

FATHOMS

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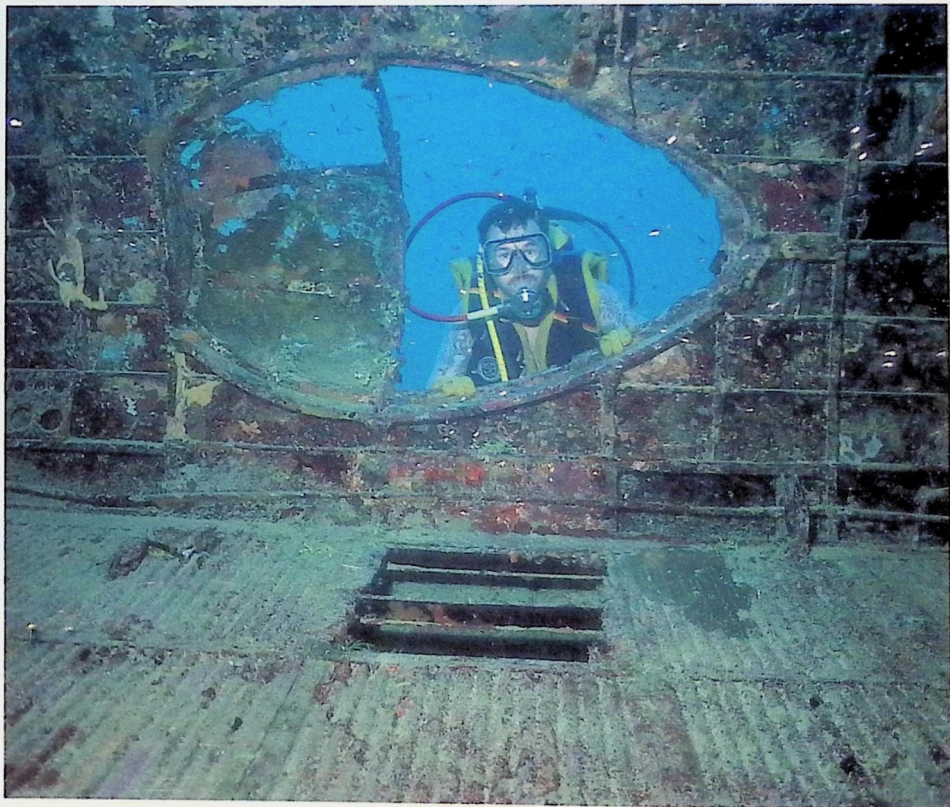
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VSAG

VICTORIAN SUB-AQUA GROUP

DEC 93 - JAN
94

VSAG

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

These magnificent photographs are all examples of Des Williams' work taken on the VSAG trip to Truk Lagoon 1990.

I am sure you will agree that they are all outstanding, so good in fact that I couldn't decide what to keep or reject, so I've used the back cover as well and reproduced them all.

*Yours in Diving,
Alex Talay*



Front Cover:

1. Chris Llewellyn at Port-Side Gun Port. Betty Bomber Wreck. Truk Lagoon.

Back Cover:

1. Alex Talay with Ships Telegraph inside bridge of "Nippo Maru" Truk Lagoon.
2. Chris Llewellyn with lamp on "Nippo Maru" Truk Lagoon.

3. Chris Llewellyn on bridge of "Nippo Maru" Truk Lagoon.
4. Stern of "Gosei Maru" Truk Lagoon, divers from left to right: Neil Medhurst, Justin Liddy, Pat Reynolds & Bob Scott (standing), Ross Luxford, Andy Mastrowicz (back)
5. Alex Talay inside fuselage of Betty Bomber Truk Lagoon.
6. Stern mast of "Gosei Maru" Truk Lagoon divers left to right Chris Llewellyn, Alex Talay, Justin Liddy, Pat Reynolds and Neil Medhurst.

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 in 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 16th December 1993, 8.00pm

Thursday 17th February 1994, 8.00pm

North Melbourne Football Club

Fogarty Street, North Melbourne

Meet beforehand at club for dinner

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Tuesday 25th January - Pat Reynold's place

Tuesday 22nd February - Mick Jeacle's place

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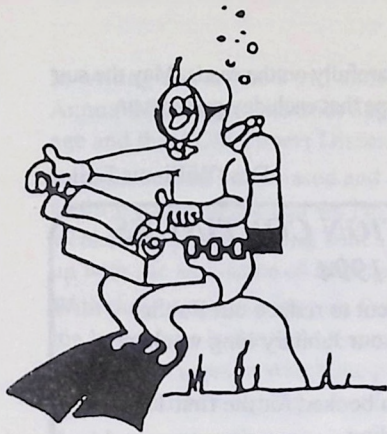
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EDITORIAL



This bumper edition of fathoms should give you plenty of Christmas reading and I must give my thanks to all members who contributed. Without your input the magazine becomes very much the opinions and interests of one person.

The overseas trip to the Solomons Is, and Vanuatu, being organised by Don Abell, is already a sellout which must be an indication that the Recession is fading. If you want to be included on the waiting list to take this trip, best you speak to Don now.

Please remember that the Club does NOT hold a General Meeting in the month of January, so new members to the Club please take note. Our next General Meeting is scheduled for Thursday

17th of February as listed in the Dive/Social Calendar.

A new State law has just been passed which makes it illegal to carry a divers knife on your person in public areas. So be sure to remove your divers knife if you decide to nip up to the milk bar between dives. A common sense approach to where you carry your knife will keep you out of trouble with this one.

Some members of the Club have checked out the new Sorrento boat ramp and report that the local Council has spent a lot of brass on this new facility. It will certainly be a great improvement when they provide more room for cars to park. Daily launch fees will be \$8.00 or \$112.00 membership per year to non ratepayers. Local ratepayers can obtain annual membership for \$66.00. So you will soon find this added expense will need to be split by divers in members boats. A tiny increase, considering the great improvement to the facility.

I would also like to take this opportunity to appeal to long time members of V.S.A.G. to assist Andy Mastrowicz in his quest to produce a short video history of the Club for our 40th year celebrations. Would any members who have interesting slides, video or Super 8 Movie film of past Club activities, please be in contact with Andy as soon as possible. This is a great idea which can be reproduced for members to keep as a record

EDITORIAL

of the Club.

Have a great Christmas everyone, and please drive carefully on the roads. May the sun shine on our group going to Cape Conran and we hope that each day presents an opportunity to dive. **HAPPY NEW YEAR.**

Des. Williams Editor

REFUGE COVE THE TRADITION CONTINUES ***29-31 JANUARY 1994***

Despite the efforts of the Victorian Government to reduce our Public Holidays V.S.A.G. will continue to celebrate our January long weekend at Refuge Cove.

The Luxury Cruiser "Rosalia" has again been booked for the first 12 people to pay their \$50 deposit to John Goulding.

In addition several club boats will also be in attendance.

Please contact John Goulding as soon as possible to ensure your spot

The weekend cost will be similar to 1993 (\$130) and this covers

- Boat trip
- Food
- Camping fees

NOTE: CANCELLATIONS MADE AFTER PROVISIONS HAVE BEEN PURCHASED MAY BE FORFEITED

John Goulding telephone 274 2213 (bus) 899 3468 (work)

1994 VSAG 40 YEARS

PRESIDENTIAL ADDRESS

DON ABELL

In writing this article I will endeavour to generally cover the matters raised at our Annual Meeting on the 16th September. Unfortunately my memory fades with age and that "Old Timers Disease" that Mick Jeacle keeps reminding us of.

It might be that I am biased and only remember the best parts of our year but once again it seems to me that we have had a very good year. I will remember the weekend at refuge during which we erected the VSAG Plaque which was made up with the assistance of Murray Black and John Goulding.

With the change in policy on Public holidays I was particularly pleased to be on the last refuge in the "Old Format". Although Refuge will continue I have a feeling that years in which the public holiday falls on the Friday or Monday, Refuge will be a big big event for VSAG.

And I remember Easter as a weekend that was exceptional. Diving on four days when the next was better than the one before it. The family atmosphere at tidal river make it a special weekend for VSAG. An attendance of 70 to 80 people each year seem to confirm my opinion.

Then there was that Sunday in June at Flinders. My shark was something that I will never forget but the two whales that swam with our boats for about 20 minutes is an encounter that will not be forgotten by anyone on that dive. When people travel hundreds of kilometres to see a glimpse of a whale from shore, our group was treated to a display of a lifetime.

The club meeting for 1993 have also been unsurpassed in our own history, Barry Heard, Barry Andrewartha, Ron Prendergast, Reg Lipson. The quality of these speakers would be admired by any club or commercial diving operation. My hope is that members do not take all this for granted. A calendar of speakers of this quality is attracted with a lot of effect which in this case was principally by Bob Scott.

Fortunately we are able to continue our calendar of speakers into the 1994 year so please watch fathoms for announcements.

1994 had brought with it two new members on the committee being Des Williams

and Leo Maybus. I appreciate the commitment being made by Des and Leo to the club's continuing success. Des has been there before but has still returned for another dose. Leo, our longest ever club visitor, has been catapulted to the position in his first membership year.

With the gain of two new committee members comes the loss of John Goulding who has decided to step down to the backbench. My records told me that John was elected to the committee in 1978 but John has corrected that and told me that his membership on committee has been about 19 years.

Through 19 years John has been not only a contributor to the success and development of VSAG but also a catalyst. John personifies everything that I refer to when I ask that members contribute and work to make VSAG a club that continues to work at and promote diving for all divers and the next generation who will pursue diving in ways and with equipment that we can't imagine. John has worked tirelessly for this club. He has always taken on the working roles and never been content to leave others to do the work. Clubs that are fortunate enough to have a member of the quality of John Goulding will succeed because of that commitment.

I know John's efforts will continue even though he has left the committee but I hope we have others in the club who will follow in John's footsteps. The club has already shown its appreciation with a life membership for John and I know John does not seek any accolades but the thanks of the committee and all members go to John for his enormous contribution. Committee meetings will not be the same.

The club has now gone Hi-Teck with the new satellite navigation system purchased during the year. This has the potential to take our diving days through a quantum leap.

The ability to pinpoint the wrecks we dive on and the great reef dives will improve the quality and safety in club diving. These machines are without doubt the future in navigation and the decision by the club to purchase this instrument is a further indication of the club's objective to locate and dive on the best sites available.

So what's next? I think 1994 will be a good year for VSAG. It is our 40th club

So what's next? I think 1994 will be a good year for VSAG. It is our 40th club year and we will ensure that the event is duly honoured. We will have a 40th year overseas trip plus other events yet to be announced.

Our objective to dive the best sites will continue. We will have guest speakers who can tell us more about the underwater world and our diving activities. Our profile should continue to develop and we will attract and pursue new members who share our own diving (and social) set of values.

My thanks to all members and best wishes for your diving year.

IMPORTANT NOTICE

All divers please note that from 1st October 1993 to 31st March 1994, there is a total ban on the taking of Greenlip Abalone in Victorian waters, yes, closed season!

Then from the 1st of April 1994, there will be a bag limit of two (2) Greenlip Abalone per diver per day.

At the moment there is a bag limit of ten (10) Abalone per diver per day, which will be the same after 1st April 1994, but in that ten abs a diver must not exceed two Greenlip.

So the best catch you can have on any one day will be eight (8) Blacklip plus two (2) Greenlip Abalone per diver, or ten (10) Blacklip.

Current size regulations will remain unchanged.

THE FRANCONICAS IN EARLY AUSTRALIAN HISTORY

JACK NAMIOTA

Not even The Antipedes (land on the bottom of the globe) escaped rivalry, conflicts & hostilities during the Napoleonic Wars. The convicts settlements of Port Jackson and Norfolk Island lived in expectation of French attack and invasion.

Napoleon himself, dreamer & explorer, was fascinated and infatuated by Alexander the Great (conqueror of the whole ancient world). He was intrigued by the recent discovery of the continent of Australia.

He read the book "The Voyage of Captain Cook " when he was on the Egyptian expedition. The following year after the coup d'etat he became the First Consul of French Republic and right away dispatched French navigator Nicoles Baudin with two ships to explore this unknown continent.

Baudin was welcomed and feted by his enemies in this British colony. He was a world famous explorer and navigator. In 1788 the Emperor of Austria Francis II sent Baudin to India to collect the species of tropical plants and birds for royal gardens and glasshouses in Vienna.

In later years he continued exploration and voyages to Ceylon, China, Indonesia, Timor and West Indies.

Baudin surveyed todays Victoria, South Australia (including Port Lincoln and Steaky Bay), Western Australia and named it "Terra Napoleon".

Baudin's exploration greatly upset authorities of NSW and London. A envoy with a flotilla of three British warships sent by Governor King of NSW intercepted Baudin in November 1802 on King's Island to prevent his claiming it as a French territory.

"You're late" Baudin told the envoy mockingly. "Tasman the Dutchman was here 160 years ago." Later he had to assure the envoy he was not going to claim King Island and adjacent islands (including Forty Foot Rock) and Tasmania as a French territory. Two months later, he sailed back to France. he brought with him

two black swans for Napoleon's wife Josephine, saplings of eucalyptus, passionfruit & Wattle trees. Wattle trees became very popular on the French Riviera and the locals call them "La Mimimosa Australiana".

Two members of Baudin's expedition, biologists Francois Perron and Louis de Freycinet, took advantage of Port Jackson's authorities hospitality and did some spying on behalf of the French Government. They spied on defences of Port Jackson & they planned to destroy the British Colony with the help of the French Navy and rebellious Irish convicts. They drew a map of the fortifications of Port Jackson and sent it to Napoleon. The French attaché had to go through Botany Bay. They relied on the help of their Irish friends (ancestors of Paul Keating).

Irish convicts of Castle Hill and Paramatta revolted a few months later & many rebels were killed and hanged.

In 1808, Napoleon ordered General Decean, Governor of Mauritius, to attack the British colony of Port Jackson.

In the meantime, Decan himself had been attacked by the British Navy and Mauritius surrendered to the British Crown.

1797 was notable of incident of the ship "Lady Shore" carrying French prisoners of war. French convicts mutinied and killed the ship's Captain J. Willcock and took over the ship with the help of the Irish crew.

The rebels sailed the ship to Argentina where the mutineers joined the French corvet "Bonne Citoyenne".

"Bonne Citoyenne" was captured of Cape Finisterre one year later by H.M. Navy.

Six rebels had been hanged for the murder of Captain Willcock. Two French prisoners of "Bonne Citoyenne", Francois de Riveau and Antoinne Landrien, had been transported to Sydney and later became the first wine growers in Australia.

Matthew Flinders made his exploration of the east and south coast of Australia at the same time as Nicholas Baudin. They met at the Bay (which was later called Encounter Bay) and became friends.

On the way home, Matthew Flinders stopped at Mauritius where Governor

Decean held him as a prisoner for six years on the grounds that the name of the ship "Investigator" indicated on Matthew Flinder's passport was not the same as the one which Flinder's was now commanding,—"Cumberland". Explanation that the vessel had been changed because "Investigator" was no longer seaworthy was rejected.

Matthew Flinders was treated as a spy. Decan banished the British explorer to the country mansion and gave him two carefully chosen, long legged, busty female mulattos as his servants. He was also receiving a monthly allowance of 450 francs (What a captivity!).

In 1812, Governor King of NSW armed loyals of Paramatta and the Sydney Association to defend the colony's buildings, stores and harbour. Since that year, Britain and the USA were also at war, so NSW authorities were convinced of the imminence of joint Franco-American Landing.

I have to mention another french explorer of the time of the Anglo-Franco rivalries in the South Pacific - La Perouse.

Before the French Revolution, King Louis XVI sent La Perouse to explore the South Pacific. At that time when communication was very limited (no telegraph, no telephone, no satellites), Louis XVI had no news from La Perouse for three years. In the meantime, the revolution broke out and poor Louis XVI was jailed and sentenced to death. When he was lead to the gallows, he uttered his last words "Any news from La Perouse?".

One of La Perouse's destinations was Botany Bay.

When I was in Sydney the last time, I was astonished to find one of Sydney's suburbs called after the French explorer - La Perouse.

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S.D.F.V. MEETING 4TH OCTOBER

FROM THE IMMEDIATE PAST EDITOR - JOHN GOULDING

Clubs present: A.P.I., M.R.G., R.M.I.T., Monash, Swinburne, marlin, V.S.A.G., Valley Divers & Vic. Uni. Tech.

(1) A visitor, Mr. Tim Allen from the Marine Coastal Community network, a non Government body run by the Australian literal Society, spoke to the meeting. His concern is about the spread of the Northern Sea Star (Pacific Sea Star) by the movement of bilge water from ships. This nuisance animal has already been found in the Derwent estuary at Hobart and there is concern that the animal will also find its way into ports like Geelong. The Society is therefore keen for divers to be on the lookout for this animal and report any sightings quickly. Sightings should be reported to the Victorian National Parks Association on 650 8296. (See special report in this issue of Fathoms).

(2) The Victorian Recreational Fisherman's Advisory Committee (V.R.F.A.C) are currently looking at the prospect of abalone aquaculture being proposed and discussed at D.C.N.R. It may be done by: SEEDING - stocking an area which is already part of the public domain or RANCHING - growing privately owned abalone on the sea bed. S.D.F.V. have responded to the proposal with concern that our access to marine areas be maintained.

(3) Historic Shipwrecks Advisory Committee - D. Williams reported that the current relics amnesty may be extended. more reports from divers are being encouraged.

(4) Bairnsdale Scuba Club have applied for membership of the S.D.F.V.

(5) The land Conservation Council was asking for divers input into its gigantic evaluation of Victoria's marine resources, so S.D.F.V. has requested that the border of the prohibited area at the Heads be moved to allow divers to anchor at "The Wall" dive

(6) A representative of Vicsport is to be invited to the next S.D.F.V. meeting to explain why we should remain members of Vicsport, as the annual fee is now quite steep. in the past John Davis of Black Rock has personally paid the membership fee on behalf of S.D.F.V., but this situation cannot continue.

(7) S.D.F.V. is considering re-introduction of Divers Log books for sale.

(8) Darren reported on the results of the S.D.F.V. census: Eleven clubs replied. Some points of interest were: Eleven clubs totalled 595 members, smallest was 13 members, largest was 100 members. Club average was 54 members.

Next meeting Tuesday 7th December 1993.

DIVING GUADALCANAL

DON ABELL

To continue my series of anticipation I will very briefly review what we might expect when diving in Guadalcanal on our overseas trip in amy 1994.

Honiara is the base for this experience and will be the second of our destinations after Gizo. We will be staying in the Mendana Hotel which is almost centre city and almost luxurious on island standards. it has a swimming pool so you can swim at the hotel without being concerned about the ecoli count or floating sewage. We will probably consider the open air bar to be a highlight of the Hotel and no doubt one or two of us will check it out.

We will have only 4 dives here but that will give us a good chance to Sample iron Bottom Sound before we fly to Vanuatu.

Ruiniu Wreck: 6500 ton Japanese transport. the ship was beached by Japanese forces to land supplies during World War II and was heavily damaged by American bombers. Lying upright in eight to 50 metres. Excellent coral growth 30 minutes from Honiara.

B17 Amercian Flying Fortress: The flying fortress is located 25 kilometres west of Honiara in 15 metres of water. the plane has the tail missing and can be entered by divers through the cockpit and bomb aimers section. The plane lies on sand 30 metres from shore. Excellent for photography.

Submarine Visalae: There is a long swim from shore of 400 metres to the submarine, or a short boat ride. The sub is located on the edge of a reef in eight to 35 metres, close to Tambea Village Resort, 35 kilometres by road from

Honiara. A good lunch is available at Tambea and a dive trip to the submarine needs a whole day.

Bonegi I Wreck: One of a trio of Japanese transports bombed and sunk in waters approximately 12 km down the coast, a 15 minute boat trip from Honiara. This wreck is quite close to shore with the bow starting in 5m the stern at 50m. Fish and corals abound.

Bonegi II Wreck: Along with Ruiniu and Bonegi I, the Bonegi II was lost near shore, only about 20 minutes from Honiara. It is one of the few wrecks still showing in part above the water.

Though barren and rusted above, the wreck below the water is a fascinating garden of corals and fishes. As with all the sunken ships, it is a photographer's world.

Solsea Wreck: This involves a 20 minute boat trip and is one of our best situated wrecks. The Solsea lies upright in 20 to 35 metres. the wreck has attracted masses of fish and is a photographers dream. The Solsea was scuttled by Reg Thomas to form an artificial reef. only five minutes from Honiara.

TASSAFARONGA REEF: Large coral heads, hundreds of varieties of fishes, plentiful soft corals make this an interesting dive for everyone. Only 20 minutes from Honiara, in depths of five to 35 metres.

And the main reef diving sites near Tambea Resort:

Big Bommies: Two massive coral heads, rising up from the unknown depths on the outside, and from about 15m on the inside. Separated from the main reef by canyons. Beautiful coral and incredible fish life.

Coral Island: A relaxing, shallow dive, with an abundance of coral from the surface to about 12 metres. ideal for snorkelling or for a second dive.

The Caves: An incredible ladyrinh of coral caves, crevices and canyons. Large, long, small, narrow; the diver can choose. Depths three to 20 metres.

Nautilus Reef: An offshore reef, about four kilometres from the resort. Fabulous wall diving.

The Canyons: Cut deep into the side of the reef's dropoff; home of large Maori Wrasse.

We can also dive out of Tambea Village but that requires a 55 km drive from Honiara. This is an excellent base for diving a submarine and a submerged bomber.

The submarine is 400 meters off shore (a long swim or a short boat trip). The sub is located on the edge of a reef in 8 to 35 meters. This dive would take a whole day so it is unlikely that we will see it.

Two days and four dives will not be long in Honiara. But when the Coolidge awaits at the next dive location I am happy to compromise.

SUNDAY 14TH NOVEMBER

TREASURE HUNT - DIVE REPORT

BY SANT KHAN

We launched 5 boats but dived with 4. This was not to be Mick's Day. The power tilt on the "Yellow Brick" failed, he lost a vital screw on the boat ramp and when he bent over, with mask on, to look for it Mick discovered his long-johns were on back to front! Things could only get better and they did.

The weather was reasonable, We elected to do a Queenscliff drift. This was one of the fastest drifts Ross and I had ever done for a long time. The sponge gardens were magnificent as they zipped by. Ross and Rob found a couple of live but heavily encrusted bullets. These were big enough to stop an elephant. What were they doing underwater at Queenscliff? There were a few old bottles (and a Birtles), the Luxford boat was feeling confident of a good showing at the judging until they saw Pat's porcelain cups. They still had the price tags on them. We had lunch at Pope's Eye, Fortunately we were upwind of the Gannet Colony. Some boats went for a second drift dive. We went looking for scallops at Rye. They were hard to find.

An excellent days diving was brought to an end by the judging. Pat Reynolds won easily. Rob Birtles generously donated the prize which was a 40 metre anchor rope. Thanks to Bob Scott, John Lawler, Ross Luxford, Frank Natoli and Mick Jeacle for bringing their boats.

THE DIVE OF MY LIFE

BY MICK JEACLE

Well after some 14 years in the club, I thought it about time to share with my fellow members a fantastic a fantastic dive that I experienced may years ago. For obvious reasons, I shall not divulge the whereabouts of this dive, so please don't bother to ask.

This dive was recommended to me by an old acquaintance who was virtually giving up the sport of Scuba just as I was getting into it. Over dinner one night he casually mentioned that he had dived an old shipwreck on a number of occasions, and that this was a dive that offered everything that any diver would wish to encounter during the period of his/her diving life.

I was intrigued, and virtually begged to learn more. After a few more jars of amber liquid and copious amounts of port, he revealed more and thus commenced my plans to dive this wreck at my first available opportunity.

Due to the old divers raptures in describing his dive, I was hesitant and indeed reluctant to reveal my secret to any of my then few diving colleagues.

Accordingly I decided to attempt this dive on my own as I had frequented the area many times before and was familiar with the nearby surroundings.

About 3 months later it was all systems go. The boat was packed and accommodation was booked, for a 2 week vacation at this popular seaside location.

Knowing my interests in the sport, the old diver warned me to take at least two catch bags on the dive, one for the artifacts and one for the varieties of seafood that abounds in the area. Lucky I took his advice.

THE DIVE

The site was situated some 3 kilometres out to sea, but was easily located due to the excellent marks afforded me and a good depth sounder. The day was perfect. A very slight offshore breeze, mirror smooth seas and a temperature of about 25C by the middle of the day.

I quickly located the wreck due to the excellent conditions and a great readout recorded on the chart paper. My heart was pounding as I quickly geared up and

did a backroll from the old "yellow brick" into the "bluest" ocean one could wish to see.

Upon starting my descent to the wreck only 60 feet below, I encountered the first wonder of the day. Two majestic manta ray some 20 feet across not 3 feet from me glided by unperturbed by my presence.

A little way further down a school of huge barracuda encircled me as they swam as one, their silver bodies glistening in the sunlight, and it appeared as if their menacing teeth were warning me to proceed no further.

But onward I went. It was here that I almost aborted the dive from out of nowhere appeared a 14ft white pointer, which on first impression was about to spoil my day. To this day I don't know if he had just eaten his fill, or whether the sight of the big "carrot" was just not appealing to him, as he just afforded me a cursory glance and disappeared into the blue.

With heart fairly racing, I hit the bottom. Right in front of me lay the most beautiful wreck one could wish to see. She stood upright on a fairly sandy bottom, interspersed with flat rock which probably accounted for her upright position.

With great excitement I swam up her bow, and along the deck area and into the first open hatch. Upon entering I was amazed at the kaleidoscope of colour and the natural light that portrayed the wreck in all its splendor. As I quickly surveyed the scene, I noticed two crayfish in this forward hold that were in the 8lb vicinity, but these were ignored as I was anxious to explore the remainder of this truly remarkable wreck. I decided to leave one of my catch bags here and return to it later towards the end of the dive.

Upon finning to the next hold I encountered a row of beautiful portholes that had to be seen to be believed. What was even more unbelievable was that after no more than a dozen taps with my mash hammer and chisel, the prize porthole swung free and was in my second catch bag. All this within the first twenty minutes of the dive.

I then spent a further twenty minutes swimming inside the wreck itself. Now I'm not big into gorgonians and the like, but every nook and cranny was chock-a-block with the most colourful array of these creatures, and in fact virtually every

form of soft coral on this great planet.

An inspection of the bridge area revealed the ship's Bell, and also the ship's telegraph in exceptional condition. The bell soon joined the porthole in my catch bag, and the telegraph will be there for another day.

At this point, time was running out, and I had not yet explored the wrecks exterior. I swam back to the point of entry to extract the two crayfish seen earlier. To my surprise I noted these crays had crawled inside my open catch bag and all I had to do was fasten the catch.

Soon I was outside and proceeding along the port side of the wreck. I felt this strange tapping on the catch bag containing the crays, which was attached to my weight belt. An inspection revealed that there were six King George Whiting showing some interest in my crays, so I carefully opened the top of the bag and these fish swam right in.

Folks, I know this is starting to sound a bit fishy. Honestly I don't blame you if you are beginning to have reservations about its authenticity. Why do you think its taken me 18 years to tell?

Anyway, I had not swam another 30 feet when I came across the flat rock supporting six of the largest green lip abalone you would ever see, and around the perimeter were 3 dozen large scallops just ripe for the picking. The mud oysters intermingled were an added bonus and I began to visualise the culinary delights awaiting me that evening as I stuffed these items into an already bulging catch bag, that could definitely take no more.

A quick look at the old watch revealed that only 5 minutes remained, after which I must surface to avoid decompression.

With this in mind I swam towards the stern of the wreck and was indeed amazed to find a human skeleton sitting in an upright position with a gold necklace around its neck and a gold coin in its boney hand. I could not believe my luck as I added these items to my catch bag and commenced my ascent.

But something went wrong. A cloud of intense fear came over me as the brilliant blue suddenly turned dark and I feared the worst as I hung mid water with no protection from the dangerous predators of this mighty ocean. I was extremely relieved and overjoyed when, upon looking up, I discovered a Southern Right

Whale and her calf not twenty feet above me, joyfully going about their journey to warmer climes. I must be dreaming, I finally thought as I ascended the final few feet thus ending a dive that one could only hope to experience in an entire lifetime. But dreams were soon returned to reality when upon surfacing I noticed that my boat was some 500/800 meters away due to the anchor dragging in the slight current.

I was then faced with the dilemma of what to do to retrieve the boat, at the same time endeavouring to retain my abundant catch of seafood and artifacts. No sooner had the thought crossed my mind than two magnificent dolphins appeared from nowhere, beckoning me to take hold of their dorsal fins.

This I did, and in no time they had towed me out to my boat and I was safely aboard with my days catch intact.

From then on I seemed to float on air for the rest of the day as I found it difficult to come to grips with the wonder of the previous hour's experience.

Since that day I have relived that dive a thousand times. Perhaps one day I will return to the site but one could only hope to see such a wonderful array of treasure and sea creatures in one's dreams.

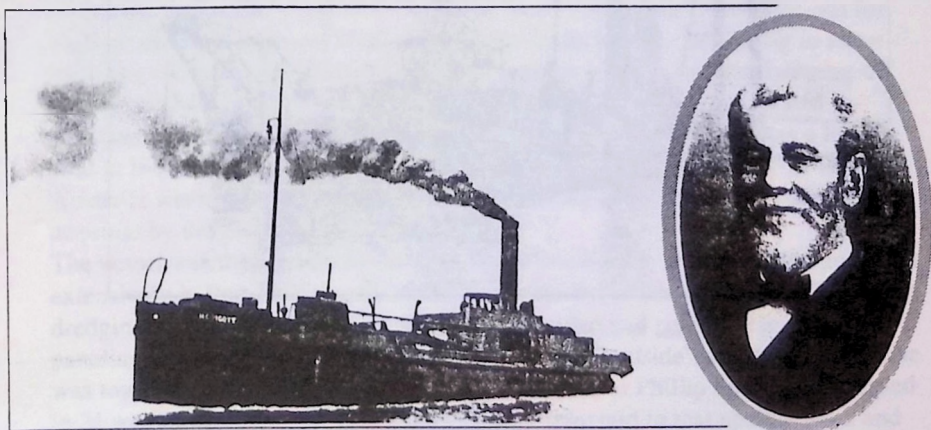
“H.C. PIGOTT STEAM HOPPER BARGE

DES WILLIAMS

On the 16th January next, our Dive Capt, Bob Scott will take us on a new dive site to the wreck of the old Melbourne Harbour Trust steam hopper barge “H.C.PIGOTT”

From the 1870's the Melbourne Harbour Trust produced the wharves and port facilities we have today. This project involved the movement of millions tons of mud during the reclamation of land and the total re-routing of the Yarra River to produce facilities such as Victoria Dock etc. Over these sixty odd years the M.H.T had a huge fleet of dredgers, hopper barges, lighters and assorted vessels, many of which ended there days out in the ship's graveyard.

Most of the vessels were named after Commissioners who served on the board of the M.H.T, our old friend “GEORGE KERMODE” was no exception! And so was the steam barge “H.C.PIGOTT”, named after HENRY H.PIGOTT, a Commissioner of the M.H.T 1877-1882 & 1885-1913.



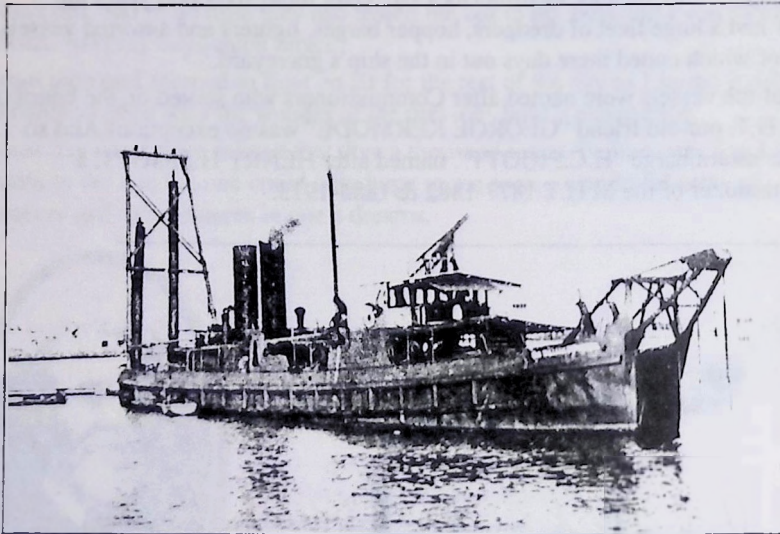
Steam Hopper Barge "H. C. Pigott" (Hopper Capacity 500 tons, built 1911)

HENRY C. PIGOTT
1877-1882, 1885-1913

Most of these old vessels were very ruggedly built to survive long lives of constant hard work often around the clock. So today their rusting old hulks are still in quite good condition.

Other old M.H.T vessels out in the Graveyard are: Dredges "PIONEER", "BEVERWIJK 19", "D.J.McLENNAN", "JOHN NIMMO" & "SIR WILLIAM McPHERSON", the steel hoppers 'WILLS', "VHB 54", & "VHB 53", "H.G.PIGOTT", "BOURKE" & "S.S BATMAN".

I have included a photo of the clay cutting suction dredge "SIR WILLIAM McPHERSON" for your interest.



Clay Cutting Suction Dredge "Sir William McPherson"

GEORGE KERMODE DIVE 17/10/93

DES WILLIAMS

Prior to this dive, it had been almost seven months since my last dive with the Club and I managed to pick a great day.

We left home and travelled at a leisurely pace to Flinders in Graeme Blanchard's Landrover with that magnificent boat of his behind. Our first view of Flinders revealed scores of little black dots bobbing on Western Port - you have to be up very early to beat the fisherman to the water these days - but the sea conditions looked great from the road.

We launched and waited for the rest of the group to arrive, as the parking situation looked very tight indeed. Don Abell had taken over the job as D.C as Bob Scott had piked and we were soon cruising over the smooth waters of Western Port toward Seal Rocks and on to Pyramid Rock and the wreck site. Graeme quickly had us anchored over the old dredge, whilst Andy Mastrowicz and Mick Jeacle tuned in the G.P.S on Andy's Boat. The G.P.S is certainly going to be a big great help in the future when more of our members become proficient in it's use.

We descended to the wreck, arriving at the bow in rather poor visibility, but for once no noticeable ground swell. The old Kermode is really beginning to show her age now, with large chunks falling off and her wooden decking hanging off in large strips, a far cry from almost 80 years ago when she was launched in Scotland as the "William Matthews" in 1914. Her first assignment was a long stint in India dredging ports and rivers, followed by a term in Albany in Western Australia where she dredged the channel and swing basin for the port after being acquired by the Australian Government.

The vessel was then purchased in 1941 by the Melbourne Harbour Trust and used extensively in Port Phillip until cracks were detected in her boiler, in 1976, whilst dredging in Webb Dock. Slowly she was dismantled and some of her teak paneling was used in the restoration of the "Polly Woodside". In March 1976, she was towed to her present position off Smith's Beach at Phillip Island and scuttled in 21 metres of water. Her creaking old bones were laid to rest upside down and she now have settled further into her grave than the last time I dived her.

On this dive, it was impossible to see more than 20ft of her 235ft length at one time, but we managed to look closely at the massive drive shafts and dredge buckets which now leave nice red rust marks on your wetsuit as one brushes by. Plenty of fish about, but no schools of long fin pike which I am use to seeing inside the spoil holds. My camera was playing up and I didn't have a torch, so I couldn't enter the hull as my partners Ross and Graeme did. They emerged covered in rust marks, like two school boys who had been up to no good on there way home.

An enjoyable dive, followed by lunch in the warm sunshine to recharge the batteries. Some of the others had a second dive to the west of Pyramid Rock on the way back. The ride back to Flinders was made in record time with Graeme showing John Lawler his transom all the way and Ross and I clinging on with white knuckles! It sure is a great boat Graeme - Thanks for a top day.

Media Release

Bob McMullan

Minister for the Arts and Administrative Services

SHIPWRECK AMNESTY TO CONTINUE FOR FIVE MONTHS

An amnesty protecting holders of shipwreck relics from prosecution is being extended following hundreds of enquiries from divers and fishermen, the Minister for the Arts and Administrative Services, Bob McMullan, said today.

Around 30 new shipwrecks have been discovered in a diverse range of locations across the country since the amnesty - running from 1 May to 30 October - was first announced. It will now be extended until 31 March 1994.

Senator McMullan said the widespread response to the amnesty indicates many more people may still come forward to share discoveries while they do not have to face prosecution.

"The Government believes there are still a number of shipwrecks discovered by people like divers and fishermen that have never been reported to authorities," he said.

"It is important to note that the extended amnesty still allows people to keep their relics and that they will not be confiscated."

A vast array of relics from known historic shipwrecks has also been revealed under the amnesty, including material from the *Batavia* (the first Dutch East Indiaman which sank in 1629), the *Dunbar* (which sank at Sydney South Head in 1857) and the *Admella* (which sank off eastern South Australia in 1859).

"The personal shipwreck collections of our divers and fishermen provide special windows into our social and economic history. I commend them for declaring their finds for the benefit of all Australians."

The amnesty under the *Historic Shipwrecks Act 1976* was declared after a widening of the Act to protect all shipwrecks aged 75 years or older. The number of protected wrecks rose from 156 to nearly 5,000 and many more people became legally obliged to report relics.

Penalties for not reporting shipwreck relics range from \$2,000 to \$5,000 for individuals, to \$10,000 to \$25,000 for a body corporate.

Around 5,000 ships are thought to have fallen prey to Australia's treacherous coast but only the locations of about 12 per cent are known.

Minister's Office
Departmental

Carolyn Betts
Maree Flynn

06 2777600
06 2741988

Toll-free information line for the National Shipwrecks Program: 008 819 461.

BACKGROUND - NEW UNDERWATER DISCOVERIES

Diver's Treasure Trove

One of the major declarations under the amnesty has been a Sydney diver's personal collection of thousands of pieces from the 136-year-old wreck of the *Dunbar*. John Gillies' collection includes buckets of coins and gold sovereigns, silver cutlery, gold dentures complete with teeth, cotton reels, a wooden piccolo, carpenters' tools, and nearly a dozen diamond and signet rings. He decided to legalise the collection after 30 years by declaring it under the amnesty.

Cutlass Returns From The Grave

The Western Australian Maritime Museum was stunned to receive a sword from the 364-year-old wreck of the *Batavia*. The sword, found in a grave on Beacon Island, is believed to be one of the weapons used in a massacre of 125 men, women and children. The *Batavia* was wrecked en-route to the Dutch East India Company's headquarters in Java. After the captain and officers left the island to find help, a group of mutineers began a reign of terror on the islands.

School Reports Ancient Bell

An Adelaide school principal surprised authorities by reporting his school was using an ancient bell from the 134-year-old *Admella*. The bell was donated to the school about ten years ago after it was discovered in someone's garage. Authorities previously believed that only one bell had been taken from the *Admella* by divers.

New Wrecks

Around 30 new wrecks, most of which are still being identified, have been discovered during the amnesty in the states of Victoria, Queensland and Tasmania. One Queensland wreck has been identified as the 115-year-old *SS Mecca* which en-route from Hong Kong to Newcastle. The ship was carrying 380 Chinese indentured labourers and the antagonism of the local workforce to their expected arrival influenced the development of a White Australia policy. The Australian Steam Navigation Company had contracted the labourers to work in their shipyards. Wreck relics include Chinese copper coins and marble fittings for a shrine.

Victorian Fisheries FISH TALES

OCTOBER 1993

VOL 3

ACTION ON NORTHERN PACIFIC (JAPANESE) STARFISH

Victorian Fisheries scientist, John Garnham, has been appointed to spearhead a campaign against a potential invasion of Victorian marine waters by the Northern Pacific (Japanese) starfish this summer.

John's allocation to the task follows the severe problems caused by the starfish to Tasmanian shellfish and aquaculture projects.

Information from overseas reveals a slim hope that the starfish may not survive in water temperatures above 20 degrees C, but unconfirmed reports claim that a sub species of the starfish may have adapted to warmer water and changing conditions.

The main differences between the starfish and the native Australian species are that the Japanese starfish has on its top side:

- Pointed spines as opposed to rounded ones.
- No clear zig-zag pattern of spines on the arms.
- The arms join into a large centre part of the starfish instead of being indented into a small central disc.

John has developed an action plan to contain the starfish plague and the key points are:

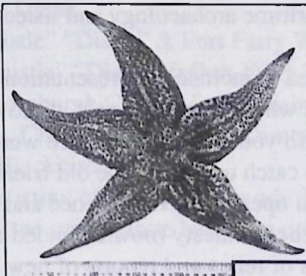
- Identify which vessels represent the greatest risk of transporting the starfish or its larvae to Victoria from Tasmania.
- Target the transportation of live catch to Victoria.
- Provide information to the public and the fishing industry, particularly recreational boat users and vessel captains about the starfish threat to the marine environment and the shellfish industry.
- Approach the VFFI for assistance in distributing the

information to its members with perhaps a list of Do's and Don'ts including flushing the vessels' bilges and de-ballasting in open ocean waters in order to prevent the transportation of the starfish.

- Provide information to scallop and abalone divers about the identification of the starfish, together with a protocol explaining what to do if they do catch one.

The Victorian Fisheries Research Institute based at Queenscliff is setting up a program to positively identify starfish specimens. Sterilisation techniques and the investigation of genetic fingerprinting (DNA testing) are being examined with the intention of supporting the research work already being done in Tasmania.

For more information about the prevention campaign contact John Garnham on (03) 412 4396.



*A Northern Pacific
(Japanese) starfish*

WHAT YOU CAN DO TO HELP PREVENT THE SPREAD OF JAPANESE STARFISH

- If you find an unusual starfish use the descriptions given to identify it.
- If the description matches or is similar to the Japanese starfish record.
- The date and time you found the sample.
- Where it was found.
- The water depth where the sample was found.
- How it was found, ie By diving, dredge or net.
- Numbers' estimate if possible.
- Weather conditions.
- If the sample was alive?
- Whether or not the starfish was found on rock, sand, mud etc.

If it is possible freeze the starfish specimen or place it on ice and then take it to the nearest Department of Conservation and Natural Resources Office, together with the above information.



“NEW HORIZONS” CONFERENCE LAUNCH

DES WILLIAMS

On Tuesday evening 9th of November last, I attended the opening of the “New Horizons” Conference and presentation of Historic Shipwreck Awards in Geelong.

The “New Horizons” Conference ran for several days, it is the annual conference run by the Australian Institute of Maritime Archaeology and attended by most of Australia’s maritime archaeologists and historians. It is an opportunity to air new ideas on aspects of maritime archaeology and listen to some key note speakers from overseas.

The opening evening was designed to include the presentation of both State and Commonwealth awards to people who have, in the past, discovered and made official reporting of shipwrecks. So you can imagine there were some very old divers present, and it was good to catch up with some old friends.

The State Minister, Rob Maclellan opened the Conference and reported on the great success of the shipwrecks relics amnesty (now extended to the 31st March 1994) and the fantastic collections of relics and reports of new shipwrecks which have come to light so far.

Set out below is a list of award recipients honoured under both State and Commonwealth Acts, I am sure that you will also find some familiar names:

STATE AWARDS

Andy Stevens and Vicki Brown for “Empress of the Seas”

Jason Williams and Bill Clifton for “Will o’ the Wisp”

Bruce Tucker as M.A.A.V for “Mountain Maid”

Tony Boardman for “Clarence”

Harry Reed for “Clarence” “Joanna” “Seabird” “Gambier” “City of Launceston”

Terry Arnott for same as above with Harry Reed

Bill Cull and Barrie Heard for “City of Launceston”

Peter Clark and Frank Derksen for “Monarch”

Chris Gaskill for "S.F. Hersey"

Carl Ebbles for "Seabird" "Joanna" & "S.F. Hersey"

Jim Anderson for "Clarence" "City of Melbourne" "Briton" & "Gambier"

Geoff Naylor for "City of Melbourne" & "Briton"

Peter Kennedy and Dennis Bolton for "William Salthouse"

COMMONWEALTH AWARDS

John Black for "Monumental City" & "Schah"

Trevor Mann, Geoff Archer and Peter Rodgers for "South Milton"

Geoff Pearce for "La Bella"

Les Robertson (port Fairy Hist. Soc) for Port Fairy Wrecks

Douglas Arnott for "Diana"

Harry Reed for "Thistle" "Diana" & Port Fairy Wrecks

Terry Arnott for "Thistle" "Diana" & Port Fairy Wrecks

Peter Ronald for "Edinburgh Castle" & Port Fairy Wrecks

Mick Bridle & Capt, Charles Stewart for "Cambridge"

GEoff Hewitt for "Blackbird"

A small trophy, consisting of sterling silver admiralty anchor and inscribed copper plaque mounted on a granite base was presented to each of the above named people.

DIVING INTO THE PAST

JOHN LAWLER

In the October/November Issue of Fathoms we presented Part one of an article written in the November of 1969 issue. We will now present Part two.

This part covers the wet suit which of course is worn by most divers today. Although a few divers in V.S.A.G own and wear dry suits.

Trust you enjoy this final offering of Diving Into the Past for 1993.

In the first copy of Fathoms for 1994 we will present an article from the very first edition of Fathoms.

The Wet Suit: In this no attempt is made to make it water-tight, and in contrast to the dry suit it is essential that it be a good fit to minimise the amount of cold water entering the suit.

The most primitive and still useful form wet suit was the wearing of warm woollen clothing - sweater, combinations, socks and gloves - preferably with some close-woven garment on top to diminish water flow through the material. This will give a quite useful increase in comfort and endurance over the unprotected diver.

A development of this, the porous sponge rubber suit, was more elegant but otherwise worked in the same manner, but this has now been entirely superseded by the use of expanded foam Neoprene. This material consists of a dense foam of nitrogen bubbles in Neoprene rubber. There is a skin of smooth Neoprene on one or both sides and often to give additional strength and ease in dressing nylon material is bonded to the surface. Neoprene is supple, light and good heat insulator and easily tailored. Usually a complete suit comprises jacket trousers with separate hood, gloves and boots of the same material. For cold water an undervest of Neoprene is often added. Flow of water through the suit is reduced to a minimum by skintight fitting and by giving a generous overlap between different parts of the suit. The jacket is fitted with a lock strap to prevent its being pulled away from the trousers in use and usually it has a zip down the front to facilitate dressing.

The advantages of Neoprene suits include comfort, ease of dressing with comparative elegance, easy manufacture and repair, good physical protection of the diver, and buoyancy.

In spite of its almost universal use for club diving, Neoprene suffers some drawbacks, all associated with compression of the nitrogen in the foam under pressure. This causes thinning of the material at depth with resulting loss of buoyancy and effectiveness as a protection against the cold. The material halves its thickness at a depth of 65 feet and is down to a third at 165 feet. Heat loss varies rather more than this being double at 65 feet and four times bigger at 165 feet. Thus a suit which gives adequate protection may be quite inadequate during a dive. Fortunately, the effect of this is not so serious as might be imagined because the aqualung has a somewhat parallel loss of endurance with increasing depth and the diver runs out of air before he is dangerously chilled. Nonetheless, with the advent of large capacity breathing sets and the extension of the diving season further into winter this is becoming a bigger problem.

Buoyancy varies considerably with depth, being halved at 33 feet and down to one-tenth at 165 feet. Thus a diver needing a 20lb weightbelt at the surface for neutral buoyancy will be some 18lb overweight at 165 feet. In practice of course, a diver uses the weight he will require to achieve natural buoyancy at the planned depth of his dive. This leaves him with useful excess buoyancy at the surface. What is less desirable, is that however if he descends deeper than he expected he becomes negatively buoyant and sinks. In deep water, especially poor visibility, he may be overcome by narcosis before realising what is happening. This has caused several disasters in the past.

Where decompression stops are needed, it may be advisable to tolerate some excess weight on the bottom. This will enable the diver who has surfaced some way from the boat to swim back to the shot line at his correct decompression depth without being forced to surface by excessive buoyancy.

Care of Suits. The rubber seals of dry suits and the inside of Neoprene suits should be dusted with talc before dressing, nylon lined suits do not need this preparation but are easier to put on if dry.

After use all types of suits should be rinsed free of salt and dirt, and dried, and all

unlined rubber and Neoprene lightly dusted with talc before storage. They should never be left in the sun, stored in a hot place or be allowed to become contaminated with oil or grease, all of which deteriorate rubber and the adhesive used in bonding suits. Hands. While many divers prefer to use bare hands as much as possible, it is advisable, because of softening of the skin on immersion, to wear some form of protection such as cotton or leather gloves. Cold water is a good anaesthetic and it is all too easy to spoil a holiday by cutting oneself unawares on some snag.

Remember that cuts and abrasions exposed to salt water heal slowly and often scar badly.

Adequate thermal protection of the hands in cold water is a difficult problem due to the large surface area exposed by the fingers. Mitts are relatively warm but too difficult to do useful work with. They can however be taken off as necessary for short periods. Five finger foam Neoprene gloves are available but not really adequate in cold water.

Head and Neck. As explained before, the head and neck are a serious source of heat loss. It is essential that the hood, if of Neoprene is at least as thick as the suit itself. With a hooded dry suit a balaclava helmet may be worn underneath to increase protection.

With a hoodless dry suit the use of a foam Neoprene hood is probably the best solution. In spite of these measures full protection of the head is not possible because of the need to wear a mask and mouthpiece.

General Hints. It is equally essential to avoid chilling before and after diving.

Adequate weatherproof clothing should be worn on board boat or while waiting around on cold and windy beaches. Wet diving gear should be discarded immediately after use unless as a temporary protection against foul weather. Hot water poured through the suit will go some way to restoring body heat while a supply of hot drinks will do much to restore morale.

Any diver who looks or feels cold, especially if he is shivering uncontrollably, may well have suffered a fall in body temperature. It is difficult to confirm the diagnosis unless a rectal temperature is taken and shows a reading below 97.4F (normal rectal temperature 99.4F) but as a working rule any diver who feels cold and is shivering uncontrollably should be treated as suffering from hypothermia

and rewarmed as above. A severe case should be put in a warm bath as soon as possible. It should be remembered that it can take two or three hours for body temperature to be restored and in the meantime reactions are slowed and judgment impaired. This may be doubly dangerous when decisions affecting other people's safety are required or if a car has to be driven home.

Cold. The body responds to cold firstly, by closing down the small blood vessels of the skin, then by mobilising energy increasing dietary intake, and regulating his heat loss by heating his environment. Nature's aim to keep a constant body temperature throughout the central nervous system, the muscles and body generally, and the skin. When net heat output continues for long periods, the body is unable to respond efficiently in the water and fatigue, unconsciousness and drowning supervenes.

Preventing of net heat loss in diving activities is of utmost and continuous importance, and can form just as much a limit to diving activities as the capacity of air cylinders. These limits must be borne in mind in dive-planning. The body can learn to adapt to cold and increasing exposures, so, once again, training and fitness assume importance.

A few facts should be borne in mind to emphasise the extent of the problem. In the open-air the human body gives out heat mostly by radiation and directly, and this is increased by ventilation. Sweating and exhalation of water gives out a smaller amount. When the body is in the water rather than in air, it is in a substance whose thermal capacity is four times that of air, where heat conductivity increases by twenty-five times and where the divers mobility is constantly heating up fresh water. Some compensation arises by the increased heat capacity in the muscles, but more oxygen will be used. This requires more air and reduces the divers duration: ie at 27C a diver uses 0.82 litres per minute, whereas at 90C he will use 1.7 litres per minute.

As the body cools, the various effects are:

The production of "goose pimples" - the muscular contractions of small muscles at the base of the hairs.

Fine muscular tremor and a chilling sensation.

Cyanosis of skin and mucous membrane-blueness-followed by more serious signs: changes in the nervous system, circulation and respiration, a slowing down of pulse and respiration, stiffness and then pain in the muscles, paralysis of vocal cords & hiccough.

Sunday Herald Sun, October 31, 1993

Sunken treasures surface in amnesty

A FORTUNE in historic relics plundered from shipwrecks around the Australian coast has come to light because of an amnesty against prosecution.

Some of the valuable artefacts were hidden in the private collections of divers for up to 30 years.

They include a sword from the 364-year-old *Batavia*, Western Australia's most famous wreck, and gold coins from the *Dunbar*, which

number of shipwrecks discovered by people like divers and fishermen that have never been reported to authorities," Senator McMullan said.

It is believed unscrupulous divers sold much of the treasure overseas. Some researchers believe urns from *HMS Pandora*, which sank on the Great Barrier Reef in 1791 after running up the *Bounty* mutineers are in a private collection in the

on display in museums after being recovered by divers.

But the amnesty has unearthed treasures in other states, including:

- Thousands of pieces from the *Dunbar*, held in a personal collection for 30 years. Buckets of coins and even gold dentures have been declared.

- A cutlass from the *Batavia*. The Western Australian Museum was stunned to receive the sword, found in a grave on Beacon Island.
- A bell from the 134-year-old *Admella*, which had been used at an Adelaide school for the past 10 years.

Collections are not confiscated — authorities photograph and record them to create a national historic shipwreck database.

A great deal of the cargo of the *William Salfrouse*, sunk near Queensland in 1841 when inbound from Quebec, has also gone missing since the wreck was discovered in 1982. But many of the most valuable items recovered from Australian shipwrecks have been simply hoarded by divers, who were unsure what to do with them.

The amnesty, under the Historic Shipwrecks Act 1976, was declared after a widening of the net to protect all shipwrecks 75 years or older, increasing protected wrecks from 156 to nearly 5000.

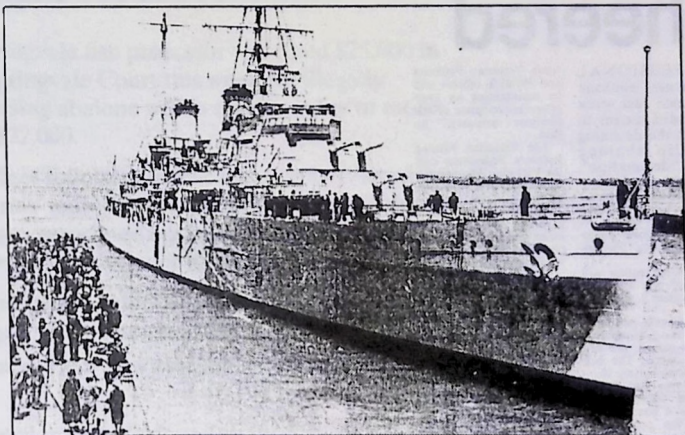
Many more collectors became legally obliged to report relics.

Relics from Victoria's most famous wreck, the *Loch Ard*, lost off Port Campbell with only two survivors from 35 crew and 17 passengers, are

MEDIA WATCH

MEDIA WATCH

Sunday Herald Sun, November 21, 1993



The *HMAS Sydney*. Now lying at the bottom of the Indian Ocean.

AUSTRALIA could find and raise *HMAS Sydney* for one-tenth of the money spent sending the old diggers back to Gallipoli, a naval historian claims.

Former RAN lieutenant Tom Frame, whose book *HMAS Sydney: Loss and Controversy* will be launched tomorrow, called on the Federal Government to fund a search for the cruiser, which sank in the Indian Ocean off Western Australia on November 19, 1941. None of the 645 Australians on board were ever found.

"The Gallipoli commemoration cost \$9 million and worth every dollar — I was there," Mr Frame said. "Side-scan sonar could locate *Sydney* — believed to be roughly 100 nautical miles west of Carnarvon — for less than \$1 million.

"A commercial and navy joint platform could raise that ship."

Mr Frame said relatives could at last cast wreaths on the sea to their

Call to find and raise the 'Sydney'

lost ones' memory. He has already conferred with Dr David Gallo, of Wood Hole Oceanographic Institute of Massachusetts, which located the *Bismarck* and helped raise the *Titanic*.

"If we don't raise our own warship, the Americans or the Japanese may do it," Mr Frame said.

HMAS Sydney was sunk by the disguised German raider *Kormoran*, which also sank, but more than 300 men survived.

— MICHAEL RYAN

MEDIA WATCH

Abalone moves cheered

PROFESSIONAL peninsula abalone fishermen last week applauded moves to protect the declining greenlip abalone from "decimation" by illegal poachers.

State Natural Resources Minister Geoff Coleman said a closed season on greenlip abalone began last Wednesday, November 10.

The closed season will run every year and start from October 1 to March 31.

Outside this period, a limit of two greenlip abalone per person, per day may be taken. The bag limit was previously 10.

Fisherman and divers told the Gazette last Thursday it was a major victory for professional divers whose business had suffered at the hands of poachers.

"We've been waiting for this for a long time. Hopefully it will work," one fisherman said.

The divers said illegal poachers had been "ripping the guts" out of the peninsula abalone industry.

They said abalone reefs had been destroyed by amateur poachers taking more than their daily quota of 10 abalone.

One of the hardest hit areas has been the waters off Flinders where four reefs have been completely "fished out".

Chairman of the Victorian Abalone Divers' Association and Rusebud fisherman Peter Johnson said greenlip abalone was all but gone from peninsula waters.

He said professional operators had been exclusively collecting the smaller blacklip abalone.

Mr Coleman said the new regulations had been brought in to place to combat the increasing pressure on greenlip stocks by recreational fishers "exploiting the current regulations".

"With the new regula-

tions, Victoria's Fisheries and Wildlife officers will be maintaining an even closer surveillance of the abalone industry," he said.

The Victorian Fishing Industry Federation and the Victorian Abalone subcommittee have fully supported the move.

Mr Coleman said greenlip abalone were much larger than the more common blacklip and can weigh up to a kilogram.

They are also more prone to overfishing because of their tendency to aggregate during the spawning period from October to March each year, he said.

Mr Coleman said overseas Coleman showed greenlip abalone was very slow to recover when overfished.

"That's why we have treated this as a matter of great urgency in a bid to protect what is a most valuable commercial and recreational source."

FRANKSTON
"STANDARD"
NOV 22 1993

MEDIA WATCH

Abalone Processor Fined

A Springvale fish processor was fined \$25,000 in the Springvale Court this week for illegally processing abalone with a market value of more than \$32,000.

The fines followed an investigation by Victorian Fisheries' and Wildlife officers who seized the abalone, associated equipment and a mobile chilling unit in a trailer valued at \$10,000.

The processor, who did not appear in court, was charged with possessing abalone for sale without a licence. He was ordered to pay \$246 in court costs.

The abalone was forfeited to the Crown.

Another man was fined \$700 and had his fishing equipment forfeited earlier, in the Frankston Court.

The Minister for Natural Resources, Mr Geoff Coleman, said today that: "As a result of public co-operation we are seeing better apprehension results in fish poaching cases and this is resulting in heavier court fines which should act as a deterrent for those who want to damage our natural resources."

"This was a great effort by the Department's enforcement officers who through increased surveillance, intelligence gathering and co-operation with other agencies achieved this result."

*From Oct '93 Issue "Fish Tales"
By Dept. Cons & Nat resources - Vict.*

DIVE/SOCIAL CALENDAR

DATE	EVENT/LOCATION	DIVE CAPTAIN	MEET AT
3 Dec	Xmas Function	Mick Jeacle	7.30pm
12 Dec	Sorrento	Don Abell 889 4415	Sorrento Boat Ramp 9.00am
16 Dec	General meeting & Xmas Breakup Celebration -North Melbourne Football Club (Meet beforehand for dinner at the club)		8.00pm
19 Dec	Flinders/Cape Schank	John Lawler 569 9851	Flinders Boat Ramp 9.30am
Xmas New Year Trip-	Marlo/Cape Conran	M. Jeacle	059 712786
2 Jan	Sorrento/Heads	Don Abell 889 4415	Sorrento Boat Ramp 9.00am
16 Jan	New Wreck "Pigott" Graveyard -44M Experienced Divers Only	Bob Scott 763 6872 763 6872	Sorrento Boat Ramp 9.30am
29-31 Jan	Refuge Cove	John Goulding for Bookings 899 3468	
13 Feb	Flinders	Pat Reynolds 789 1082	Flinders Pier 8.30am
17 Feb	General Meeting -Nth. Melbourne Football Club (Meet beforehand for dinner at the club)		8.00pm
27 Feb	"Rotomahana" wreck Ships Graveyard Experienced Divers Only	Leo Maybus 727 1568	Sorrento Boat Ramp 9.00am

DIVE/SOCIAL CALENDAR CONT:

DATE	EVENT/LOCATION	DIVE CAPTAIN	MEET AT
12-13-14	Long Weekend at	Andy Mastrowicz	
March	Walkerville-Waratah Bay	318 3986	
17 March	General Meeting (Guest Speaker) -North Melbourne Football Club (Meet beforehand for dinner at the club)		8.00pm
27 March	Spectacular Reef	Alex Talay 867 8492	Sorrento Boat Ramp 9.00am
1, 2, 3, 4	Easter at Wilsons Prom.	Don Abell	
April		889 4415	
6-21 May	Overseas Trip Solomon Island/Vanuata	Don Abell 889 4415	

TIDE TABLES

PORT PHILLIP HEADS
TIDAL STREAM CHANGE
JANUARY 1994

START OF FLOOD		START OF EBB		START OF FLOOD		START OF EBB	
FLOOD	EBB	FLOOD	EBB	FLOOD	EBB	FLOOD	EBB
1 SA	1101	0505	0046	18 TU	1313	1912	0704
2 SU	2324	1701	0117	19 WE	0117	0735	
3 MO	1144	0545	0149	20 TH	1349	1948	
4 TU	0003	0624	1425	21 FR	1503	0807	
5 WE	1227	1826	1425	22 SA	0258	2150	
6 TH	0042	0703	0222	23 SU	0423	0953	
7 FR	1311	1912	0222	24 MO	1630	1136	
8 SA	0122	0742	0915	25 TU	0832	0652	
9 SU	1357	1959	1546	26 WE	1938	1246	
10 MO	0203	0823	1634	27 TH	0747	1357	
11 TU	1447	2050	1634	28 FR	0854	1500	
12 WE	0246	0907	0423	29 SA	0951	1555	
13 TH	1544	2148	0423	30 SU	2220	1645	
14 FR	0335	0956	0631	31 MO	2346	1733	
15 SA	1645	2251	0631				
16 SU	0430	1054	0631				
17 MO	1749	2358	0631				
	0536	1200	0631				
	1856	0110	0631				
	0652	1310	0631				
	2002	0221	0631				
	0806	1421	0631				
	2104	0324	0631				
	0913	1523	0631				
	2200	0421	0631				
	0613	1619	0631				
	2056	0511	0631				
	1106	1709	0631				
	2331	0554	0631				
	1153	1754	0631				
	0012	0632	0631				
	1236	1835	0631				

PORT PHILLIP HEADS

LAT 38° 18' S LONG 144° 37' E TIME ZONE -1000
TIMES AND HEIGHTS OF HIGH AND LOW WATERS

JANUARY - 1994

Time m	Time m	Time m	Time m	Time m
0213 1.48	0115 0.66	0335 1.52	0212 0.76	Time m
1 0757 0.48	9 0928 0.31	25 0827 1.11	25 0827 1.11	
SA 1405 1.27	SU 1402 0.19	MO 1543 1.33	TU 1445 0.30	
1956 0.13	2135 1.32	2127 0.27	2218 1.16	
2 0252 1.51	10 0221 0.73	0405 1.49	0326 0.77	
0837 0.39	10 0850 1.26	1003 0.28	0936 1.08	
SU 1451 1.31	MO 1510 0.20	TU 1622 1.32	WE 1555 0.29	
2035 0.15	2241 1.35	2201 0.33	2321 1.21	
3 0330 1.52	0338 0.74	0433 1.45	0442 0.73	
0917 0.32	11 1005 1.23	1037 0.26	1052 1.09	
MO 1536 1.34	TU 1620 0.19	WE 1700 1.29	TH 1702 0.25	
2116 0.20	2344 1.40	2235 0.40		
4 0407 1.51	12 0455 0.70	0502 1.41	0016 1.28	
0959 0.26	1116 1.24	1111 0.25	28 0548 0.64	
TU 1623 1.35	WE 1726 0.17	TH 1739 1.26	FR 1200 1.14	
2200 0.26	2311 0.47	1800 0.21		
5 0443 1.49	13 0041 1.46	0632 1.36	0104 1.36	
1041 0.21	13 0606 0.62	1145 0.25	0644 0.51	
WE 1713 1.34	TH 1220 1.27	FR 1821 1.22	SA 1258 1.21	
2244 0.35	1826 0.16	2348 0.55	1852 0.18	
6 0521 1.46	14 0133 1.50	0607 1.30	0147 1.43	
1125 0.18	14 0708 0.53	1221 0.26	0731 0.41	
TH 1809 1.33	FR 1318 1.30	SA 1910 1.19	SU 1351 1.31	
2330 0.45	FR 1919 1.19		1938 0.17	
7 0602 1.41	15 0220 1.53	0029 0.63	0229 1.48	
1212 0.17	0601 0.44	0645 1.23	0816 0.29	
FR 1915 1.31	SA 1411 1.33	SU 1300 0.28	MO 1442 1.36	
	2007 0.18	2007 1.16	2023 0.19	
8 0020 0.56	0300 1.53	0115 0.70		
0649 1.36	16 0647 0.37	0735 1.17		
SA 1303 0.17	SU 1459 1.34	MO 1347 0.30		
2027 1.31	2049 0.22	2112 1.14		

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

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

TIDE TABLES

PORT PHILLIP HEADS
PORT STREAM GAUGE
FEBRUARY 1994

PORT PHILLIP HEADS

LAT 38° 18' S LONG 144° 37' E TIME ZONE +1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

FEBRUARY - 1994

Time m	Time m	Time m	Time m	Time m
1 0908 1.51	0313 0.71	0359 1.42	0348 0.67	
0900 0.20	0949 1.18	1006 0.19	25 1021 1.09	
TU 1530 1.43	WE 1559 0.28	TH 1632 1.36	FR 1611 0.32	
2107 0.23	2319 1.30	22:2 0.39	2335 1.23	
2 0945 1.52	10 0436 0.67	0430 1.39	0501 0.58	
0943 0.42	TH 1104 1.19	1039 0.19	1138 1.17	
WE 1617 1.45	TH 1707 1.33	FR 1707 1.33	SA 1738 0.36	
2150 0.29	2245 0.44			
3 0422 1.51	0018 1.35	0501 1.35	0028 1.30	
0426 0.08	0553 0.58	1112 0.20	0604 0.45	
TH 1707 1.44	FR 1211 1.22	SA 1745 1.29	SU 1242 1.28	
2233 0.36	1813 0.27	2320 0.50	1826 0.28	
4 0500 1.48	0110 1.40	0535 1.29	0115 1.38	
1110 0.07	0655 0.48	1144 0.22	28 0658 0.31	
FR 1800 1.40	SA 1310 1.28	SU 1628 1.24	MO 1339 1.40	
2317 0.44	1906 0.26	2356 0.57	1919 0.27	
5 0543 1.43	0154 1.43	0612 1.23		
1156 0.09	0744 0.39	1217 0.24		
SA 1900 1.35	SU 1401 1.32	MO 1917 1.19		
	1951 0.27			
6 0003 0.53	14 0230 1.45	0035 0.63		
0629 1.37	0825 0.31	1117 1.17		
SU 1244 0.14	MO 1445 1.36	TU 1257 0.27		
2005 1.31	2030 0.28	2016 1.15		
7 0054 0.62	0301 1.45	0124 0.68		
0723 1.30	0900 0.25	0748 1.11		
MO 1339 0.20	TU 1524 1.38	WE 1348 0.30		
2111 1.28	2105 0.31	2125 1.14		
8 0155 0.68	16 0330 1.44	0230 0.70		
0630 1.23	0934 0.21	0658 1.07		
TU 1445 0.26	WE 1600 1.38	TH 1455 0.32		
2215 1.27	2138 0.35	2233 1.16		

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

START OF FLOOD		START OF EBB		START OF FLOOD		START OF EBB	
FLOOD	EBB	FLOOD	EBB	FLOOD	EBB	FLOOD	EBB
1215	0604	1819	0121	0735			
TU	18 FR	1819	1556	1956			
0026	0644	1904	0153	0807			
WE	19 SA	1904	1429	2033			
1006	0724	1950	0228	0840			
TH	20 SU	1950	1506	2112			
1347	0805	2039	0304	0915			
FR	21 MO	2039	1547	2156			
0145	0850	2132	0345	0956			
SA	22 TU	2132	1637	2250			
1528	0937	2230	0436	2358			
SU	23 WE	2230	1737	2358			
1625	1031	2333	0544	1157			
0409	1138	2333	1644				
MO	24 TH	2333	0705	0111			
1725	0944	2333	1316	0218			
0513	1138	2333	1644	0316			
TU	25 FR	2333	0944	0407			
1830	1044	2333	1316	1629			
0631	1157	2333	1644				
WE	26 SA	2333	0923				
1939	1407	2333	1534				
0750	1512	2333	1629				
TH	27 SU	2333	0119				
0902	1629	2333	0407				
FR	28 MO	2333	0703				
2142	1738	2333	1922				
1003	1849	2333					
SA		2333					
2230	1922	2333					
1608		2333					
0449		2333					
SU		2333					
2311		2333					
1656		2333					
0528		2333					
1738		2333					
14 MO		2333					
2346		2333					
0601		2333					
1212		2333					
TU		2333					
1815		2333					
0632		2333					
1849		2333					
0049		2333					
17 TH		2333					
1319		2333					

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

TIDE TABLES

 PORT PHILLIP HEADS
 TIDAL STREAM CHANGE
 DECEMBER 1993

 PORT PHILLIP HEADS
 TIMES AND HEIGHTS OF HIGH AND LOW WATERS
 DECEMBER - 1993

LAT 38°18' S LONG 144°37' E TIME ZONE -1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

Time m	Time m		Time m		Day	START OF FLOOD		START OF EBB		Day	FLOOD		EBB					
	1	2	3	4		5	6	7	8		9	10	11	12	13	14	15	16
1 0116 1.44	9 0625 1.36	17 0238 1.62	25 0108 0.66	1 WE	0858	0408	1204	0610	18 SA	0928	0408	1204	0610	19 SU	0953	0447	1256	0652
WE 0700 0.60	1224 0.29	FR 1421 0.46	SA 1349 0.34	2 TH	1039	0640	0934	0653	20 MO	1120	0639	0920	0639	21 TU	1159	0716	1414	0905
TH 1255 1.22	TH 1925 1.25	FR 1421 0.37	SA 1349 0.34	3 FR	2021 0.11	0206 0.75	0603	0652	22 WE	1159	0639	0920	0639	23 TH	1159	0716	1414	0905
1902 0.17	2021 0.11	FR 1421 0.37	SA 1349 0.34	4 SA	0017 1.18	0206 0.75	0603	0652	24 FR	0017	0639	0920	0639	25 SA	0017	0639	0920	0639
0154 1.48	10 0033 0.55	18 0322 1.60	26 0821 1.15	5 SU	0017 1.18	0206 0.75	0603	0652	26 SU	0017	0639	0920	0639	27 MO	0017	0639	0920	0639
2 0739 0.55	10 0715 1.31	18 0858 0.41	SU 1447 0.33	6 MO	0017 1.18	0206 0.75	0603	0652	28 TU	0017	0639	0920	0639	29 WE	0017	0639	0920	0639
TH 1339 1.25	FR 1321 0.26	SA 1510 1.35	SU 1447 0.33	7 TU	0017 1.18	0206 0.75	0603	0652	30 TH	0017	0639	0920	0639	31 FR	0017	0639	0920	0639
1940 0.14	2045 1.28	2106 0.17	2210 1.18	8 WE	0017 1.18	0206 0.75	0603	0652	1 WE	0017	0639	0920	0639	2 WE	0017	0639	0920	0639
0232 1.51	11 0137 0.66	19 0402 1.56	27 0317 0.79	9 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30	3 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	4 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30
FR 0817 0.50	0815 1.27	0943 0.37	MO 1351 0.31	10 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	5 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	6 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30
1422 1.27	SA 1427 0.23	SU 1557 1.32	MO 1351 0.31	11 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30	7 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	8 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30
2015 0.14	SA 2158 1.34	2146 0.25	2310 1.23	12 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	8 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	9 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30
0310 1.52	0251 0.72	0438 1.51	0432 0.78	13 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30	10 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	11 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30
4 0855 0.46	12 0923 1.26	1024 0.35	28 1029 1.10	14 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	12 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	13 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30
SA 1503 1.27	SU 1535 0.19	MO 1642 1.28	TU 1653 0.27	15 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	13 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30	14 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30
2048 0.15	2303 1.42	2224 0.33	2310 1.23	16 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30	14 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	15 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30
5 0346 1.51	13 0407 0.73	0509 1.45	29 0002 1.30	17 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	15 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	16 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30
SU 0931 0.42	1101 1.27	TU 1101 0.34	29 0002 1.30	18 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30	16 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30	17 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30
SU 1545 1.27	MO 1642 0.14	TU 1727 1.23	WE 1746 0.22	19 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	17 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	18 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30
2125 0.19	2300 0.42	2300 0.42	1746 0.22	20 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30	18 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30	19 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30
0423 1.48	14 0003 1.50	0539 1.38	30 0048 1.37	21 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	19 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	20 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30
6 1009 0.38	14 0517 0.68	22 1139 0.33	30 0630 0.65	22 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	20 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30	21 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30
MO 1628 1.27	TU 1136 1.30	WE 1814 1.19	TH 1226 1.17	23 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	21 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	22 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30
2205 0.25	1743 0.09	2338 0.50	1832 0.18	24 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	22 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	23 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30
0500 1.45	15 0100 1.57	0611 1.32	31 0131 1.43	25 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30	23 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30	24 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30
7 1049 0.35	15 0620 0.61	1217 0.34	31 0715 0.57	26 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	24 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	25 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30
WE 1813 1.25	TU 1715 1.26	WE 1235 1.34	TH 1907 1.16	27 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30	25 SA	0002 1.30	0002 1.30	0002 1.30	0002 1.30	26 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30
2339 0.44	1840 0.07	1840 0.07	1915 0.15	28 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	26 SU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	27 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30
0540 1.40	16 0150 1.61	0020 0.59	1915 0.15	29 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	27 MO	0002 1.30	0002 1.30	0002 1.30	0002 1.30	28 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30
8 1134 0.31	16 0717 0.53	0646 1.26	1915 0.15	30 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30	28 TU	0002 1.30	0002 1.30	0002 1.30	0002 1.30	29 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30
WE 1813 1.25	TH 1330 1.36	FR 1300 0.34	1915 0.15	31 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	29 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	30 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30
2339 0.44	1932 0.08	2006 1.15	1915 0.15	1 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	30 TH	0002 1.30	0002 1.30	0002 1.30	0002 1.30	31 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30
				2 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30	31 FR	0002 1.30	0002 1.30	0002 1.30	0002 1.30	1 WE	0002 1.30	0002 1.30	0002 1.30	0002 1.30

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

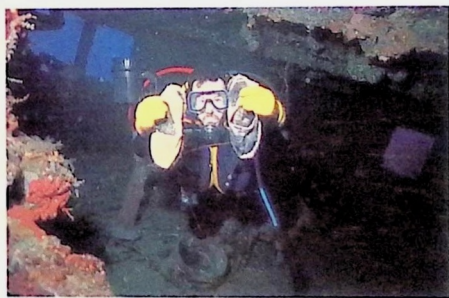
ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"



1



2



3



4



5



6