

FATHOMS

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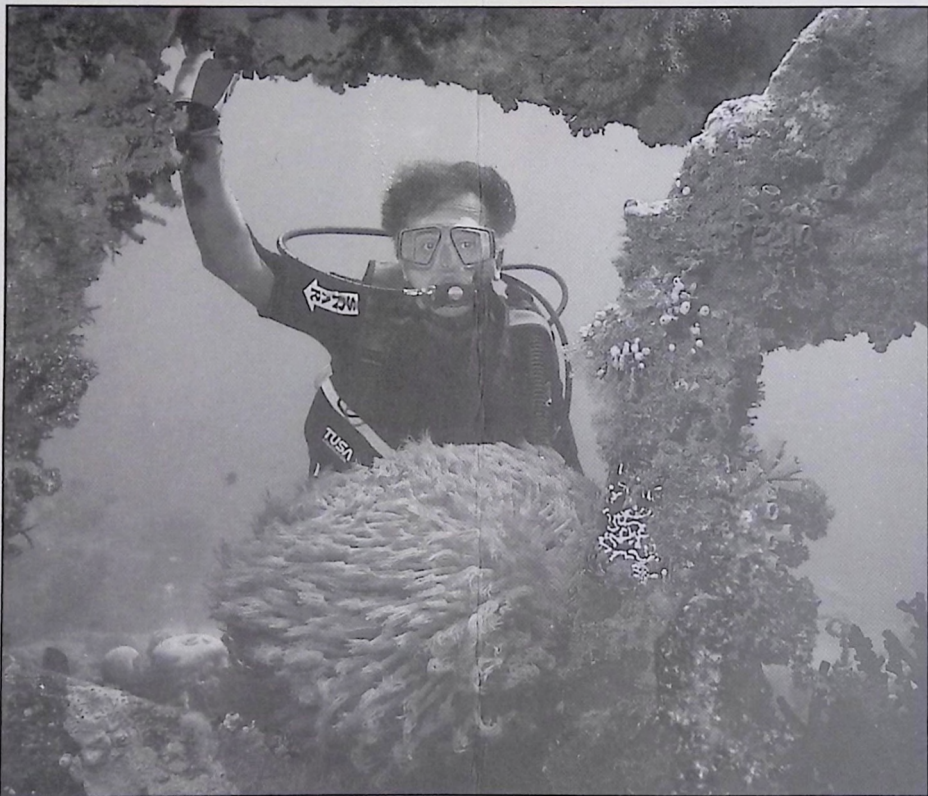
VSAG

VICTORIAN SUB-AQUA GROUP

NOV - JAN
94 95

VSAG

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



Cover photo:

This colourful photo of Sant Khan was taken by Des Williams on VSAG's 1994 trip to the Solomons & Vanuatu

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 independent 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:

The Castle Hotel
Cnr. Arden & Courtney Sts
North Melbourne - 8pm sharp!
Thursday 17th November 1994
Thursday 15th December 1994
Thursday 16th February 1995

Next Committee Meetings:

Tuesday 22nd November - Bob Scott's home
Tuesday 24th January '95 - Pat Reynold's home

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Des Williams
John Lawler

EDITORIAL



After our return from the Solomons/Vanuatu trip this year, I was talking to Peter Stone one day, when he suggested that V.S.A.G. should make its next dive destination RABAU, in Papua New Guinea.

Peter had just finished working on a book with Monica Foster titled "RABAU'S FORGOTTEN FLEET", describing the WW2 wrecks within Simpson Harbour. There were 154 large freighters, 70 small cargo ships, four submarines and over 500 barges sunk in and around Rabaul by the U.S during WW2. Enough diving for a lifetime!

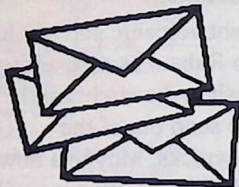
What a shame the recent volcanic activity has probably put an end to Rabaul as an exciting destination for divers. With over two metres of volcanic ash in the streets and surrounding countryside, the tropical rains will soon make soup out of the harbour and surely deposit great quantities of mud on the wrecks. Maybe a new title for Peter's book should be "RABAUL'S BURIED FLEET". Guess we will have to come up with another dive location now, as I would imagine the Rabaul Dive centre will need a magic wand to return the harbour to it's former glory. Meanwhile, back in Victoria, the water visibility in the top end of Port Phillip bay was as good as I have ever seen. On the 4th and again on the 10th of September I had the pleasure to join the maritime Historical Unit in two survey dives on the wreck of the "CITY OF LAUNCESTON". Usually, visibility on this site is around 2 to 3 metres, but because of low rainfall and no scallop dredging for some time, we were blessed with approx, 12 metres viz. The Unit took the opportunity to make a good video record of this wonderful wreck. I used my still camera to record items separately. Hopefully we still see some more useful work done to interpret this 130 year old time-capsule in the very near future. On both days the bay was flat, but on the 4th it was fog-bound most of the day. for a long

EDITORIAL cont.

time I will remember the mirror sheen on the surface of the Bay with the only sound being the burping sound of the divers bubbles as they surfaced 50M from the boat. There simply wasn't another sound to be heard or a sigh of wind all day, it was ghostly.

V.S.A.Gers should carefully note that our General Meetings are no longer held at the North Melbourne Football Club. Instead, we now meet at the Castle Hotel in North Melbourne which may be a temporary arrangement if your Committee finds a more suitable location to become our "home". So keep a close eye on your FATHOMS magazine for any further changes. Please note meetings will commence at 8pm sharp.

Editor
Des Williams

***CHANGE OF ADDRESS***

JOHN LAWLER
7 CLORIS AVENUE
BEAUMARIS VIC, 3193
TELEPHONE: 589 4020

COMMITTEE MEETING 20TH SEPTEMBER 1994

All Committee positions were declared vacant and Alex Talay Chaired the election of office bearers. Please refer to Page 2 of this issue for the list of new office bearers.

This meeting saw the end of an era, with Alex Talay not seeking re-election to the Committee after 12 years as a V.S.A.G Committee member. During that time Alex served at least two terms as President, was Treasurer for a couple more and has held the positions of Safety Officer, Social Secretary and public Relations Officer. And if you think that isn't a bad effort, you would also have to take into consideration his tremendous contribution as Dive captain on too many occasions

to recall, including some great overseas trips and the professional production of our FATHOMS magazine. Alex has always used his printing skills and connections to generously raise the profile of V.S.A.G and never asked the Club for a dollar in return. I have always said that V.S.A.G was indeed very lucky to meet up with Alex Talay and Mick Jeacle all those years ago at Wilson's Promontory and have them join the Club. They have BOTH worked and dived tirelessly for V.S.A.G ever since that chance meeting.

Alex, all at V.S.A.G owe you our sincere thanks and appreciation and your mates on the committee who have had the pleasure of your company for so many years, salute you.

Also retiring from the Committee this year, is Charles Brincat and we take this opportunity to thank Charlie for his contribution to our great Club over the past few years.

A new face (if that's the right word!) on the Committee is Chris Llewellyn as our Social Secretary and we all welcome Chris and look forward to working with him.

It was resolved that future Committee meetings will be held at the following private homes over the next twelve months:

OCTOBER - S. Khan
NOVEMBER - B. Scott
JANUARY - P. Reynolds
FEBRUARY - M. Jeacle
MARCH - C. Llewellyn
APRIL - D. Abell

MAY - L. Maybus
JUNE - D. Williams
JULY - D. Catherall
AUGUST - A. Mastrowicz
SEPTEMBER - J. Lawler

90ft "SCRATCHERS" SUBMARINE

DES WILLIAMS

The lead up to Sunday, 23rd October, was perfect weather conditions, so it was little wonder that Dive captain, Mick Jeackle, was taking phone call bookings at 11am on the Saturday morning!

After months of poor weather and cancelled dives, V.S.A.G were hanging out for a chance to get wet, and the 90ft submarine is always a good dive.

There were five boats belonging to: Mick, Barry, Bob, Ross and Frank Natoli and some 18 divers at the new-look Sorrento boat ramp by 9.30am. it was a glorious morning with perfect sea conditions.

The first boat to play up was Frank's, so diver Tony Tipping moved into Ross's boat and we set off. but where was Ross (complete with family).... not a sign of him. We returned to the ramp to find Ross trying everything to get his boat to go fast, but it wouldn't!. Must have been sour fuel. So, the jinx, Tipping, moved to our boat (Bazza's) and reluctantly we left Ross to haul the family back onto the trailer.

Now, with five divers and ten tanks and gear bazza cut loose and we shot out to the 90ft sub. Tippo was threatened with death if our boat broke down, but it didn't. Good old Haines!!

At the submarine, Geelong diver Lyle Mills was just returning from his dive and reported 60-70ft viz, so there was much excitement to gear up. then Frank Natoli's boat turned up - you can't keep keen divers down - well done lads!

Tippo, Sant and I dived together leaving Bazza and Bill Hayes in the Haines - there wasn't even room to throw up in Bazza's boat!

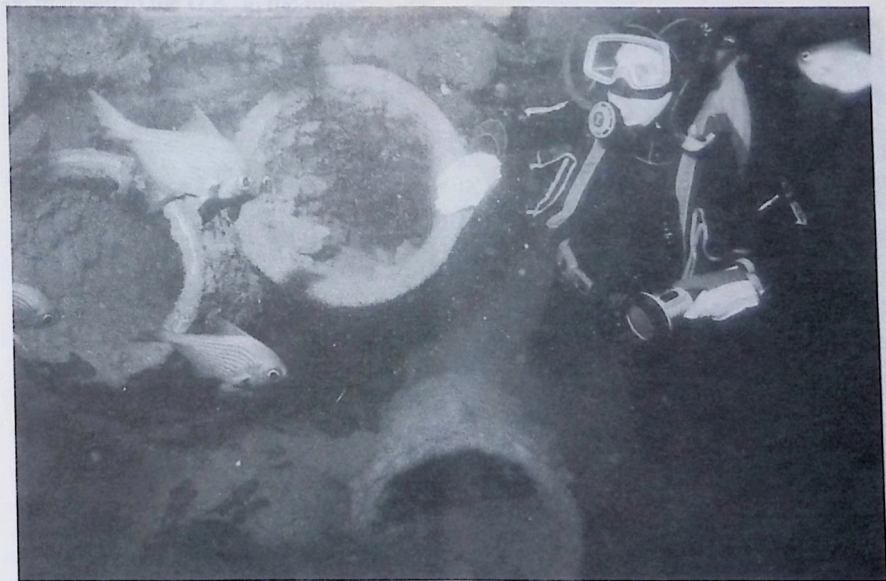
Now, this proved to be a great dive with the usual ground swell through the wreck. The viz was exceptional and despite constant use of my camera I really enjoyed this dive. I believe this is a good as most dives overseas and it's on our very doorstep!

We entered the hull aft of the conning tower and made our way through this roomy wreck to the aft battery compartment where the surge slammed me into

the hull as, my hands were full of cameras. I kept the camera going although I think i had light narcosis this day due to very long working hours and little sleep - most unusual for me - so focusing my camera became quite a chore.

We passed over the engine mountings and on into the control room below the conning tower. here we saw the periscope well, still in good condition and a couple of garden gnomes if my narcosis serves me right! On into the crews quarters, we swam toward the bows over the horizontal beams which once were the floor. Pat and Chris came toward us in the gloom swimming aft, with "Lewie" looking for a photo opportunity!

Next, we passed through the narrow bulkhead door, where the bow of the sub has broken off, and outside, Tippo posed for me at the four torpedo tubes inside the bow section, as a school of Nanagai crowded in.



Tony Tipping in the Torpedo room - 90ft submarine J4 - Bulleeyes for company

Now we swam along the starboard side of the wreck to the conning tower to see the bronze plaque left by Melbourne Bottom Scratchers. Visibility was easily 70ft so one could see a considerable portion of the old warrior. We fossicked around the conning tower as our dive came to an end. I managed to get a few shots of the inside of the conning tower showing the escape hatch and ladder.

This is a brilliant dive and I believe too many divers barrel through without having a good look at details, this is a fascinating old wreck. There is still plenty to see in the control room - have you ever looked closely at the ceiling and seen the escape hatch and periscope tunnels!

Thanks to the boat owners and Mick for a great day which finished off with a scallop dive off Rye. The water was like oil and the sun warm on our backs I have included a few photos from the dive for your interest.



Sant Khan passes through bulkhead to exit the J4 submarine at the bow.

“MARY ROSE” EXHIBITION

This travelling exhibition of Henry VIII's Tudor warship is currently in Sydney and will visit Victoria next at the Flagstaff Hill Maritime Museum at Warnambool. the season will be from November 1994 through February 1995. Most of you will be familiar with raising of the “Mary Rose” at Portsmouth in England a few years ago. The Brits have turned Portsmouth into a huge Maritime heritage centre with the “Mary Rose”, Nelson's “Victory” and HMS “Warrior” all on display. The items from the “Mary Rose” have been magnificently restored after 100's of years under the sea. They give a great picture of what life was like when Henry VIII had the strongest navy in the world. I suggest you don't miss this opportunity to see this fantastic exhibition in Australia. Your only other chance will be to travel to the U.K. in the future.

THE GREAT SEAFOOD DAY!



For the 22nd of January 1995, make sure you have a note in your diary for what should be a great day with a difference. V.S.A.G. will spend the morning diving in the lower end of the bay for as much variety of seafood as possible. Then it will be back to Chris and Rhonda Llewellyn's Rosebud beach house to B.B.Q. the catch. Naturally, there will be a few ales to wash it all down!

This day is planned as a family day of enjoyment and will begin with the dive leaving from the Rye Boatramp at 9am.

Ring Chris Llewellyn the night before the dive on his Rosebud number (059) 86 7437. The Llewellyn homestead is at 8 Elwers Road, Rosebud.

S.D.F.V. MEETING 4/10/1994

a) Rod King reported that the new Recreational Fishing Guide has been released and the cray catch limit is still ~~4~~ per diver per day. However, there is some suggestion that this limit may also apply to one location. That is, a three day trip to location may only entitle a diver to have in his/her possession no more than two crays at the end of the three days and not six as we all believe that regulation to read at present. This will be clarified by the next meeting.

b) Rod King and John Hawkins took some annual leave so they could attend the three day Abalone Workshop at Queenscliff in August. There were 145 attendees and Rod and John were the only two representing recreational divers through you S.D.F.V. Ab divers want to get into the national parks for abs, but Gov't reps said no way! Ab divers down on recreational divers taking "their" abs, Rod and John spoke in our defence and to the commercial divers credit they were sympathetic to our right to take a few abs after listening to Rod and John. They all agreed that poachers are the real problem and the ab boys are seeking very harsh penalties for poachers. The fishery itself is coping quite well with the current level of exploitation.

c) Rod King also attended the Rock Lobster Workshop held at Geelong on 4/10/94 to represent the recreational divers. this fishery is struggling with current pressure on it so the commercial boys were pushing for a new bag limit of one lobster per diver per day and no use of captive air. Rod objected strongly to this and there is to be more discussion in the future on the subject. The S.D.F.V. will monitor closely the situation and help develop recreational options before the Draft Management Plan. Everyone should note that about 950 crays have been tagged for future study, so any divers taking tagged crays are asked to hand in the tags for analysis.

So, if your favourite passtime is taking crays, make sure that you obey the current laws, as any law breaking will definitely impact on the future of our participation in this fishery.

For any further details on the above reports please see Des Williams.

17th NOVEMBER GENERAL MEETING LECTURE ON NULLARBOR PLAIN CAVE DIVING

David Bird will be talking to our Club about the fabulous diving to be had beneath the Nullarbor Plain. Be sure to be on time for this very interesting meeting.

DON'S SWAN SONG DES WILLIAMS

How can you thank a V.S.A.G. President for five terms (or is it six?) at the helm? It is difficult to know where to start.

Don has been a brilliant leader and motivator during his consecutive terms as President and V.S.A.G. has flourished under his "Abell" leadership.

There couldn't have been a better man at the helm to celebrate our 40th year and Don has always done us proud and thrown himself into the management of our great Club in a business like manner.

Brilliant effort Don! Thanks for every member of V.S.A.G. and we hope you enjoy your time "on the bench" in future as John Lawler takes the helm.

**V.S.A.G. NO LONGER MEETS AT THE NORTH
MELBOURNE FOOTBALL CLUB**

INSTEAD OUR NEW VENUE FOR MONTHLY GENERAL MEETINGS IS:

The Castle Hotel
Cnr. Arden & Courtney Streets
North Melbourne
Tel: 328 2365

Commencement time is 8pm sharp!

(A stones throw from the Melbourne Meat Market)

You should also note that **NO MEALS** are served at the hotel, so you must eat elsewhere before the meeting.



V.S.A.G. CHRISTMAS FUNCTION



DATE: Saturday 3rd December 1994

COST: \$34 per head

VENUE: Minka Restaurant, 128 Centre
Dandenong Road
Dingley Village

A set menu has been arranged. This restaurant is licenced or B.Y.O. and there will be music to dance to . Mick Jeacle will have more details for you at our November meeting. This will be your last chance to pay deposit money at the November meeting. mark this one in your diary as we always have a great night together and Mick has booked the restaurant exclusively for V.S.A.G.

A MESSAGE FROM V.S.A.G.'s NEW PRESIDENT

JOHN LAWLER

As I will not be attending the october meeting I've asked Don Abell to convey some comments to our members on my behalf as the newly elected President of V.S.A.G.

First and foremost on my agenda as president, is to work with our committee and members to find a new venue for our General Meetings. The castle Hotel will remain as a temporary home until further notice as it is quite clear that we won't be returning to our old venue.

I have selected and submitted one suitable venue to date but all options should be considered as the decision on venue is extremely important to club operations and members. if you have any suggestions would you please contact a committee member.

I would like to comment on fathoms. You will have noticed that our magazine has been somewhat late recently due to production. Alex Talay has worked very hard to not only get this issue out but produce another excellent cover. fathoms is very expensive and without the contribution made by Alex, the quality and production may not be possible or as regular. On behalf of V.S.A.G. I extend a big vote of thanks to Alex for this production and for the past efforts Alex has put into Fathoms.

We are very fortunate to have Des Williams as our newsletter Editor again and Des has produced the interim V.S.A.G. flyer. Thanks Des for this input which keeps members fully up to date with V.S.A.G. events.

As the outgoing safety officer for more years than I can account for, I wish to make a final comment before Mick Jeacle takes over.

V.S.A.G. is safety. As we come out of winter (hopefully) more V.S.A.G. divers will go diving. Please have your gear thoroughly checked, remember boat etiquette and ensure all diving gear is packed in a soft diving bag.

Safe Diving!

HORSE-RIDING AT UNCLE NEV'S

GAIL & NICOLE MASTROWICZ

After months of people saying that the Club should go horse-riding one day, Andy volunteered to organise it and enthusiastically recruited 17 V.S.A.Gers for a morning ride at Uncle Nev's in Upper Plenty on Sunday, 16th October, 1994.

Closer and closer the day dawned, and slowly the numbers dwindled as the weather forecast seemed to be heading for a perfect Sunday. Even our intrepid Mastrowicz Captain/Leader "Man from Snowy River" said "Me, on a horse for the day - you've got to be joking - I'm just the organiser/dive captain. i thought you girls would go in my place"!

Saturday night came and we were down to 7 riders and Andy booked the final number with "Uncle Nev", when once again the phone rang with STD beeps and it was Chris Lewellyn ringing from Rosebud saying "sorry mate, Rhonda's back's not good enough to go horse riding!!!(going diving instead)".

Down to 5!!!

Sunday dawned (a perfect day for diving) and we rose at the crack of dawn for our ride. Arrived at Uncle Nev's around 9.30am and wandered up to the V.S.A.G. crew - Pat and John (Holly decided to stay by the pool on such a hot day) - down to 4!!!

After choosing gallant steeds for the group, we then waited around mounted on horse-back for 1-1/4 hours, which was not the best way to start the day.

Finally Uncle Nev was ready and rode up and we were off. Once under way the boys started to enjoy themselves (as sitting around on horseback for so long is not anybody's idea fun). Up hill and down dale we cantered and thoroughly enjoyed the pace as the miles flew by.

One little incident made the day unforgettable, especially for Nicole, - after galloping up a hill we all stopped at the top to re-group, and noticed Uncle nev and nicole were both missing. Someone casually mentioned that a rider's girth had snapped coming up the hill and Uncle Nev was helping to fix it. With stomach in throat i imagined Nicole sprawled in a ditch after flying off the horse

with saddle in tow (maybe someone should speak to the supplier on the quality of his gear!!). However we had under-estimated Nicole's ability and soon found out when they caught up to us that Nicole has realised that something was wrong and had brought her horse to a stop without coming off. After this excitement we rode along (girth strap having been temporarily repaired) and ended up at a house in the bush for a well earned rest, a drink and a snack, and listened to John entertaining young maidens with stories of his roller-blading abilities down in St Kilda.

Returning to base we took it easy and enjoyed the beautiful countryside with wallabies looking on as we rode past.

After dismounting and making our way back to the cars, we joined John and Pat under the shade and had a cold, refreshing drink and some roast chicken which John had thoughtfully supplied. With that we had to say farewell to the boys and race for home so someone could continue their studying for upcoming exams.

In conclusion, we now know not to organise rides during perfect diving weather as V.S.A.G. members are drawn to the water rather than the countryside.

However, next time we can have another morning ride and maybe join the non-riders for a B.B.Q. or cold lunch in the afternoon and laze around relaxing before it is time to head for home.

EDITORS NOTE:

Many thanks to Gail & Nicole for the bright report. How come more of our members can't find time to write for "Fathoms"?



V.S.A.G. *CHRISTMAS PARTY*



MICK JEACLE

Well folks it's that time of year again almost, when we all get together for a grog or two and generally relax and talk about the year gone by.

As you will have noticed in the October pink "Flyer" sent recently by Des Williams, this year's gathering has been organised as follows:

Date: Saturday 3rd December 1994
Time: 6.30pm to Midnight
Place: Minka International Restaurant
128 Centre Dandenong Road
Dingley Village Vic
Cost: \$34 per head for 3 course meal

Please note that the venue is fully licensed as well B.Y.O. to suit all budgets.

I have hired the services of a D.J. for the evening to play a good selection of golden oldies as well as some more recent favourites. (Yes, Buddy Holly is in there too, Paul). The restaurant has a dance floor so we should have a great time of it.

As we have booked the entire restaurant they require a minimum booking of 60 people as it is a Saturday night, so let's all get behind the Club and ensure we exceed this requirement.

It would be appreciated if those intending to go would please pay a deposit of \$10 per head by the November general Meeting - see our treasurer. I will need to provide final numbers to the restaurant by 26/11/94 and accordingly this will be the final cut-off date.

I look forward to seeing you there!

SUNDAYS WITHOUT DIVING

JOHN GOULDING

The Doctor's words topped off a rather bad week!....“Well, you don't appear to have any broken ribs - but you've got a dead ear and you shouldn't dive again”. My silence was deafening (literally!). How could this man take away part of my life, a part that had given me so much pleasure, enjoyment and friendship. How dare he!

But, in the next breath he whispered.....“However, if you dive again just be careful and don't try it for at least a year”

So, what does one do in a year, now almost two? Polish scuba tanks and weight belt? - No! I took up roller blading!

They say in life, you learn a lot from your children, so it wasn't long before my three little musketeers were holding my hands and helping me along St. Kilda esplanade. What a buzz!

In awhile I got better at it, with Ben, Sarah and Eliza giving me all sorts of advice, and now we're all regular bladers.

Mind you, the first few months were fairly traumatic! Not to mention embarrassing! Your daughters tend to desert you when you:

- Fall over in the middle of an intersection
- Come out blading with knee pads, elbow pads, wrist pads, bottom pad and crash helmet.
- Blade straight into Jean-Jacques Restaurant & knock over two tables

How we ever survived, I'm not sure, but it's been a great experience. To blade the “Black Ice” has been a great diversion and you don't have to wash your gear afterwards!

EDITORS NOTE: If it is any consolation John, all of your mates at V.S.A.G. miss seeing you on the water at dives. The sight of you at the helm of “Bill” boat as it ploughs under the waves; that old school exercise book & HB pencil with all of your dive “Marks”. The smooth ride and standing room only on “Bill” boat!

We all sincerely hope to see back in the water soon John and there won't be any shortage of mates to dive with. Thanks for the articles for “Fathoms”, too.

20 MONTHS AND NO DIVE

EDITOR

If you thought three months without a decent dive was frustrating, how about John Goulding who's been confined to land for 20 months!

Our "Fathoms" photographer caught John testing his ear before the summer diving season:



Asked afterwards about the experience, John answered....."Pardon? Please speak up.....OH, yes, the ear was OK but the visibility was lousy."

HAWAII REVISITED

NICKY ABELL

During a recent visit to hawaii I visited Pearl Harbour & the USS "Arizona" Memorial. Whilst this is not a "Dive Spot" being a war memorial, I believe it will be of interest to you.

The USS "Arizona" is the final resting place for many of the ships 1,177 crewmen who lost their lives on Dec 7 1941. The 184 foot long structure spanning the mid-portion of the sunken battleship consists of three main sections, the entry & assembly rooms, a central area designed for ceremonies and general observation & the shrine room where the names of those killed on the "Arizona" are engraved on the marble wall.

The USS "Arizona" memorial grew out of a wartime desire to established a memorial for those who died, however it was not until 1950 when admiral Arthur Radford, Commander in-Chief (Pacific) ordered a flagpole be erected over the sunken battleship. On the ninth anniversary of the attack, a commemorative plaque was placed at the base of the flagpole.

President Eisenhower approved the creation of the memorial in 1958. Its construction was completed in 1961 with public funds appropriated by congress& private donations. the memorial was dedicated in 1962.

All this was brought about of course by the attack on Pearl Harbour by the Japanese on dec 7 1941, as part of a plan to immobilise the pacific fleet, so that the United States could not interfere with their invasion plans. the main architect of the attack was admiral Isoroku Yamamoto, Commander in Chief of the Japanese Combined Fleet.

On November 26 the Japanese attack fleet of 33 warships & auxiliary craft including 6 aircraft carriers, sailed from Northern Japan for the Hawaiian Islands. By early morning Dec 7 the ships had reached their launch position, 230 miles North of O'ahu, at 6am, the first wave of fighters, bombers & torpedo planes took off. The night before five midget subs carrying two crewmen & two topedoes were launched from "Mother" subs, intent on entering Pearl Harbour before the air strike, then causing as much damage as possible.

Meanwhile, at Pearl Harbour, the 130 vessels of the US Pacific Fleet lay unsuspecting, 7 of the fleets 9 battleships were tied up along "Battleship Row" on the southeast shore of Ford island. Naval aircraft were lined up at Ford Island & Kaneohe Bay naval air stations. The aircraft belonging to the US Army Air Corps were parked in groups, as defence against possible saboteurs at Hickam, Wheeler, & Bellows airfields.

At 6.40am the crew of the destroyer USS "Ward" spotted the conning tower of one of the midget subs headed for the entrance to Pearl Harbour. The "Ward" sank the sub with the depth charges and gunfire, then radioed the information to headquarters. Before 7am the radar station at Opana Point picked up a signal indicating a large flight of planes approaching from the north. These were thought to be either aircraft flying in from the carrier "Enterprise" or an anticipated flight of B-17s from the mainland, so no action was taken.

The first wave of Japanese Aircraft arrived over their target areas shortly before 7.55am their leader Commander Mitsuo Fuchida, sent the coded messages "To, To, To," v "Tora, Tora, Tora" telling the fleet that the attack had begun and that complete surprise had been achieved.

At approximately 8.10am, the USS "Arizona" exploded, having been hit by a 1760-pound amour-piercing bomb that slammed through her deck & ignited her forward ammunition magazine. In less than nine minutes, she sank with 1,177 of her crew, a total loss. The USS "Oklahoma", hit by several Torpedoes, rolled completely over, trapping over 400 men inside. The "California" & "West Virginia" sank at the moorings, while the "Utah", converted to a training ship, capsized with more than 50 of her crew. The "Maryland", "Pennsylvania" & "Tennessee" all suffered significant damage. The "Nevada" attempted to run out to sea but took several hits & had to be beached to avoid sinking & blocking the harbour entrance.

While the attack on Pearl harbour intensified, other military installations on O'ahu were hit. Hickham, Wheeler and Bellows Airfields, Ewa Marine Corps Air Station, Kaneohe Bay Naval Air Station & Schofield barracks were damaged with hundreds of planes destroyed on the ground and hundreds of men killed or wounded.

After about 5 minutes, American anti aircraft fire began to register hits, although many of the shells that had been improperly fused fell on Honolulu, where residents assumed them to be Japanese bombs. After a lull at about 8.40am the second wave of attacking planes focused on continuing the destruction inside the harbour, destroying the USS "Shaw", "Sotoyomo", a dry dock, and heavily damaging the "Nevada", forcing her aground. They also attacked Hickam & Kaneohe Airfields, causing heavy loss of life and reducing American ability to retaliate.

Army Air Corps pilots managed to take of in a few fighters & may have shot down 12 enemy planes. At 10am the second wave withdrew to the North, & the attack was over. The Japanese lost total of 29 planes & five midget submarines, one of which was captured when it ran aground off Bellows field.

the attack was a great though not total success. although the US Pacific Fleet was shattered, its Air Craft Carriers (not in port at the time of the attack) were still afloat & Pearl Harbour was surprisingly intact. The shipyards, fuel storage areas, and submarine base suffered no more than slight damage. More importantly, the American people, previously divided over the issue of US involvement in WWII rallied together with a total commitment to victory over Japan and her axis partners.

Contrary to popular belief, the USS "Arizona" is no longer in commission. As a special tribute to the ship & her lost crew, the United States flag flies from her flagpole, which accompanies the severed mainmast of the sunken battleship. The USS "Arizona" Memorial has come to commemorate all military personnel killed in the Pearl Harbour attack.

"A visit to Pearl Harbour & the USS "Arizona" memorial is well worthwhile. the museum has many interesting artifacts while actual survivors of "Pearl" are on hand to talk to. It is not presented with the "Stars & Stripes" gung ho Americana, but with strength & dignity that I found quite moving.

ONCE UPON A PONY

JOHN GOULDING

Whoever suggested that the club should have a day out horse riding should be congratulated. Those who missed out on it certainly missing a great day's enjoyment, but hopefully we can plan another day.

However, on the 16th October, which saw the temperature soar into the 30's Gail and Nicole Mastrowicz, Pat Reynolds and I headed for Uncle Nev's horse trails to take in a bit of wild life:

*There was movement at the station, for the word had passed around,
That the mob from V.S.A.G. were on their way
To join the great horse ride and frolic in the fray.
So Nev saddled up his brumbies and gave them their oats.
"No bloody divers will treat my horses like boats,
I'll take 'em to the mountains - they won't stand the bloody pace,
Watch me show these divers that they're out of place!!
But, alas old Nev your fears were unfounded,
For some went diving and others were grounded.
So, 'twas only four of us who turned up that day,
And in a while we were on our way.
The old man turned in his saddle and gave us the drum,
And then he let the horses run.
The thundering hooves across the ground
Sent mud and dung flying all around
The fear of being the first off
Made me hold on tight and ride aloft
I rode him fast and I rode him wide
And soon I was at the old man's side
"Slow down Son" he said to me....
You bloody ratbag from V.S.A.G.
Or else you'll finish up in the ditch,
"Cause that stallion you're riding is a half blind bitch."*

*We stopped for a moment and the old man talked
of stories about the bush, as the ponies walked
To a hut on a hill where we did sit and gaze,
At a distant city shimmering in the haze.*

*..... OH, I must go down to the sea again
To the lonely sea and sky
and all I ask is a tall ship
and a star to steer her by"*

*But if I return to the mountains
To its valleys dangerous and sheer,
Then all I ask is for a horse with two eyes
and I'll let it bloody steer!*

*Written (painfully!) sitting on an ice pack with due acknowledgement to
A.B. (Banjo) Patterson and John Masefield for inspiration.*

FOR SALE

A mint condition copy of Robert Ballard's magnificent book

“The lost ships of Guadalcanal”.

If you took the V.S.A.G. trip to the Solomon Islands
and you don't have a copy of this beautiful book,
here is a chance to buy a copy at dollars off the retail price -

Ring Sant Khan on 817 3214 (Home).

By chance Sant has a surplus copy.

MEDIA WATCH

The Age 18/10/94

Closed season on shark fishing to hit flake prices

By DUGALD JELLIE

The price of flake is set to rise and supplies could be short over the Christmas holidays because of a ban on shark fishing in south-eastern waters, the Victorian commercial fishing industry said yesterday.

The commercial shark fishing ban, imposed on Victorian and Tasmanian waters from 18 November to 25 December, is aimed at protecting school sharks during their breeding period as they migrate to nursery areas on the eastern coastline.

But the Victorian fishing industry said shark fishermen had been unable to cast their nets over the last four months because of rough seas, meaning the enforced closed season will turn out to be longer than expected.

Mr Alan Curtis, the manager of the San Remo fishermen's cooperative, which processes about 70 per cent of Victoria's shark catch, said the ban would affect at least 60 families in the San Remo district in South Gippsland, and cost the Victorian economy more than \$130 million.

The Department of Conservation and Natural Resources announced yesterday that it would enforce the Victorian closed season by a joint state and Commonwealth effort called Operation Flake, which will include air and sea patrols.

According to the Australian Fisheries Management Authority, the federal body that recommended the closed season, numbers of school sharks in south-eastern waters have plummeted to one-quarter of the level they were before commercial fishing started in the 1920s.

Skeletons hold the scientific key to one of Australia's great mysteries

By DUNCAN GRAHAM

Peth skeletons and two archeologists are trying to find the key to one of Australia's great mysteries. A 1712 Dutch shipwrecked on the west coast and did on this continent arrive with the First Fleet in 1788 on the east coast or their west coast.

By excavating campfires, the scientists have found the remains of a 1712 Dutch shipwreck. The ship's crew, and their progeny inherited a rare genetic condition.

The blood disease porphyria affects 1 in 1000 people in the Cape in 1954. It is a rare disease that affects 240 people aboard the Zuytdorp which smashed on to rocks near Kalbarri, about 300 kilometres west of Perth.

The wreck was the site of a diving hunter, Mr Tom Peppers, in 1927, but received little attention until the hold a goal.

Dr Playford, who led the excavation, has made late confirmation of any survivors later marrying with Aborigines could be made

only through DNA tests on skeletons. The blood disease porphyria is a rare genetic condition, affecting about 50 Aborigines north of the wreck site, along with scientists from the wreck.

Dr Playford is working with two archeologists, Mr Tom Peppers and Mr Mike McCarthy from the WA Maritime Museum.

"We know that several Aboriginal people carry the South African porphyria, but the admixture of European blood

is the key to the mystery. We are making this evidence conclusive," he said.

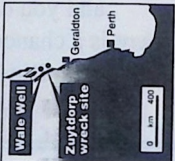
"The last full blooded Aborigine person

died about 20 years ago. Any work on the blood disease porphyria is a rare genetic condition, affecting about 50 Aborigines north of the wreck site, along with scientists from the wreck.

An Aboriginal leader, Mr Sucky Davis, Tom Peppers's grandson, said his grandfather had been a blood-sugar-laden Aborigine people in the wreck site.

A WA parliamentary committee, the Blood Disease Porphyria, is working on the Zuytdorp wreck site, including a \$25,000 payment to Dr Playford and \$25,000 to Mr Peppers's descendant.

"The last full blooded Aborigine person died about 20 years ago. Any work on the blood disease porphyria is a rare genetic condition, affecting about 50 Aborigines north of the wreck site, along with scientists from the wreck.



MEDIA WATCH



HMVS Cerberus finally saved

THE derelict HMVS Cerberus in Hall Moon Bay has been declared an historic shipwreck.

A protection zone has now been declared around the rusting hulk on the recommendation of the Historic Shipwrecks Advisory Committee.

The move is part of a \$20,000 conservation plan currently being prepared by the Sandringham Council and the Victorian Archaeological Survey. Sandringham's manager of en-

vironmental services, Bernard Smith, told the Bayside Times earlier this year that the conservation plan was being developed to plan for the future of the Cerberus in a "proper manner".

The objectives of the conservation plan will be to determine how to conserve the vessel, noting its current condition prevents the possibility of refloating and its to-

tal restoration," he said. The plan also involves the establishment of an archive on the wreck.

In announcing the gazetteal, Planning Minister Rob Maclellan said the Cerberus was an important historical relic because of its unique design features.

The Cerberus was launched on the River Tyne in England in 1868 and was the first true steam-powered warship in the world.

"The armor-plated iron hull, 10

inch muzzle loading guns and turret were revolutionary and arc of world-wide importance to naval historians, because, even in its dilapidated state, the Cerberus is the only surviving ship of its type in Australia, and one of only two wrecks of its type in the world," Mr Maclellan said.

Anyone who has relics or remains of the Cerberus is asked to contact Sue Effenberger on 018 338-567 or the Maritime Heritage Unit on 628 5537.

DIVE/SOCIAL CALENDAR

DATE	EVENT/LOCATION	DIVE CAPTAIN	MEET AT
13 Nov	Nepean Wall	John Lawler 598 4020	Sorrento 9.30am
17 Nov	General Meeting at the Castle Hotel cnr. Arden & Courtney sts, Nth Melbourne Lecture on Nullarbor Plain cave diving		8.00pm Sharp!
20 Nov	Annual Tennis Party/Family Day Cranbourne South, Tennis Club, Browns Road Meet at 9.30am		Paul Tipping 387 2027
27 Nov	Flinders	Bob Scott 763 6872	Flinders 9.30am
3 Dec	Christmas Function Minka Restaurant Dingley Village (Licenced or B.Y.O.)	Mick Jeacle (059) 71 2786	\$34 Head
15 Dec	General Meeting at the Castle Hotel, cnr. Arden & Courtney sts, Nth Melbourne		8.00pm Sharp!
18 Dec	Ships graveyard Experienced divers	DE Doug Catherall 888 7774	Sorrento 9.30am
26 Dec -9 Jan	Christmas Trip to fabulous Forster/Tuncurry	Mick Jeacle (059) 71 2786	
1995 Calender			
8 Jan	Flinders George Kermode	Don Abell 889 4415	Flinders 9am
22 Jan	Dive/BBQ Seafood Day at the beach house 8 Elwers rd. Rosebud at 1pm	Chris Llewellyn (059) 86 74 37	Rye Ramp 9am

DIVE/SOCIAL CALENDAR CONT.

DATE	EVENT/LOCATION	DIVE CAPTAIN	MEET AT
5 Feb	Heads Drift Dive	Leo Maybus 727 1568	Sorrento 9.30am ✓
16 Feb	General Meeting at the Castle Hotel, cnr. Arden & Courtney sts, Nth Melbourne		8.00pm Sharp!
18 Feb	Cape Liptrap ✓	^{nick} Pat Reynolds 789 1092	Walkerville ^{STH} 10am
5 Mar	Flinders	Bob Scott ✓ 763 6872	Flinders 9.30am
EASTER 1995	WILSONS PROMONTORY	Don Abell 889 4415	

11 12 F3

Anchors - TINS
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400
770
180
46
1080

100
160
260

30
160
120
100
280
JPM
COACHING
CASHING TO

TIDE TABLES

PORT PHILLIP HEADS
TIDAL STREAM CHANGE
NOVEMBER 1994

START OF		START OF	
FLOOD	EBB	FLOOD	EBB
0451	1115	0828	0242
1742	2355	2112	1435
0600	1223	0915	0330
1855		2153	1520
0711	0113	0958	0610
2002	1328	2231	1610
0817	0222	1037	0447
2101	1428	2306	1640
0915	0321	1115	0522
2155	1523	2340	1717
1008	0414	1151	0556
2247	1615		1752
1057	0504		0631
2337	1706		1826
1145	0553		0706
0027	0641		1900
1234	1844		0739
0115	0729		1936
1323	1932		0816
0202	0817		2020
1415	2024		1422
0251	0908		0233
1513	2120		0856
0340	1000		2112
1617	2223		1510
0431	1055		0321
1722	2328		0943
0527	1154		2214
1827	0035		1608
0627	1251		0416
1929	1345		1038
0731			2328
2024			

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

PORT PHILLIP HEADS

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

NOVEMBER - 1994

Time m	Time m	Time m	Time m
0116 0.51	0359 1.63	0421 0.70	0411 1.46
0925 1.19	0923 0.39	1740 1.19	2510 0.43
1404 0.45	WE 1545 1.42	TH 1650 0.34	FR 1609 1.23
2119 1.17	2143 0.09	2357 1.35	2150 0.25
0230 0.58	0446 1.56	0526 0.67	2604 1.43
0930 1.19	1011 0.39	1130 1.20	1033 0.42
WE 1515 0.37	TH 1634 1.37	FR 1740 0.28	SA 1649 1.21
2236 1.28	2230 0.19		2223 0.30
0350 0.61	0534 1.49	0043 1.41	0522 1.39
1032 1.22	1100 0.40	0616 0.63	2711 0.41
TH 1623 0.26	FR 1730 1.30	SA 1215 1.22	SU 1735 1.13
2341 1.41	2317 0.31	1824 0.23	2304 0.37
0502 0.58	0624 1.41	0121 1.46	0602 1.34
1132 1.28	1151 0.42	0659 0.58	1149 0.39
FR 1723 0.15	SA 1835 1.24	SU 1257 1.24	MO 1830 1.18
		1905 0.19	2353 0.46
0039 1.53	0005 0.43	0155 1.49	0648 1.28
0603 0.54	0714 1.34	0737 0.53	1238 0.36
SA 1227 1.34	SU 1245 0.44	MO 1336 1.26	TU 1937 1.19
1818 0.05	1949 1.20	1943 0.17	
0131 1.63	0057 0.54	0229 1.50	0050 0.55
0657 0.49	0804 1.28	0814 0.49	0741 1.25
SU 1318 1.40	MO 1346 0.45	TU 1415 1.28	WE 1334 0.32
1912 0.00	2058 1.20	2018 0.17	2068 1.23
0222 1.67	0157 0.63	0302 1.50	
0746 0.44	TU 1451 1.44	WE 1453 1.27	
MO 1408 1.44	2202 1.23	2051 0.18	
2003-0.01			
0311 1.67	0307 0.36	149	
0834 0.41	0947 1.20	0925 0.45	
TU 1456 1.44	WE 1554 0.40	TH 1531 1.26	
2054 0.02	2303 1.23	2121 0.21	

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

TIDE TABLES

PORT PHILLIP HEADS

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

DECEMBER - 1994

Time m	Time m	Time m	Time m
1 0158 0.65	0428 1.59	0436 0.76	0424 1.47
0841 1.23	9 1003 0.34	1040 1.10	25 1018 0.33
TH 1441 0.27	FR 1626 1.37	SA 1702 0.30	SU 1636 1.26
2214 1.32	2214 0.23		2210 0.30
0314 0.70	10 0511 1.53	18 0010 1.33	26 0500 1.44
0946 1.23	10 1051 0.32	18 0539 0.71	MO 1054 0.30
FR 1350 0.19	SA 1722 1.32	SU 1133 1.15	MO 1722 1.26
2319 1.42	2257 0.34	1763 0.25	2252 0.38
0430 0.69	0551 1.46	0053 1.38	27 0537 1.40
3 1054 1.27	SU 1138 0.33	19 0630 0.65	27 1133 0.26
SA 1655 0.11	SU 1823 1.27	MO 1223 1.18	TU 1815 1.25
	2340 0.45	1839 0.21	2339 0.47
0019 1.53	0631 1.39	0130 1.43	28 0619 1.36
4 0536 0.63	12 1224 0.35	20 0714 0.58	1218 0.24
SU 1158 1.32	MO 1925 1.23	TU 1309 1.21	WE 1919 1.25
1756 0.04		1919 0.18	
0114 1.61	0024 0.56	21 0206 1.46	29 0330 0.57
5 0634 0.56	TU 0713 1.32	21 0754 0.52	29 0707 1.31
MO 1256 1.38	TU 1311 0.36	WE 1352 1.24	TH 1311 0.22
1852 0.01	2025 1.21	1956 0.17	2034 1.27
0206 1.65	0113 0.65	0242 1.48	30 0130 0.66
6 0730 0.48	14 0758 1.25	22 0832 0.46	30 0803 1.27
TU 1350 1.42	WE 1403 0.37	TH 1433 1.25	FR 1412 0.26
1946 0.01	2124 1.21	2030 1.16	2148 1.31
0256 1.66	0212 0.73	0315 1.49	0240 0.72
7 0822 0.42	15 0847 1.19	23 0909 0.41	15 0909 1.24
WE 1443 1.43	TH 1502 0.37	FR 1515 1.26	SA 1522 0.17
2038 0.06	2224 1.24	2100 0.20	2257 1.38
0343 1.64	0323 0.77	0350 1.49	
8 0914 0.37	0943 1.16	0944 0.37	
TH 1534 1.41	FR 1604 0.34	SA 1554 1.27	
2128 0.13	2320 1.28	2132 0.24	

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

PORT PHILLIP HEADS TIDAL STREAM CHANGE DECEMBER 1994

	START OF			START OF	
	FLOOD	EBB		FLOOD	EBB
1 TH	0520	1141	18 SU	0636	0255
2 FR	0630	0044	19 MO	0927	1443
3 SA	0742	0155	20 TU	2205	0342
4 SU	0847	0355	21 WE	1012	1531
5 MO	0945	0448	22 TH	2243	0422
6 TU	1040	0554	23 FR	1053	1614
7 WE	1133	0648	24 SA	1457	0500
8 TH	0011	1741	25 SU	1133	1654
9 FR	0058	0716	26 MO	2353	1732
10 SA	0143	1315	27 TU	1212	1808
11 SU	0224	1920	28 WE	0025	0647
12 MO	0306	0901	29 TH	1249	1843
13 TU	0349	2010	30 FR	0058	0721
14 WE	0436	0845	31 SA	1327	1923
15 TH	0530	1101		0135	0757
16 FR	0633	1155		1408	2007
17 SA	0738	0054		0215	0835
	2036	1254		1059	2057
		1554		1549	0919
		1648		2155	2155
		2249		0349	1009
		0436		1653	2302
		1101		0447	1108
		2348		1800	
		0750		0555	0014
		1155		1910	1216

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