tank was sighted upside down on the bottom. There are many entrances where one can penetrate this wreck to inspect old bottles, crockery, brass, engine room etc. etc. A great initiation to what the area has to offer. We returned to Wyuna where we had a feed of bacon and eggs and talked about the dive.

Alex and Finn flew in about 3.45 p.m. and while they settled in the rest of us went into Gizo township to purchase the grog supplies for the next 11 days on the boat. After loading the grog on board, minus the cockroaches hiding inside the cartons we went for another superb dive on the Toa Maru. Alex commented later that she was just as he remembered her. Another half an hour and it would have been a night dive as it was quite gloomy when we left the water. Most of the 25 minute trip back to Gizo Harbour was in the dark.

After another great meal we broke out the cards and grog, which was to be the norm, for this time of the day throughout the trip.

DAY 3

Raised anchor around 7.00 a.m. leaving Gizo bound for Borogo Lagoon, a 4 hour trip. Here we dived the Japanese freighter where the masts stick out of the water. Geoff got his porthole off this wreck some 4 years ago. Here also Brian showed just what a groveller he was as he dug through the mud deep inside the ship, recovering a few beer and sake bottles. The water here is fairly dirty and silty due to fresh water which flows from a nearby river. Alex took the video down for the first time and I followed along with my torch in the hope that we could film inside the wreck. Not a bad dive and certainly worth seeing.

From here we traveled another 4 hours to Rendova Harbour where we were to stay the night. We arrived in time for a dive on a SBD Carrier Bomber in the Lagoon. The plane lies in about 40 ft. of water on a silty bottom. Visibility only about 15 ft. but should show up on the video. This was to be the only intact plane we dived and it was worth the effort.

It was a long day and we worked up a fairly healthy thirst that night, we drank every cold can in the place along with most of my 1 1/4 litre bottle of scotch which was supposed to last the whole trip. Heavy rain fell for a few minutes but the Lagoon was very calm and certainly picturesque.

DAY 4

Sailed out of Rendova Harbour at 6.45 a.m. bound for Wickham Harbour. After nearly 5 hours we stopped at the Hele Islands for our first reef dive. The anchorage was fantastic here and the drop off was about 30 ft. from the back of the boat. Bazza, Brian and I decided to take the dinghy out to Hele Barn Reef some 600 metres away as we thought the fish life out there would be better. I counted about 8 sharks on this dive which were mainly at around 130/140 ft., our maximum depth. Visibility was around 80 ft. and there were many other colourful fish, including a small turtle that Bazza failed to catch. Upon returning to Wyuna it would appear that the other fellows had more sharks and fish right under the boat than we had out on the reef.

Lunch followed the dive, after which we proceeded to Wickham Harbour, arriving at 5.15 p.m. Brian stated that we were way ahead of time by this stage and accordingly we could afford to stay here an extra day or two if we wish. We dived the Kagawa Maru in failing light and it was quite dark by the time we surfaced. This is an excellent wreck dive lying in about 90 ft. of water, plenty of portholes, some including unbroken glass, and all at about 60 ft! The wreck is completely open on top and quite safe to explore every nook and cranny. Fish life too was great and species sighted included Spanish mackerel, big travally and a large maori wrasse. We planned to dive this wreck again next morning when we will record it on video.

DAY 5

Following a light breakfast we again dived the Kagawa Maru. Bazza made a bee-line for the porthole area and proceeded to play a mean tune with his hammer and chisel. Everyone was attracted by the noise including Alex who recorded the action on video. After 25 minutes it was still hanging by 2 bolts, but should be attainable on the next dive. After a few hours of surface interval we returned and a group effort saw the job completed. During the dive I changed my torch over to my left wrist but forgot to secure the lanyard. I did not notice it missing until I was 20 ft. from the surface so it was necessary to again dive this wreck before we leave Wickham Harbour.

During this afternoon the fellow who calls himself the local chief came over to the boat and told Brian he would show him where another wreck was. Whilst Brian appeared sceptical he could not afford to ignore this chance and so he departed in the dinghy with Stanley, Alex and the depth sounder to test the story. Well they weren't disappointed. After a short period of time the depth sounder recorded a steep rise and it was quickly decided that a check out dive was to be the order of the day. Alex had mentioned before they left that if it was a new wreck then maybe the ship's bell might still be in the bridge. When he and Brian descended about 30 ft., they saw the mast protruding straight up from the depths and the adrenalin started to pump. They made a bee-line for the bridge area and you guessed it; the bell was there on the floor sitting upright and easily visible.

FORTHCOMING EVENTS

IMPORTANT INFORMATION ABOUT FORTHCOMING EVENTS

13TH NOVEMBER

V.S.A.G. COMPETITION DIVE

On 13th November V.S.A.G. will undertake a dive with a difference. Alex Talay will organize a sort of clean up and recovery dive. Details are being kept secret to ensure that members are not tempted to pre-plant items.

There will be a prize of \$50.00 cash for the item judged to be the best recovered, and a second prize of a dozen stubbies.

Judging criteria and actual dive area will be advised at the dive site.

So don't miss it!!

13TH NOVEMBER, SORRENTO BOAT RAMP, 9.00 a.m.

(Note: Divers kit bags and boats will be searched prior to dive start)!!??

27TH NOVEMBER

INTERCLUB DIVE

On the 27th November V.S.A.G. and the other two clubs participating in the DOWNLOW AWARD COMPETITION; Marine Divers and Bottom Scratchers will hold a combined interclub dive.

Meeting place is Sorrento at 9.30 a.m. and John Lawler is the organizer (569 9851).

This year V.S.A.G. stands a good chance of winning the coveted Downlow Award - a big roll up for this dive should clinch the deal.

So members, we really need your support and participation on this dive.*

STREAKY BAY - SOUTH AUSTRALIA

by Des Williams

For all those booked in for our Christmas trip to Streaky Bay, here are a few notes of background and sights to see.

The first recorded sighting in the area was by Dutch explorer Peter Nuyts, who reached this point in 1627 in the "Gulden Zeepard". However it was left to Mathew Flinders in 1802 to really explore the southern coast. He named Streaky Bay after the bands of colour in the water made by the seaweed.

The next notable event in the area was in 1839, when Edward John Eyre, the eminent explorer, established a base about 3 kms. from Streaky Bay which he used as a depot for his overland explorations to Point Bell and in 1840 to Albany an adventurous trip. The site of this depot became known as Eyre's Waterhole, and can still be seen today, just off the road to Port Kenny.

There are many scenic attractions around Streaky Bay, for the non-diving hours - such as: Point Labatt, approx. 55 kms. south, where you may observe the only permanent colony of sealions on the Australian mainland. Do I hear you say great white sharks eat seals!! Among the other trips and picnics Perlubie Beach, Cape Bauer, Back Beach, Smooth Pool, Little Islands, Doctor's Beach, Corvisart Bay, the Dreadnoughts, Speeds Point, Yanerby and Sceale Bay and scenic Westall Way.

Notes on Fisheries laws are:

- (i) No spearguns whilst using scuba.
- (ii) Abalone - maximum 5 per diver per day or 10 per boat.
 - size 13cm. all species except Greenlip at 14.5cm.
 - diver must carry a suitable measuring device and measure abalone when removed from reef, measure and replace immediately if undersized. Abalone not to be removed from shell until landed above highwater mark.

- (iii) Crayfish - bag limit of 5 crays per diver per day.
- it is an offence to take crays using a spear or pointed instrument.
 - minimum legal size is 9.85cm. measured in the usual way from the median suture of the frontal tubercle to the posterior edge of the carapace.

See you at Streaky Bay! *

V.S.A.G. FILM NIGHT

At the October General Meeting (October 20th) Alex Talay will present a video movie of the V.S.A.G.'s recent trip to the Solomon Islands.

See such amazing scenes as:

- * Jeacle chasing sharks.
- * Alex Talay and the ships bell.
- * Igor pumping iron at 150 feet, etc. etc. etc.

ADMISSION FREE!

REFRESHMENTS AVAILABLE.

DON'T MISS OUT ON THIS PREMIER OPENING NIGHT.

LIMITED SEASON.

(Note: As some of the language used and scenes depicted in this film may offend, members are advised not to watch or listen to certain parts if they are easily upset. In other words this is definitely not a show for whimps).

OCTOBER 20TH

LETTER TO THE EDITOR

Dear John,

I receive 'Fathoms' at the shop, and read it with great interest as I know some of V.S.A.G.'s members.

Your editorial in the August/September issue had me sympathizing with you, as I too put together our monthly newsletter, and constantly battle for contributions from club members.

I have enclosed two photocopies of articles that were submitted to me, and hope that they may be of use to you also.

Looking forward to your next issue, we all need the laughs!

Regards,

Jane Bowman
a.b. Ocean Divers

Jane,

Many thanks for your letter and articles which we have published in this issue's Media Watch.

It's always good to get some support and your interest is appreciated.

Editor

TIDE TABLES

PORT PHILLIP HEADS
TIMES OF TIDAL STREAM CHANGE

		OCTOBER 1988		TIME OF START	
		FLOOD	EBB	FLOOD	EBB
1	Sa	00 20	06 29	12 04	05 06
		12 19	16 30	16 07	16 07
2	Su	01 02	07 11	00 29	06 44
		12 58	19 10	12 36	16 39
3	Mo	01 44	07 51	01 03	07 20
		13 36	19 49	13 13	19 13
4	Tu	02 26	08 34	01 41	07 59
		14 16	20 30	13 51	19 53
5	We	03 10	09 21	02 26	08 43
		15 00	21 15	14 35	20 39
6	Th	04 05	10 14	03 15	09 36
		15 53	22 11	15 30	21 37
7	Fri	05 03	11 18	04 15	10 41
		17 05	23 27	16 43	22 53
8	Sa	06 07	12 36	05 25	11 56
		18 42	..	18 13	..
9	Su	07 16	00 55	06 37	00 24
		20 00	13 45	19 29	13 04
10	Mo	08 15	02 08	07 47	01 44
		20 53	14 32	20 35	14 05
11	Tu	09 02	03 02	08 50	02 53
		21 35	15 12	21 32	14 59
12	We	09 41	03 45	09 44	03 52
		22 11	15 47	22 23	15 49
13	Th	10 18	04 22	10 31	04 41
		22 46	16 23	23 10	16 36
14	Fri	10 54	04 56	11 14	05 25
		23 19	16 58	23 53	17 20
15	Sa	11 29	05 32	11 54	06 06
		23 54	17 33	..	18 01
				00 34	05 15
				12 32	18 40

PORT PHILLIP HEADS

Lat 38°18' S Long 144°37' E Time Zone—1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

OCTOBER — 1988

		Time m		Time m		Time m						
		Time	m	Time	m	Time	m					
1	Sa	0912	1.67	9	0355	0.59	16	0314	1.52	24	0309	0.95
		1527	0.47	SU	1037	1.17	SU	1205	0.16	MO	1602	0.44
		2133	0.01	SU	2308	1.14	SU	2108	0.10	MO	2256	1.40
2	Su	0432	1.61	10	0508	0.57	17	0350	1.50	25	0432	0.59
		0950	0.50	SU	1123	1.19	SU	0938	0.48	MO	1306	1.36
		1607	1.44	MO	1942	0.48	MO	1539	1.10	TU	1708	0.28
		2213	0.07	MO	0005	1.22	MO	2140	0.11	..	..	..
3	Mo	0515	1.53	11	0600	0.54	18	0427	1.45	26	0002	1.54
		1028	0.53	TU	1204	1.22	TU	1013	0.52	WE	0545	0.58
		1645	4.39	TU	1821	0.36	TU	1613	1.28	WE	1155	1.39
		2253	0.16	TU	0050	1.32	TU	2214	0.14	WE	1603	0.14
4	Tu	0600	1.42	12	0650	0.51	19	0509	1.41	27	0102	1.65
		1125	1.32	WE	1241	1.26	WE	1050	0.57	TH	0642	0.57
		2335	0.27	WE	1854	0.26	WE	1653	1.26	TH	1246	1.42
		..	..	WE	0028	1.40	WE	2253	0.20	TH	1853	0.04
5	We	0651	1.32	13	0128	1.40	20	0557	1.35	28	0154	1.72
		1151	0.63	TH	1319	1.29	TH	1130	0.62	FR	0729	0.55
		1810	1.23	TH	1928	0.18	TH	1741	1.23	FR	1334	1.42
		..	..	TH	0012	1.12	TH	2338	0.28	FR	1939	0.00
6	Th	0021	0.39	14	0204	1.47	21	0653	1.31	29	0241	1.72
		0650	1.23	FR	1355	1.31	FR	1219	0.65	SA	1418	1.42
		1345	0.69	FR	2001	0.12	FR	1842	1.21	SA	1459	0.39
		1907	1.14	FR	0011	1.14	FR	2003	1.21	SU	2103	0.04
7	Fri	0115	0.48	15	0338	1.51	22	0302	0.28	30	0324	1.50
		0851	1.18	SA	1431	1.31	SA	0756	0.28	SU	0849	0.67
		1345	0.72	SA	2035	0.10	SA	1323	0.64	SU	1459	1.39
		2026	1.08	SA	0035	0.10	SA	2003	1.21	SU	2103	0.04
8	Sa	0228	0.57	16	0426	1.57	23	0143	0.48	31	0405	1.59
		0846	0.70	SU	1446	1.28	SU	1446	1.28	MO	1538	1.36
		1538	0.16	SU	2155	1.08	SU	2140	1.28	MO	2143	0.10

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

PORT PHILLIP HEADS
TIMES OF TIDAL STREAM CHANGE
NOVEMBER 1988

	TIME OF START		TIME OF START	
	FLOOD	EBB	FLOOD	EBB
1 Tu	01:13	07:24	00:47	07:07
2 We	01:53	05:04	13:01	19:00
3 Th	04:39	06:47	01:26	07:47
4 Fr	05:31	06:35	13:43	19:43
5 Sa	16:45	22:55	02:09	08:32
6 Su	18:05	11:38	14:32	20:33
7 Mo	06:13	00:13	02:57	09:22
8 Tu	20:11	13:34	21:53	15:30
9 We	20:56	14:20	03:52	10:19
10 Th	09:02	03:15	05:47	12:52
11 Fr	09:45	03:56	04:55	11:24
12 Sa	20:25	15:45	06:03	00:11
13 Su	11:05	05:13	18:10	12:28
14 Mo	11:43	05:50	07:13	01:25
15 Tu	00:09	06:29	08:20	02:35
	12:22	18:21	09:17	03:33
			22:02	15:20
			00:06	04:22
			22:47	16:09
			10:49	05:05
			23:29	16:54
			11:31	05:45
			17:36	17:36
			00:08	06:23
			12:12	18:18
			00:46	07:03
			12:54	18:59

PORT PHILLIP HEADS

Lat 38°18' S Long 144°37' E Time Zone—1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

NOVEMBER — 1988

	Time	m	Time	m	Time	m	Time	m	Time	m	
1	0443	1.50	9	0520	0.71	16	0415	1.47	24	0519	0.76
	TU	1619	1.30	WE	1729	0.33	WE	1600	TH	1754	0.13
		2224	0.19				2157	0.14			
2	0522	1.41	10	0023	1.39	17	0455	1.44	25	0048	1.65
	WE	1701	1.24	TH	1157	1.21	TH	1648	FR	1215	1.35
		2306	0.30		1809	0.23		2238	FR	1826	0.06
3	0604	1.33	11	0104	1.46	18	0641	1.60	26	0139	1.67
	TH	1749	1.17	FR	1241	1.23	FR	1742	SA	1305	1.35
		2351	0.42		1849	0.15		2324	SA	1913	0.02
4	0652	1.26	12	0141	1.51	19	0631	1.37	27	0232	1.65
	FR	1848	1.11	SA	1323	1.24	SA	1648	SU	1351	1.35
					1928	0.09		1911	SU	1957	0.03
5	0039	0.54	13	0020	1.53	20	0019	0.49	28	0302	1.59
	SA	1318	0.61	SU	1405	1.25	SU	1311	MO	0980	0.49
		2012	0.21		2007	0.06		2020	MO	2038	0.08
6	0138	0.64	14	0057	1.53	21	0125	0.63	29	0339	1.53
	SU	0942	1.18	MO	0844	0.49	MO	0825	TU	0908	0.44
		2136	1.12		2043	0.06		1423	TU	1515	1.27
								2141	TU	2120	0.10
7	0251	0.71	15	0336	1.50	22	0242	0.74	30	0416	1.46
	MO	1550	0.52	TU	1822	1.25	TU	1825	WE	0950	0.42
		2241	1.20		2120	0.09		2429	WE	1558	1.23
8	0413	0.73	23	0402	0.78	30	0402	0.78			
	TU	1646	0.43	WE	1635	0.23		2352			
		2337	1.30								

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

PORT PHILLIP HEADS
TIMES OF TIDAL STREAM CHANGE
DECEMBER 1988

	TIME OF START		TIME OF START	
	FLOOD	EBB	FLOOD	EBB
1 Th	01:26	07:42	01:14	07:37
	13:37	19:42	13:40	19:39
2 Fr	02:05	08:22	01:57	08:20
	14:24	20:27	14:31	20:31
3 Sa	02:45	09:04	02:42	09:05
	15:15	21:18	15:31	21:32
4 Su	03:26	09:48	03:30	09:55
	16:15	22:19	16:38	22:41
5 Mo	04:15	10:35	04:23	10:48
	17:16	23:23	17:41	23:48
6 Tu	05:07	11:25	05:24	11:48
	18:12		18:45	
7 We	05:07	00:26	06:33	00:58
	19:09	12:21	19:50	12:54
8 Th	07:12	01:32	07:45	02:09
	20:05	13:19	20:50	13:58
9 Fri	08:16	02:35	08:50	03:12
	20:59	14:16	21:44	14:57
10 Sa	09:10	03:27	09:43	04:03
	21:47	15:09	22:25	15:48
11 Su	09:50	04:12	10:31	04:48
	22:32	15:57	23:31	15:35
12 Mo	10:43	04:54	11:16	05:28
	23:14	16:42	23:51	17:20
13 Tu	11:26	05:36	11:59	06:08
	23:54	17:25		18:02
14 We	12:08	06:15	00:28	06:47
		18:08	12:42	18:44
15 Th	03:35	06:56	01:04	07:23
	12:53	18:51	13:25	19:25
			01:40	20:00
			14:08	20:07

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

PORT PHILLIP HEADS

Lat. 36°18' S Long 144°37' E Time Zone—1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

DECEMBER — 1988

	Time m	Time m	Time m	Time m	Time m	Time m
1	0451 1:40	0520 0:79	0442 1:47	0523 1:46	0121 1:53	0302 1:52
TH	1033 0:43	1112 1:14	1033 0:36	1116 0:33	24 0:35	0559 0:75
	1642 1:38	FR 1720 0:32	FR 1647 1:28	SA 1714 1:30	SU 1241 1:25	SA 1147 1:28
	2242 0:31		FR 2231 0:34		SU 1807 0:10	
2	0528 1:35	10 0:38	17 0:52	10 0:33	25 0:64	064 0:64
FR	1731 1:14	SA 1205 1:15	SA 1714 1:30	SA 1714 1:30	SU 1241 1:25	1:25
	2324 0:43	SA 1813 0:13	2318 0:39	2318 0:39	SU 1855 0:06	0:06
3	0607 1:31	11 0:21	18 0:50	11 0:21	26 0:20	1:52
SA	1202 0:47	SU 1253 1:15	SU 1207 0:32	SU 1207 0:32	MO 1331 1:24	0:53
	SA 1826 1:12	SU 1901 0:07		SU 1856 1:31	MO 1331 1:24	1:24
					MO 1940 0:04	0:04
4	0028 0:55	12 0:20	19 0:08	12 0:16	27 0:24	1:49
	0649 1:27	MO 0746 0:55	MO 0652 1:40	MO 0652 1:40	TU 0615 0:44	0:44
SU	1247 0:47	MO 1340 1:19	MO 1258 0:31	MO 1258 0:31	TU 1417 1:22	1:22
	SU 1940 1:12	MO 1945 0:03	2018 1:38	2018 1:38	TU 2023 0:06	0:06
5	0055 0:67	13 0:24	20 0:12	13 0:24	28 0:19	1:45
MO	0735 1:23	TU 0828 0:48	TU 0742 1:36	TU 0742 1:36	WE 1501 1:20	1:20
	MO 1305 0:46	TU 1425 1:21	TU 1354 0:30	TU 1354 0:30	WE 1501 1:20	1:20
	MO 2057 1:17	TU 2026 0:02	2128 1:39	2128 1:39	WE 2104 0:11	0:11
6	0150 0:76	14 0:33	21 0:09	14 0:33	29 0:53	1:42
TU	0835 1:20	WE 0908 0:43	WE 1457 0:28	WE 1457 0:28	TH 1541 1:18	1:18
	TU 1425 0:42	WE 1509 1:04	WE 2107 0:26	WE 2107 0:26	TH 2144 0:20	0:20
7	0353 0:82	15 0:43	22 0:32	15 0:43	30 0:42	1:39
	0921 1:17	TH 0403 0:28	TH 0905 1:28	TH 0905 1:28	FR 1023 0:32	0:32
WE	1552 0:37	TH 1555 1:26	TH 2336 1:48	TH 2336 1:48	FR 2223 0:30	0:30
	WE 2257 1:30	TH 2147 0:13				
8	0407 0:81	23 0:43	23 0:43	23 0:43	31 0:45	1:37
TH	1831 0:30	FR 1709 0:16			SA 1103 0:32	0:32
	23:50 1:37				SA 1713 1:16	1:16

ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

DIVE/SOCIAL CALENDAR

<u>Date</u>	<u>Event/Location</u>	<u>Dive Captain</u>	<u>Meet At</u>
Oct 20	General Meeting - North Melbourne Football Club		8.00 p.m.
Oct 29- Nov 1	Warrnambool (See separate notice in Fathoms)	Mick Jeacle 059 71 2786	Fig Tree Caravan Park
Nov 13	Port Phillip Heads Competition Dive (See separate notice in Fathoms)	Alex Talay 772 3085	Sorrento 9.00 a.m.
Nov 17	General Meeting - North Melbourne Football Club		8.00 p.m.
Nov 20	V.S.A.G. Tennis Party & Fun Race Details to be advised.	Paul Tipping 387 2027	
Nov 27	Sorrento This will be an interclub dive. See notice in Fathoms.	John Lawler 569 9851	Sorrento 9.30 a.m.
Dec 2	V.S.A.G. Christmas Function Details to be advised.		
Dec 11	Sorrento/Heads Area Followed by family Bar-B-Que lunch.	R. Luxford 059 71 1318	Sorrento 9.00 a.m.
Dec 15	General Meeting - North Melbourne Football Club		8.00 p.m.
Dec 26- Jan	V.S.A.G. Trip to Streaky Bay, South Australia	Alex Talay 772 3085	