

FATHOMS

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VSAG

VICTORIAN SUB-AQUA GROUP

DEC - JAN
95 96

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*

In this issue:

DECEMBER 1995 - JANUARY 1996

| | |
|-------------------------------------|----|
| V.S.A.G. Committee Members | 2 |
| Editorial | 3 |
| Notice General Meeting Dates | 4 |
| VSAG Diver Profile | 5 |
| Clubman of the Year - 1995 | 8 |
| Boat Ramp Season Tickets | 9 |
| Caring for Port Phillip Bay | 10 |
| Dive Report - 1/10/95 Treasure Hunt | 12 |
| Dive Report - 1/10/95 Treasure Hunt | 14 |
| Important Forthcoming Events | 15 |
| Dive Report - 15/10/95 Portsea Hole | 16 |
| Dive Report - 29/10/95 Heads Dive | 17 |
| Deco Stops | 21 |
| Ropes and Cords | 24 |
| Scuba Market | 27 |
| EPIRBs -which one for you | 28 |
| Vanuata Skiing trip | 31 |
| Notice - Overseas Trip (1996) | 34 |
| Dive report - Wilson's Prom | 35 |
| Media Watch | 36 |
| Dive/Social calendar | 41 |
| Tide tables - Jan/Feb 1996 | 42 |
| Emergency Contact Information | 44 |

Next General Meetings:

Bells Hotel
157 Moray Street (cnr. Coventry Street)
South Melbourne - 8pm sharp!
Thursday 18th January 1996
Thursday 15th February 1996

Next Committee Meetings:

Tuesday 23rd January - Pat Reynold's home
Tuesday 20th February - Gerry Devrie's home

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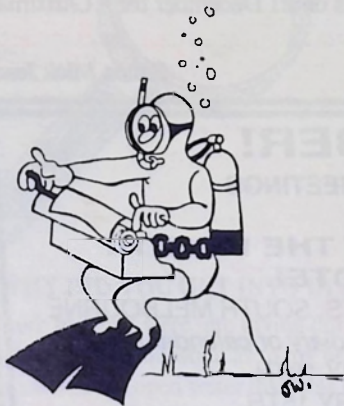
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EDITORIAL



Some years ago I used to say thank goodness Winter is over. Now it's thank goodness spring is over, what with the cool temperature and the big wet we experienced over the Melbourne Cup weekend.

Let's hope the warm weather now shows some consistency so that we can enjoy some great summer diving both at home, and at Robe in South Australia.

Well folks, I am absolutely thrilled at the overall response to my plea for articles, as is evidenced by this edition of FATHOMS.

Thank you to those who contributed to this edition viz: Robert Birtles, Bob Scott, Andy Mastrowicz, John Lawler, Des Williams and

Pat Reynolds. Please keep up the good work.

Chris Llewellyn also deserves mention as his "baby" VSAG Diver Profile is featured once again, with this month's subject being Robert (I like the boy) Birtles. Robert's comments are totally in tune with your committee's views and steps are in place to investigate the reasons why diver interest seems to be waning as far as VSAG is concerned; more on this in future editions of FATHOMS.

Thank you to those members who responded by paying their 1995/96 subscriptions, I sincerely hope that those who have still not paid may still do so, as we certainly do not wish to lose any of our long time friends. Those who have not paid by 1/12/95 will be targeted by special letter in an effort to retain their allegiance/friendship.

Finally, on behalf of your Committee, I would like to extend to all members, ar

indeed their loved ones , a very merry and safe Christmas and a happy New Year. Safe Diving to all, hope to see you at Bill Bells on 21 December for a Christmas drink.

Editor, Mick Jeacle

REMEMBER!

V.S.A.G GENERAL MEETINGS

are on the

THIRD THURSDAY OF THE MONTH!

AT BELLS HOTEL

CNR. MORAY & COVENTRY STREETS, SOUTH MELBOURNE

Make a note of these dates in your diary or calendar now.

THURSDAY JANUARY 18TH

THURSDAY FEBRUARY 15TH

Come and enjoy a delicious meal before the meeting which commences at 8pm sharp.

SPECIAL NOTE:

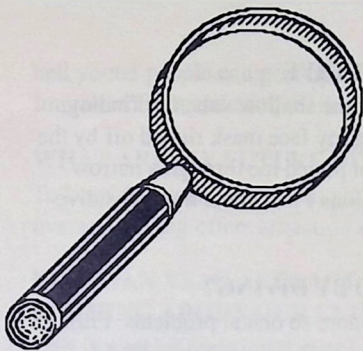
As advised in last issue of Fathoms, there will be no General meeting on Thursday, 21 December, 1995.

As also advised, to maintain the status quo of 11 meetings per year, a General Meeting will now be held on Thursday, January 18th, 1996.

To my knowledge, this is the first time VSAG has held a meeting in January, so please mark your calendars NOW!

This scenario will continue in future years as Bill Bell cannot afford us the space in December with all the office parties etc. going on.

However, for those wanting to maybe meet for a meal and some good cheer on 21 December, then please come along to Bell's Hotel for a social get together before Christmas.



V.S.A.G. PROFILE

This month's diver profile features
ROBERT BIRTLES

AGE: 50

**OCCUPATION: Manufacturers Agent
& Broker**

FAMILY: Michelle 21 & Leigh 20

WHY DID YOU GET INTO DIVING & DESCRIBE YOUR FIRST DIVE?

Both brothers were into diving during a period when I experienced a new freedom. There was no question as to my new sporting venture after viewing/ tasting their dive results. First open water dive was on the Pinnacles as a visitor with VSAG.

WHEN & WHY DID YOU FIRST JOIN VSAG?

Geoff (my brother) recommended I join VSAG. This was about 1983. Geoff thought he wouldn't look so bad if the club members had two Birtles to focus on. You be the judge.

WHAT ARE YOUR FAVOURITE VICTORIAN DIVE SITES?

I never get bored with the back beach. From the Port Phillip heads through to Western Port and beyond. Always something new. But at the risk of sounding pussy I love diving with the seals around Seal Rock (not during Jan/Feb).

DO YOU HAVE A DIVE TYPE PREFERENCE? (WRECK, REEFS, CRAYS, PHOTO'S)

Without question my preference is the "hunt". I like a result and enjoy the group competition. Wrecks are great but I spend too much time looking into small cracks & corners, thus miss the point of the dive. I can't help it.

TELL US ABOUT ONE OF YOUR BEST DIVES

They're all interesting but when you get the chance to dive with the whales at Flinders then muckaround with the seals at the Rocks it's hard to beat. Cold water deep dives are great but I really respond to kelp bottoms, rocky ledges, bombies, swim throughs and current. It could be that result factor.

TELL US ABOUT YOUR WORST & SCARIEST DIVE

It's a toss up between running out of air along side of the shallow sub after finding and dragging an anchor along the bottom, and having my face mask ripped off by the Carrot whilst inside the George Kermod. The Carrot pulled me through a narrow passage (I think) by the bloody mask. On both occasions I had about 6 months dive experience behind me.

HAS YOUR HEALTH EVER BEEN EFFECTED BY DIVING?

I would say my hearing has noticeably suffered but more so dental problems. Fillings tend to loosen.

DO YOU USE A DIVE COMPUTER AND WHY OR WHY NOT?

I love my dive computer even though it has certainly slowed me down. Maybe that's why I love it as the brain functions much better the day after diving. My bottom times are less (single level diving) and ascent rates much lower are less (single level diving) and ascent rates much slower. Thanks Pat.

HAVE YOU SEEN A NOTICEABLE DETERIORATION IN THE BAY OVER THE YEARS?

In just over a decade I have seen the scallop population decline dramatically. After the recent ban was lifted the population was definitely on the improve. The scallops were young, fat, and clean. The bottom certainly was cleaner and pitted for scallop havens. This didn't last long as the population & quality has reverted to the pre ban period.

HOW HAS VSAG & THE DIVING INDUSTRY CHANGED OVER THE YEARS?

Hard to fit into a couple of paragraphs. VSAG has certainly changed over the time I've known it. I'm sure this has been recognised and is under review. The club has a wealth of knowledge and experience. The trick is to combine this background with fresh/young enthusiasm and energy. The old bull and the young bull. The dive industry has adopted the promotional techniques of most other sporting bodies, ie glamour & ego. Equipment has certainly upgraded but so have the prices. How in the

hell young people can gear up then regularly fund their dive charters beats me. Improved BC's and computers are the best and the most obvious gear changes.

WHAT ARE MY FUTURE DIVING AMBITIONS?

To keep diving as long as I'm physically capable. And that's a long time yet. More overseas diving offers attraction and will be pursued.

HOW CAN VSAG ATTRACT YOUNGER MEMBERS AND IS THERE NOTHING ABOUT OUR CLUB YOU WOULD CHANGE?

This is a set up question if ever I have seen one. I would refer back to my comment about the old and young bulls. When I first knew them, VSAG had the magic formula. That is independent diving supported with a high degree of aggression, enthusiasm and autonomy. It's independence was maintained by good organisation, boat owners, club communication and a real desire to dive. Maybe we have all aged a little, but imagine if this background can lock in with a new generation who are just busting to participate in real dives. VSAG's structure & charter does offer that.

New members are certainly part of a growth formula, but we need to retain their interest. Also current members, club & members support for boat owners, combined with a higher degree of non committee member work shop and/ or task participation I suggest is worth consideration. Certainly this is a subject for future general & committee meetings, in particular general meetings.

Editor:

Robert many thanks for your comments/thoughts, which were obviously well thought out. VSAG Committee is currently considering the appointment of a sub committee possibly made up of a committee/non committee mix to examine the decline/lack of interest of members in our current time/social calendar. This will be given top priority.

V.S.A.G.

CLUBMAN OF THE YEAR 1995

This year our Clubman of the Year award goes to

Mick Jeacle

for an action packed year of involvement with the V.S.A.G..

Congratulations Mick!

Mick is one of V.S.A.G.'s most consistent divers who attends most scheduled Club dives with his boat. It takes very miserable weather conditions to discourage him from dropping into the water and on weekends-away the jeacle family attend in full force.

The V.S.A.G. Committee has for many years now had the dedicated services of Mick in many capacities, in fact I can't think of an office on the Committee which Mick has not held other than property Officer. Now he has turned his hand to Editor of our famous FATHOMS magazine and has already produced a fine first issue in October/November.

A great year Mick and we hope you enjoy the occasional glance at the V.S.A.G Trophy on your wall for the next twelve months!

Des Williams

NEW BOAT RAMP SEASON TICKETS FOR PENINSULA

BY MICK JEACLE

The Mornington Peninsula Shire Council is now offering Season Boat Ramp Passes covering several points around the Peninsula.

These are available at a cost of \$50 (\$100 for non-residents) at the Shire Offices of Hastings, Rosebud and Mornington.

Of particular interest to VSAG Boat owners is the fact that the passes cover the launching/parking facilities at Sorrento, Rye and Flinders.

The period covers a full 12 months, expiring 31.10.96

This represents excellent value if purchased by a resident or by the owner of a Holiday House in the areas covered by Mornington Peninsula Shire Council.

Two of our members in this category are Des Williams and Chris Llewellyn, whom I am sure would be prepared to purchase a pass on behalf of a Boat owner if requested.

Alternatively, friends or relatives living on the Mornington Peninsula could also assist if not availing of this offer themselves.

Fees could be offset by continuing to seek donations from divers when launching at Rye or Sorrento, as is now the case.

CARING FOR PORT PHILLIP BAY

BY JOHN LAWLER

The emotional war over Scallop fishing is on again but this time it's serious, so much so that Rex Hunt has given his support to the movement as there is mounting evidence that Scallop dredging is having a serious effect on the fish life in our bay.

Increasing pressure for a ban on the dredging in the bay has prompted the fishing industry to lobby the government to act on the situation by reducing the Scallop licenses to half! To limit dredging would mean asking the government to buy back licenses valued at \$150,000 each, amalgamating licenses or adopting some form of quota system. Marty Owen, a well known Victorian scuba diver, has suggested that scallops could be harvested like abalone by divers. He suggested the bay should be made into a recreational resort because recreational fishing is far greater money value than Scallop fishing.

On Sunday 24th September I attended a rally organised by a well known bay fisherman of many years standing, Max Trist of black rock. At around 1pm over 150 boat rigs assembled at Victoria Dock to prepare for a circle around the city. I have to tell you that to see so many boats in one place was awesome to say the least. The Victoria Police assisted with the planning and control of the boats and they did a magnificent job of getting us around the city circle. At the same time Rex Hunt delivered another emotional speech to around 3000 angry anglers who had gathered at parliament house. The events attracted good media coverage and featured on the evening T.V. news. Rather than go into all the details of the rally I've given some articles to our Editor for inclusion in this edition of Fathoms.

Ed note:

See notice following " We care for our bays" it is not too late to write to your local member of parliament., if you have not already done so. After all, the lower reaches of the Bay is where we enjoy approximately 85% of the diving. I urge you to show some interest; the visibility would improve dramatically should scallop dredging be banned.

We Care for Our Bays

Thank you for coming. You should be proud to have shown you care.

Following today we ask you to do **two** things.

1. Write to your local member of Parliament.

(Metropolitan members names/addresses are on the back of this sheet)

Tell them how Fish Netting and Scallop Dredging are destroying the underwater environment, the fish feeding and their breeding areas.

Demand that they stop this destruction which is supported by the Dept. of Conservation and Natural Resources.

Tell them how it will take years to recover from the poor fisheries management of the past.

Suggest, if you feel this way, that you accept an Amateur Fishing License fee if the money is put towards stopping commercial exploitation and developing fish habitat.

Write also to your local paper.

Our Politicians read "Letters to the Editor."

2. Please fill out the slip below

and return it to your Fishing Tackle or Dive shop or post to

WE CARE P. O. Box 421, MENTONE VIC., 3194

We need to know you came today to show you care.

-----cut along here-----
We care for Our Bays *24 September 1995*

I attended the rally in Melbourne to protest the destruction of our Bays by Scallop Dredging and Fish Netting and want it **stopped forever** in in-shore waters. I am..

Name: _____

Address: _____

Suburb: _____ Postcode: _____

Signature: _____

To Tackle or Dive shop.

Please send these slips to **WE CARE P.O. Box 421, MENTONE VIC., 3194**

TREASURE HUNT DIVE

BY MICK JEACLE

Sunday, 1st October saw the arrival of the annual treasure hunt dive for old bottles, plates cups etc; the winner gets to take home a food hamper donated by John Lawler.

It was somewhat disappointing that we could only field 6 divers on the day, when conditions could only be described as perfect. Maybe it had something to do with the fact that this was the day after the AFL Grand Final and that Bathurst was on TV.

Anyway, those who attended were Neville Viapree, Robert Birtles, Frank Natoli, Mick Jeacle, Barry Truscott and Bob Scott.

We headed towards Queenscliff and then decided we would dive between Queenscliff and Popes Eye, commencing at Popes Eye on the run our tide. This would place us over a sandy and shaly bottom where a number of good old bottles and old tea cups had been discovered on previous occasions.

I dived first with Bob and the old Bastard looked after the boat. On reaching the bottom the first thing I noticed was a larhe sand crab which are very similar to blue swimmer crabs, and delicious to eat. In fact we saw many more of these creatures throughout the dive and I made a mental note to come back one day and drag a few to accompany a nice cold home brew.

During the course of the dive I found a number of old bottles which I did not consider worth picking up, some champagne bottles (dime a dozen) and one nice hand made bottle with a greenish tinge, which I would estimate to be around 120 years old. Upon surfacing, and showing my catch to Bazza, he shrugged it off stating it had no hope for the loot as it had no embossed writing on it, I can't recall what Scotty dragged up, but nothing of significance.

When bazza and neville hit the drink, Robert Birtles commenced cleaning up his "treasure" with his dive knife. After about 45 minutes of hard work he dug ina bit hard and the whole thing disintegrated in his hands Never did find out what it was. His dive buddy Frank found an old Port Phillip, Sea Pilots tea cup in good

condition, but minus the handle.

About half way through the old bloke's dive, we pulled them up because they were close to the mounth of the Queenscliff creek with the car ferry fast approaching. When near the boat Bazza passed in an old beer bottle, declaring it the winter already, before he had even got out of the water, and before we had even had another dive.

Well he harped on about it so much that he conned us into believing his was the best, and we didn't even lay the booty out on shore to judge the winner by a show of hands.

Rob and Frank were funny as a hat full back at the Pub when they cried foul play, and threatened to take the matter to the Committee.

According to Pat Reynolds, what bazza had found was an old Fosters Bottle circa 1920's. Not very rare, and certainly not as good as my hand made green wine bottle, or for that matter, Frank's tea cup.

So there you have it folks. Hope you enjoyed the hamper Baz; looks like the one man judging system will be well and truly vetoed next year.

Thanks to John for providing the prize.

TREASURE HUNT

BY BOB SCOTT

Sunday morning arrived with a promise of good weather and only two boats and would you believe only six divers. What has or is happening to V.S.A.G. divers? Where is the support that a club like V.S.A.G. deserves. It was great weather, good conditions. It concerns me as a long time member of our great club, which has just achieved a great milestone of some of forty years that the rank and file membership cannot give support. Are we becoming a club of has beens or is there a bigger problem that no one has brought to the attention of the committee? If there is a problem, please voice your opinions. If you don't we the committee cannot make the changes that are required to make this a better club than it already is. So come on members, if we do not work at it, V.S.A.G. will die.

OK I've had my bitch, on with the treasure hunt report. Like I said the weather was shaping up to be a great day, 5 divers two boats, flat seas and fair vis. Water a chilly 13 degrees. Divers present were Mick Jeacle, Robert Birtles, Barry Truscott, Frank Natoli, Neville Viapree and of course myself, Bob Scott.

It was decided by our illustrious D.C. to dive along the Queenscliffe side and drift with the current. Mick and I had the first dive and it was not very successful as far as bootee was concerned but the number of blue swimmer type crabs about was amazing. There seemed to be one every few feet and by the end of our dive Mick picked up a reasonable wine bottle and I had acquired a Gilbeys gin bottle. Nev had found an almost matching cup & saucer from coast guard, but the old war horse Bazza had won the day with a 1930's fosters bottle in perfect condition. Like all good sporting competitions the umpire's decision was not taken lightly, but when you are as big as our umpire you do not argue very long or very loud.

On the day the weather improved buy the minute and everyone seemed to enjoy themselves and its a shame that there was not more of us there to give Bazza a run for his money(food hamper).

Ed. Note:

Bob, you may recall that there wasn't really an umpire on the day. See deco stops & my report which points out "The Sting" by Bazza.

IMPORTANT FORTHCOMING EVENTS

1. Christmas Trip to ROBE, S.A. - 26 Dec - 9 January

This destination will be a first for VSAG. Trip is being organised by John Lawler and I understand it is fully booked. Robe is fairly exposed to the elements, so here's hoping for calm seas and sunny weather.

2. Refuge Cove Weekend - 25 to 28 January 1996

See Special Notice in last issue of FATHOMS

It has been a number of years now since VSAG has visited tranquil Refuge Cove on the Eastern Shores of "The Mighty Prom".

10 members will do so in style aboard Daryl Broch's new twin hulled boat, which is being organised by Bob Scott at the all inclusive price of \$330 per diver (BYO Grog).

No doubt some private boats will also be making the trip. talk to the boat owners to ascertain their plans.

3. Seafood BBQ - Catch'N Cook - 11 February, 1996

It's on again. This is a family day being organised again by Chris Llewellyn.

The idea is to achieve an early start and each diver has only ONE so as to return to Chris & Rhonda's beach house by lunch time (1pm at latest).

Last year was not idyllic as one boat owner insisted on taking two tanks and did not arrive back at the house until mid afternoon, which did not go down too well with the waiting wives.

We also need to be prepared to dive for a particular species.

i.e. Crays, Abalone, Mussels, Sand Crabs,
so as to have a good variety at the end of the day.

Further details to be discussed at the January General Meeting.

PORTSEA HOLE 15.10.95

BY PAT REYNOLDS

Arrived at Sorrento boat ramp at 9.30. Loaded and launched eleven divers in three boats. Since our dive at Portsea Hole would not be until slackwater we proceeded to the Heads.

Since Mick had taken a fancy to Blue Swimmer Crabs we decided the first dive would be for them. Mick and Rob Birtles were first up, diving near Popes Eye off Queenscliff. Their dive lasted 30 minutes, upon opening their catch bag Mick had about 30 crabs, they didn't look like blue swimmers to me. John Lawler and his crew headed up towards the abolone bed, this was the last we saw of them for the day. As it was heading towards slackwater time we shot across to our position at Portsea Hole, divers included Peter, Neville, Tony, Chris and Rob. Finding the Hole we dropped a shot line into 110 feet of water and proceeded to wait for slackwater. At 12.40 the current was still running slightly, a dive charter boat was also waiting. After another 10 minutes we decided to go for it. The visibility was poor and even at 110ft the water was filthy, I waited for the others to catch up and then swam along the wall, vis improved up to the sand slope. We headed back down looking for the scuttled charter boat, at 95' no sign of wreck so headed back up the wall, at 40ft swam around for ten minutes, then surfaced. I now know why we have not dived the Portsea Hole for years, it will probably be another twenty before we do it again.

HEADS DIVE - SUNDAY 29TH OCTOBER 1995

BY ANDREW MASTROWICZ

Having not dived in Melbourne since Easter (apart from a couple of warm water dives in Vanuatu, but thats another story), I thought it was time to get the boat out of mothballs and ready for our dive on Sunday, 29th October (checkout for Tidal River weekend).

After having listened to the forecasts predicting bad weather and rain all week Saturday turned out to be a lovely sunny day - the weather bureau got it wrong again!

Saturday morning was spent buying a dishwasher (wouldn't take me as a trade-in), and the afternoon was spent on the boat and diving gear. The boat needing a new winch cable, spark plugs, and the battery charged. On checking my flares, I was horrified to find that the last day of use was, you guessed it 29th October (the dive day), therefore out of date!!! We soon rectified that.

About 6pm the phone started to ring and by 7pm we had 4 boats and 12 divers. As each person rang in they all wanted to know what the weather was going to be - each time I replied that I was not a prophet, it was going to be what it was going to be!! A couple of people rang after 7pm - not mentioning any names... Again it was the hardened regulars of VSAG who called in for a dive. The others I suspect weren't going to brave the expected bad weather that was forecast for the next day.

At one stage it was just the male of the household journeying down to Sorrento for the dive, Gail and Kim having made other plans for the Sunday. However, Nicole worked like crazy to get her assignment etc. finished on Saturday so she could come diving, and then announced that both she and Joe (potential VSAG member) would be definite starters on Hunter 2. Male chauvinism being what it was, I delegated Nicole to being head sandwich/snack maker for Sunday - as Boat Captain I now had 2 "deckies" to delegate all the work to - living in a household of lovely ladies, it is a refreshing change to now have another male to back up my decisions and even help out with suggestions!!

Sunday saw us up early. With the start of Daylight Saving we had to turn our clocks forward, meaning that the dive was actually one hour earlier than was scheduled. It was very hard getting up at 5.00 am! Whilst Nicole was up early making sandwiches for gourmet lunch, Joe and I loaded the dive gear and hooked up the boat.

We left home at approx. 7.30 am (Summer Time) bound for our rendezvous with John Lawler at the start of the Frankston Freeway. However, as we neared St. Kilda junction John Lawler was on the mobile asking our ETA - we advised him to keep going and we would meet him at Sorrento. @ 0 minutes later the phone rang again and it was John advising us "we should turn back as there are too many whitecaps down here at Sorrento". Having listened to the radio all the way down the highway, we weren't sure what to believe.

As we drove through Rye we weren't surprised to see that the bay was indeed flat - the fort looked like it was floating in the sky, you could not see where the waterline became the skyline.

These boats were launched from the Sorrento Boat Ramp at 9.30am and after having to wait another minutes for a late tinny agin (not to name anyone) we took off.

After to-ing and fro-ing between whether to dive the Broken Sub or the 90' Sub, we motored out on oil-slick flat seas for the Heads. It was good to see 4 VSAG boats flying along as a convoy together again. The heads area was busy with fishing trawlers and cargo vessels and there was about a 2 metre swell running with the wind starting to pick up. As we motored out past Lonsdale, looking over the side you would have thought we were on the Yarra (Pea Soup). After discussing whether we should turn back, it was decided to make sure our GPS points on John's boat would get us to our destination using his new-found skill in GPS navigation, and so continued on to what we thought was the Broken Sub, the water not getting any clearer.

Heading out to where we thought the Broken Sub to be, we pulled up next to 2 dive boats and found ourselves on the 90ft Sub, missed by 1 kilometre! After another discussion 6 of us decided to dive on the 90ft Sub. There already was a buoy on it, and as the divers from the charter boat came to the surface, I started

talking to one and was told the pea soup was only about 10 metres thick and it was clear below that. I then dropped a shot-line and buoy over the side. Frank Naoli's crew anchored approx 30 metres away and decided they were going to swim to the sub. I geared up and was ready to go over the side with Mick and Neville. As I went down I lost them but luckily found the shot-line. Following the shot-line down I found it to be 10 feet from the side of the sub. I swam up and down the Sub looking for the other divers and 15 minutes later came back to the shot-line and decided the other 5 divers must have lost their way. So much for listening to the dive shop clones about the viz! It ended up being only 10 ft all the way down.

This was my first dive on the 90ft Sub and it was interesting to see the amount of deterioration when compared to the 130ft Sub. This one is not much better off than the one at Swan Island.

It is always good to see the amount of fish-life that congregate around wrecks, this one was no exception with plenty of large Sweep, a large school of Nanagai and Whiting milling around the broken area. With the water temperature around 14 degree C. 15 minutes saw me starting to get cold.

Returning to the shot-line ready to come up, I bumped into John Lawler and John Mills who proceeded to dive the Sub while I headed for the top. Mick complained that they all should have gone down the shot-line, and they would have found the Sub.

After the dive, we headed back inside the bay and down to the Ab Beds where Nicole and Joe checked out his new equipment and proceeded to have a dive.

After lunch, 2 of the boats decided to dive Pope's Eye and the other 2 boats headed towards Mud Island for some mussels and scallops.

Pat and Joe dived Pope's Eye (Nicole decided not to do her dive as she was feeling the cold at this time - she needs to get a wetsuit that fits properly), and pat showed Joe the myriads of fish-life and stingray around Pope's Eye. They had a nice dive feeding the fish, which seem to be getting more

plentiful each year due to it being a Sanctuary. Also, the Gannet colony seems to have doubled, with Gannets roosting right around the rocks - if they keep it up there will not be anywhere in Pope's Eye where you can get away from their odour! The end of the dive saw John Lawler itching to get back in the water and the Ab Beds to stock his larder. We decided to head off to the Channel Marker buoy to show Joe the seals. The channel marker called the White Lady is now missing its roof after being hit by a ship, and we found only about 4 seals on it. After checking them out we headed over to where Neville and Frank were doing a scallop run before heading back to shore to trailer the boats.

The expected cool change still had not arrived when we left Sorrento. In fact, it was even better weather heading back towards Melbourne.

As Dive Captain for the day I would like to thank the following boat owners and divers who attended the dive and made it an enjoyable day for all-

Andrew Mastrowicz, Nicole Mastrowicz, Joe Mammolito, Mick Jeacle, Neville Viapre, Charlie Brincat, John Mills, Pat Reynolds, John Lawler, Gerry Devries, Frank Natoli and Robert Birtles.

DECO STOPS

BY MICK JEACLE

On recent VSAG Treasure Hunt Dive, Barry Truscott surfaced with an old Fosters Beer Bottle and promptly announced himself the winner. This before he had even seen what the others had found. Anyway it worked, because the old bastard went off with the booty. He bluffed all and sundry as we did not even lay out the artefacts for the usual vote.

Robert Birtles and Frank Natoli were left mumbling something about Committee intervention.

.....

The big surprise on the Melbourne Cup weekend was Barry and Marie Truscott in their brand spanking new jayco Pop Top Caravan. Called in to see them on Saturday morning to find Bazza still tucked up in the Burra.

Heard Marie suggested sometime earlier that he should get up and get her breakfast in bed.

"Turn it up Marie, you must be busting' to try out the new stove!" was the reply. Anyway, Marie had a smile from ear to ear the whole weekend. "How long's this been goin'on" she says.

.....

Andy and Gail Mastrowicz arrived late on Friday night and put up their small tents. The next morning up went the big tent before we went diving. This time he did not bother to put the tarp over the top, presumably because he could take it down quicker when the rain came. Well rain it did, and the wind blew as it only does at Tidal River.

Next Morning they did not wait for the flood and packed it all up in the rain. Andy cast a cursory glance towards Bazza's new van as he drove away.

.....

At time of writing I am somewhat under a cloud as to when Doug and Maxime Catherall de-camped on the Sunday morning. Doug doesn't muck around when it gets a bit uncomfortable. I wouldn't be surprised if it was before daybreak. I see they are booked for a 2 weeks stint at Robe - provided the weather doesn't turn sour Eh Dougie.

Called by the Hayes' hired Pop Top on the Sunday to find it surrounded by water about ankle deep. Suggested we move to higher ground across the road where the water runs away.

In no time we had hooked up and Bill was off like a shot seeking higher ground. Seems he forgot to tell Gloria who was inside the van desperately trying to catch numerous items as they flew from the stove top, shelves and the like. Put it down to a learning curve Gloria!

.....

Whilst on the subject of Caravans your truly also hired an older style van for the trip.

It's amazing how the (rain) stress is non existent when Lying back in bed totally sheltered from the gale force wind gusts and constant driving rain. Even Annie seemed content. I don't know how I'll convince her to tent it again down there, certainly not at Melbourne Cup time. When we finally pulled the pin on Monday, it was only due to boredom and not saturation.

.....

All the signs are there alright; the Club is certainly getting soft. John Lawler's Taj Mahal days also appear to be numbered. He too packed up on Sunday in the rain vowing to hire a caravan next Easter. It seems the wives of all Boatowners should commence towing practice immediately. Either this, or we leave all boats at home and become the Victorian Sub Caravan Club. Maybe we could find a nice spot in the bush and arrange them all in a circle like the Old Wagon Train Days with a big bonfire in the middle. Food for thought!.....

.....

Robert Birtles was a funny sight on the Monday, rain dripping off his Army Great Coat as he helped Frank pack up the Boat. When asked how he felt he was quick to point out all and sundry that years ago when he was a "Killer" he would not even have noticed the rain! However, the whimperish look on his drenched dial said it all as he headed for the hot showers. WAGONNNNNNN - TRAINNNNNNS! Don't worry Rob! You're about the right age to make the transition to the new club suggested.

.....

Pat Reynolds has got it all worked out.

When he wants a van at the Prom, he gets his Father-In-Law to tow it down and place it on the site for him. When it's time to go home, he simply locks it up and drive away.

When he doesn't have the Van he throws a mattress down in the back of the Mitsubishi Truck. This also keeps him high and dry and oblivious to what's going on outside. On the Monday as everyone else got drenched packing up, he simply climbed into the Drivers seat from the doonah and drove off! Alright or What?

.....

Murray Black lazed around all day Sunday in Leo Maybus' Jayco drinking Scotch, Rum and anything else not nailed down. When his ran out he called in at the Jeacles' van making mad and passionate eyes at my bottle of scotch. Mind you, he brought his Cronies with him. I know if I answered his plea for just one small one, the Bottle would not have lasted 5 minutes. Sorry Murray. Another time, another place, Perhaps!

ROPES AND CORDS

BY ROBERT BIRTLES

Following Mick's illustrations on rope knots, it seemed natural to follow up by submitting an article on the characteristic of ropes & cords.

This may not seem to be an exciting subject but if we stop to consider what we expect from a piece of rope (particularly that which has been knocked off from the back of Pat's love wagon) rope becomes an interesting topic as we learn what to expect if we use the wrong rope for the wrong application. Ask Pat.

Generally not much thought is given towards this industrial commodity but it does deserve attention, particularly when (my) safety is concerned.

Rope is one of the oldest methods of securing, lifting, towing and binding. Of course there are spin offs but the basic applications remain. These applications are particularly relevant for marine use, inclusive of recreational diving.

If we consider our reliance we as divers have on rope, then safety factors deserve consideration. Do we want Gerry drifting through the heads waving his empty catch bag, when the boat is kilometres away following his float/drift line? Maybe for this scenario we should put caution aside!

Also consider the negative consequences if your rope breaks in anchorage, deco, mooring, marker, caving, drift or towing application. Not to mention frustrating situations like using a negative buoyancy rope as a drift line.

Also anchor warps constructed from hard lay 3 strand polyethylene rope. OK for boat skippers as they have tow life deckies to do the menial tasks. Usually the rope doesn't coil, its slippery and too thin to grip. Does the skipper understand?

Many factors need considering when choosing ropes for specific applications. Remember! Ropes are purpose built, (did you like that?) they are not multi purpose particularly for marine use. To scrounge a piece of discarded truck rope then expect it to perform a specific task can only result in avoidable frustration, even danger.

So when you see a piece of used rope lying around begging for a new home, ask

yourself why is it lying around and is it a bargain? A homeless rope is effectively a booby trap. Maybe you could give it to John L or Neville. (selective victimisation). It's OK for the big Mick to hang off a 5 year old piece junk yard plastic, but for the rest of us who can't control elements or talk back to big whites, poor rope leads to difficulties. Everything Mick can handle.

Prior to the Summer season it's recommended that boat owners conduct a rope check, as what appears on the outer rope strands may not be the same for the inner of the strands (internal abrasion). Also colour deterioration & fibre splinters are good indicators that the rope has been affected by UV attack.

To this end I will do a series on rope care and the safe use of rope. Also fibre characteristics and rope constructions best suited for marine use.

As with all marine fittings rope is not inexpensive, however the correct choice of fibre, construction and size coupled with tested splices and knots will maximise the working life of the rope. Not to mention yours truly has a vested interest in the rope industry, also I'll feel much safer when bludging dive trips.

SERIES 1

Rope & Cords/Fibre Types

The transition from natural fibres to man made yarns has produced both basic and exotic yarns. However this review will limit to the more common man made yarns suitable for our specific diving applications.

These yarns being Polypropylene, Polyethylene, Polyester & Nylon. The exotics are Spectra, Vectran, & Kevlar. The latter we'll ignore as cost per 1 mtr of these ropes is exorbitant. Besides these exotics are generally wire rope replacements thus have very high strength with a minimal to nil stretch factor. Not good for anchor warps or towing as major damage to hardware can result.

Polypropylene Rope:

This is the most commonly used rope yarn. Usually made up as a 3 strand rope from continuous filaments of film. has high strength and toughness & good resistance to sun light if U.V. inhibitors are used during yarn extrusion. Rupture occurs after 25 to 30% extension. Wet strength is equal to dry. This rope floats.

Due to strength verses cost ratio, is commonly used for tow ropes and anchor warps. Best handling when the rope lay is classified as medium/soft. The rope fluffs after minimal use but generally doesn't effect the strength but does help with grip. A good rope, however nylon or polyester are superior. So is the cost.

Polyethylene Rope:

Second only to PP in regards to common marine use. PE is generally made up as 3 strand and plaited ropes. PE has a lower melting point than PP but higher abrasion resistance. Strength less than PP. Is sensitive to sunlight so UV inhibitors are required during the yarn extrusion. 50% extension causes rupture. Wet strength is equal to dry. This rope floats.

PE monofilament ropes are commonly used as water ski and cray pot ropes. A 6mm hollow plaited rope is a very workable drift line. 3-4mm PE solid braids are good cave lines.

However PE is also made with a hairy look similar in appearance to a natural fibre Sisal rope. This is referred to as PE Silver Rope. Where as Silver is not as strong as PP it does have good gripping qualities and offers that bit more stretch. It coils well and doesn't hurt the deckie hands (not that skippers could care). A great average priced anchor warp. Not bad as a drift line either. Attach/space six Y9 or C7 fish net floats (available at Smith Marine/Collingwood) 3 - 4 mtrs up from the hook end and it works even better. believe me!

Polyester Rope:

More commonly used as yacht braids, but makes a great 3 strand rope. The fibre is produced from a continuous filament and staple yarn. Abrasion resistance superior to PP & PE ropes but second to Nylon. Excellent resistance to sunlight weathering. has a high melting point. 35% extension causes rupture. Wet strength equal to dry. This rope has medium to high elongation (good shock absorber) but negative buoyancy, thus sinks.

Ideal for braided ropes such as yacht control lines. An excellent general 3 strand rope which maybe used for numerous marine applications such as deco & tow lines, also anchor warps. Due to it's negative buoyancy it not recommended for drift lines./ Medium/soft lay offers great handling characteristics. Coils well.

Nylon Rope:

When dry, nylon is the strongest of the common yarns. It's produced as continuous filament or staple. Is abrasion resistant. has a higher melt compared to other fibres. When dry 23 - 42% extension causes rupture. When wet 27 - 34% extension causes rupture. Wet strength 10% less than dry. This rope sinks. Due to the reducing wet strength factor, the ropes strength and elongation characteristics (when wet) become similar to that of polyester. However nylon has a higher melt point thus is more suitable for block & tackle use. The ropes noticeable elongation and strength makes it ideal for anchor warps and towing purposes however is expensive. A great fibre for small cords which we would use for general bindings. Nylon binds/bites in better than other fibres.

Please note: All synthetic ropes are sensitive to a range of acids, caustic soda, bleaching and cleaning agents. The general rule is store your ropes away from any possible contamination This includes direct exposure to sunlight.

**SCUBA MARKET
FOR SALE:**

4 x 80 C.F. Aluminium Tanks currently owned by VSAG.

These tanks have been tested annually and are in sound condition.

As they receive little use, the Club has decided to sell them and are offering members and friends first option.

These are available for \$200 each, and the price includes Annual Test Fee which is now due. Testing will only be carried out by VSAG upon receipt of a holding deposit of \$20 from the prospective purchaser.

If you are interested, contact Property Officer Gerry Devries on 9725 2381 to place your order.

Should there be no response from members by 1.1.96, the Tanks will be advertised in th Trading Post.

NOTICE

Do you have any Scuba Items for sale that you would like included in future fathoms Editions?

Submissions by phone or fax please.

Next issue deadline is January general meeting

EPIRBs

MICK JEACLE

The following article will be a particular interest to VSAG Boatowners, or indeed those intrepid 4WD owners whose desire it is to one day traverse the Simpson Desert.

EPIRBs are now a firm requirement if venturing offshore (bays not included) for more than three nautical miles.

This includes places such as Wilson's Promontory, Montagu Island and maybe even some of the wrecks in the Ship's Graveyard.

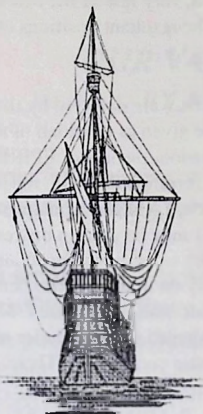
The main message in this article is that conveyed under Sub Heading "Buying your EPIRB". You must ensure that the EPIRB being purchased is satellite compatible by meeting ministerial standard 241 (MS241 requirements).

As MS241 Issued on 27 February 1990, it is highly unlikely that EPIRBs not meeting this requirement are still being offered for sale, as stiff penalties apply.

EPIRBs - Which ones are COSPAS/SARSAT satellite compatible?

COSPAS/SARSAT System

In the ALIVE Via Satellite pamphlet published in 1989, a detailed explanation was given of Emergency Position Indicating Radio Beacons (EPIRBs), how they are detected and their position calculated by the COSPAS/ SARSAT satellite aided Search and Rescue (SAR) system.



In the pamphlet the Department of Transport and Communications also gave an undertaking to conduct extensive tests on EPIRBs currently in use in Australia and make public the results of those tests. The tests have now been completed and will be discussed later in this Pamphlet. Background on older type 2 121.5/243 MHz EPIRBs

The older type EPIRBs were designed before the installation of the COSPAS/SARSAT ground terminal or Local User Terminal (LUT) in Alice Springs. They were designed to be detected by overflying search aircraft, international civil aircraft and military aircraft. The technology used in the manufacture of these EPIRBs was such that the stability and accuracy of the transmissions was not a critical factor for aural

detection. Provided the EPIRB met certain general equipment compliance requirements, then it was suitable for use by vessels of all types. (*please note suitable vessel above*)

NEW EPIRBs

406 MHz EPIRB

The COSPAS/SARSAT system was designed primarily for new technology EPIRBs operating on 406 MegaHertz (MHz) using digital signals. This technology, in addition to detecting and calculating an accurate position to within 5 kilometres, can also identify the EPIRB through an international registration system. Some EPIRBs also have the capability of indicating what type of distress the vessel is in e.g. collision, grounding, medical etc. All 406 MHz EPIRBs sold in Australia are fully compatible with the satellite system.

121.5/243 MHz EPIRB

Because of the sophisticated technology used in the COSPAS/SARSAT system, stringent equipment compliance requirements have been enforced by the Federal Government under Ministerial Standard 241 (MS 241). Issued on 27 February 1990, MS 241 applies to all 121.5/243 MHz EPIRBs manufactured or sold in Australia since this date.

All EPIRBs sold in Australia manufactured to the new specifications are capable of being detected by satellite so as to provide an initial alert and a distress position calculated by the Local User Terminal (LUT) at Alice Springs. However detection on two satellite passes is required to refine the initial location. The detected position is accurate to within 20 kilometres. Test results of earlier 121.5/243 MHz EPIRBs. Controlled tests were recently carried out using different types and models of EPIRBs which were available in Australia up until February 1990. The object of the tests was to find out if any of these earlier EPIRB types are compatible with the COSPAS/SARSAT satellite aided SAR system and what confidence could be placed in the resultant position.

A total of 25 EPIRBs were tested under strict field and laboratory conditions. In every case a reference beacon type approved to the new Ministerial Standard 241, was also used.

While the reference beacon was detected on each occasion, very few of the beacons under test were detected. Of the beacons which were detected, the resultant positions of some were so inaccurate as to be highly misleading.

Test Conclusion

The test has proved that although some of the older EPIRBs were detected by the satellite system, their unreliability means that no assurances can be given as to which of these EPIRBs may be detected by the satellite system. In conclusion, owners of EPIRBs manufactured before 1990 should assume their EPIRB is incompatible with the satellite system. What does the Australian Maritime Safety Authority (AMSA) recommend? EPIRBs manufactured prior to the introduction of MS 241 may be used in distress situations and will still be effective for audible detection by suitably equipped aircraft. However, owners should bear in mind that they cannot rely on these EPIRBs being detected by the satellite system. Not all commercial aircraft monitor 121.5/243MHz International civil, military and semi-dedicated aircraft engaged on SAR duties monitor the distress frequencies as do a small minority of some domestic civil flights. Therefore there are vast areas of the coastline where the EPIRB distress frequencies 121.5 and 243 MHz are not monitored at all. If a vessel in distress in a remote area has activated a non satellite compatible EPIRB, it will only be detected by chance or by a search aircraft if a full scale search is launched.

It should be noted that EPIRB manufacturers have advised they have discontinued battery replacement and servicing of earlier non-satellite compatible EPIRBs.

In view of the foregoing and to ensure satellite coverage, the Australian Maritime Safety Authority (AMSA) strongly recommends to all boat owners that they replace their existing EPIRB with a type that is satellite compatible. The EPIRB must meet the new Ministerial Standard 241 requirements.

Buying your EPIRB

Prospective buyers of EPIRBs should ensure that the EPIRB they purchase is satellite compatible by meeting MS 241. Documentation and technical details which accompany the beacon and information which may also be printed on the beacon, will indicate if it is satellite compatible. The sale of EPIRBs which do not meet the conditions of the new Ministerial Standard 241 issued on 27 February 1990 carries a heavy penalty for individuals and companies. Details of approved EPIRBs and the result of the compatibility tests may be obtained from the Safety Operations Branch, Australian Maritime Safety Authority PO Box 1108, BELCONNEN ACT 2616.

Australian Maritime Safety Authority

The Australian Maritime Safety Authority (AMSA) which was formed on 1 January 1991 as a statutory authority from the Maritime Operations Division of the Department of BREEDING Transport and Communications, will now deal with all issues relating to maritime safety which were previously the responsibility of the Department of Transport and Communications.

OUR VANUATU SKING TRIP!

BY ANDREW MASTROWICZ

With the snow falls looking to break all records this season, the Mastrowicz family were again looking forward to their annual week's skiing holiday at Falls Creek.

However, it seems the Gods were against us, as a week prior to our trip Kim was stricken with Glandular Fever and spent a week in hospital being waited on hand and foot. On phoning the Ski Lodge, the Managers took pity on us and we were able to postpone our trip to September without losing our deposit. Not a problem - Kim bounced back fast (even able to have 3 days skiing later on with her school group and not suffering any ill effects).

Nicole also was unable to get away for that week due to her University commitments, she was trying to come up for about 2 to 3 days depending on her timetable and exams at the time.

However, come September we got to within 4 days of departing on our now "much-looked-forward-to" snow trip when Kim again caught another "bug" and was confined to home, and Nicole again had University commitments. This time Gail decided that we were not meant to go skiing this year and phoned the Ski Lodge and was again able to postpone the trip, this time until Winter next year - she's a marvel!

As both Gail and I had already put in for our weeks leave, and both needing a well earned break away from work, I decided to maybe stay home and potter around doing all those things I haven't had time for this year.

However, Gail had other ideas! If the kids can't go away, then we will have our Second Honeymoon. Nicole decided that this was a great idea and the next night brought home lots of brochures of places to go and things to see. Gail finally got around to studying these brochures, and on the Wednesday night came in and told me we were off to Vanuatu, I asked her "When?", and she replied, "Sunday, of course - that's when we have the week off". Being one who is big on planning, I was rather apprehensive only 4 days between booking and departing - "What

about duty free shopping, packing, etc.” says I - only to be told we were going and that was that!! Thursday found us phoning the agents and booking seats (we got the last 2 seats out of Melbourne), and Friday we went in and paid for the trip. Saturday morning we went duty free shopping in Melbourne, and the afternoon saw us packing our bags, and Gail writing a swag of notes to stick on the fridge for the girls on what to do and what not to do and who to phone, etc., etc. My main question was “Would Gail last a week away from the girls”?? Up early on Sunday morning, Kim and Nicole drove us out to the airport and waved us off on our 7.15am flight to Port Vila.

Once on the plane we were both able to relax and enjoy the service provided by the Air Vanuatu hostesses. On arrival in Port Vila we were welcomed by rain, their first for weeks - this would continue for the next few days, however being tropical rain it didn't inconvenience us a bit. We stayed at the Le Lagon Resort (five minutes by bus or taxi from the Vila township). For those who are familiar with this resort note that it is now under new ownership and is being renovated.

The native hospitality being typical for the Pacific islands was friendly and helpful which allowed us to relax and unwind immediately. With average temperature around 27 degrees, we enjoyed ourselves relaxing by the pool, swimming, catamaraning, volleyball, sightseeing, etc. - all the tourist type activities.

After a few days of pure relaxation (no kids) and the blue waters of the Pacific greeting us every morning, Gail and I were itching to have a dive (having packed our dive gear at the last minute). We booked a full day's sailing with Sailaway cruises which included 2 dives. They have a 42 foot Trimaran anchored on the other side of the island, approx 50 minutes drive away. With our hurried departure and only 7 days of holidays we had decided to stay on the main island and dive there. The diving in Santo (still fresh in my mind) being left for another holiday when we had more time.

On Wednesday, our first day of sunshine as it happened, we were collected at the Resort by Sailaway Cruises and crammed in a Bongo Van (used as buses all over the island) with 12 other holiday makers before being driven to the trimaran. There we joined a number of others from a Conference and jumped into the

rubber duckie to take us over to the trimaran (an experience in itself!) Sailaway Cruises is run by an Australian by name of Peter who has gone "trotto" - an interesting fellow with lots of stories to tell. We motored over to hat Island which is off the northern part of Efate island, and this took us approximately 1 hour. Whilst chatting to the others on the trimaran, Gail found someone to her past when she was a teenager - small world it seems!

Our first dive was at hat Island and Peter took us through vast volcanic black rock canyons and caves teeming with fish life. Of the 26 people on board only 3 were divers - Gail, myself and a Canadian lady - the others either snorkled or were happy feeding the fish that came to the surface. It was great to dive in warm water without a wetsuit and see such colourful sights.

After the dive it was back to the boat for lunch - although curried chicken on a rising sea did not go down that well, however the rest was tasty. The next hour was spent lazing around in the sunshine whilst Peter set the sail and headed over to our second dive site.

The second dive was on a pinnacle called Paul's rock, about one kilometre off the mainland. The local natives won't fish this area due to the belief that their ancestors come back as fish on this particular rock. This was very noticeable because as soon as we stopped the motor, hundreds of fish came to the surface waiting to be fed. Once moored, everybody on board raced to grab their snorkelling gear and get over the side to join in and watch the feeding frenzy close up. After they went over we geared up in our dive gear and joined them.

The dive was colourful, with visibility at 70ft the prolific fish life and plant growth made for a pleasant and comfortable 30 minute circumnavigation around this pinnacle which was at about 25 metres. Peter being an experienced Dive master who enjoyed his diving took his time in showing us many of the things you miss normally when diving in the Ttopics with large dive groups. I saw many juvenile Lionfish some very colourful Spanish dancers and Ghost Shrimp. The highlight being a 5 metre area covered in a carpet of Sea Anemones with more Clown Fish than I have ever seen in one spot. This was really enjoyable tropical dive.

The end of the day saw 25 very tired tourists lazing on the trimaran heading back

to our various Resorts.

We then went on to enjoy the few remaining days left shopping in Vila.

When we finally returned back to Melbourne, it was cold and raining - a contrast to sunny, warm Vanuatu. However, as with all holidays, they are great, but it's always good to get back home.

PS Gail did manage a week with the girls alone at home, but you should have seen the phone bill!!!!

VSAG OVERSEAS TRIP May 12th 1996

**Truk/Palau
6 nights Truk 10 dives
10 nights Palau 18 dives
Price \$4,460**

**or Truk only \$2,660
Palau only \$3,360**

Contact: Pat Reynolds 9787 1092

WILSON'S PROMONTORY

BY PAT REYNOLDS

I arrived at the Prom about 6.30pm and was met by Jerry, Leo and Robin Wood's parents. Had a beer and set up camp. Others arrived over the next few hours with the latest fad - caravans.

Mick Jeacle, Bill Hayes, and Bazza and Maree in their brand new pop-up van. very nice Bazza.

It was a still night, we talked for a while then retired. The next morning the weather was great, everybody was getting ready for breakfast - no - Bazza - still in bed. Around 10.30 we organised and launch boats, no problems with 3 boats and 13 divers. proceeded to Glennie Islands. Dived on the ocean side, the water was cobalt blue, beautiful vis 90 feet. it was great country with swim thrus and good colour, crabs were seen. At lunch we decided to dive the same area. A great days diving had by all. headed back to camp for showers and a warm up.

Saturday night was a get together with other dive clubs a barbeque and a beer added the finishing touch.

Sunday morning - weather certainly different - driving rain and wind you would not believe. people in vans were very cosy, Bazza and Maree smiling like cheshire cats. Andy was having water problems with his tent, it got too much so they headed home. As you could not go outside, Leo, Rob, Murray, Leo's girls and myself decided it was time for a pig out, chocolates blocks, jam pancakes, cake etc. and drinks. Rain did not slow up all day. Tents of other campers blown away, this was the Mother of all storms.

Monday - NO BETTER- wind you would not believe. Packed up and headed home.

Rex Hunt talks to fellow fishermen at the rally. "I catch an under-sized fish, I kiss it and throw it back. But it swims straight into a net and is massacred," he said

Scallop dredging raises storm

By CAROLINE OVERKTON

From the back of a boat outside Parliament House yesterday, the celebrity fisherman Rex Hunt delivered an emotional speech about "a world-wide, gut-wrenching magnificent tradition of fishing."

The boy of fishing, he told 3,000 angry anglers, was being eroded by scallop dredging in Port Phillip Bay. He had agreed to address the rally, he said, because he refused "to climb the ladder, because I care for the people who got me there. I care for the common folk of Port Phillip Bay."

Anglers believe the bay has been harmed by dredging and net fishing. Scallop dredging, which has been banned from time to time over the past 10 years, was reinstated last Wednesday.

"I caught my first fish in the bay," Mr Hunt said. "It was 6.06pm on Christmas Eve in 1961. I'll never for-

get, like I'll never forget the look on my son's face when he caught his first snapper in Port Phillip Bay."

Once he had finished his speech, while in the boat, he said he had sold \$1 each. "You can't do it now," he said. "Like I can't drive to Eildon at 30 alcohol throwing times out of the window, like I did when I was a cop. People's taste changed, and the people who bought the bay have to face it."

Mr Hunt said it was unfair to impose limits on recreational anglers, while allowing fishing boats with nets to fish there.

"I catch an under-sized fish, I kiss it and throw it back. But it swims straight into a net and is massacred."

More than 150 boats were dragged around Parliament House yesterday, in a protest against the scallop dredging.

The action was organised by a recreational angler, Mr Max Trist, of

Black Rock, who became angry after catching just seven snapper last sea son.

A recreational diver, Mr Martin Owen, said he had seen a scallop in Port Phillip Bay was like a desert. "They drag it over and over, all day, and everything the precious snapper eats is totally destroyed or buried in silt," he said. "Anybody with 10 minutes of boat-ting, anybody who has a boat, anybody can't dredge all day, over and over on the same spot, and not do any damage."

Ms Sperree Clements, a year 10 student from Inglewood, said generalists make plants and fish in the name of business. "It has to stop; a small group of commercial operators should not be allowed to pull up the underwater environment," she said.

Mr Hunt said the rally had attracted thousands, but that anglers had failed to catch fish this year.

"A dredging machine is half a ton of steel with prongs. It is not a harvester. It is not mild and gentle, like farming. Show me a farmer who does that to a field and then puts nothing back," Mr Owen said.

He said amateur anglers and divers had lost confidence in the Government's ability to save Port Phillip Bay.

"More than 70 per cent of scallops dredged from Port Phillip Bay are exported to France," he said. "Well, let them get their scallops from Mauritius."

The Minister for Natural Resources, Mr Coleman, banned scallop dredging in August pending an effects study. The findings have not been released but 63 boats were allowed to return to the bay last Wednesday, and a dredge for scallops, three days a week, was reinstated. Mr Coleman said an assessment by yesterday's rally would be considered by the minister.

Herald-Sun 25/9/95



Herald-Sun 11/10/95

MEDIA WATCH

Black silt threatens bay

By PHIL SKEGGS

BEAUMARIS Bay could be ecologically dead within a decade because of black silt being washed out of Mordialloc Creek, a conservationist has warned.

Veteran diver Glen Agnew said silt up to 30cm deep was covering the bay floor and smothering seagrass beds and reefs up to 600 metres offshore.

Mr Agnew said part of the problem appeared to be caused by a scallop boat fleet based in the creek.

He said silt was being stirred from the bottom of the shallow creek by the boats as they manoeuvred into the bay.

He said prevailing south-westerly winds and the onshore current washed the silt into Beaumaris Bay.

Long black sandbars can be seen offshore from Mentone Life Saving Club, a few kilometres north of the creek mouth.

Mr Agnew, 50, who has been diving in the bay most of his adult life, said he first noticed mud deposits in Beaumaris Bay six years ago.

"There has been little or no stormy weather or official dredging and yet we have got an accumulation of the black mud that was not there earlier in the year," he said.

He said fish populations appeared to be declining, with amateur anglers catching very little at once popular spots like Parkdale Reef.

He said dredging of the creek might make the problem worse in the short term.

A Melbourne Water spokesman agreed that Mordialloc Creek might be the main source of silt problems in Beaumaris Bay, but he said currents



Fears for life: diver Glen Agnew by Beaumaris Bay. Picture: CRAIG HUGHES

could also be bringing silt from other sources.

Environmental management planning team leader Scott Seymour said scallop boats weren't stirring much more sediments into the bay than natural

processes have in the past. Mr Seymour said sediment traps will be installed upstream of the creek on the Heatherton drain system and other tributaries over summer.

"We want to resolve the

issue of sedimentation in the estuary because it costs us a fortune to maintain," Mr Seymour said.

He said the creek will soon be dredged to provide more room for scallop boats to manoeuvre.

Herald-Sun 12.10.95

Shark bite escape

SHALLOW water is believed to have been the savior of a teenage girl who had a close brush with a large shark at Hervey Bay in south-east Queensland yesterday.

The 15-year-old girl, who was on a school excursion, was treated in hospital for injuries to a thigh after the shark attacked in metre-deep water at Pialba at about 2.30pm, police said.

Shark-hunter Vic Hislop, who lives at Hervey Bay, said the shark was either a bronze whaler or a tiger, and judging by the size of the wounds on the girl's leg would have been about four metres long.

Mr Hislop said he did not know if any attempts would be made to catch the shark.

— AAP

Herald Sun, Monday, October 16

Ancient statues salvaged

CAIRO — Divers pulling Greek and Egyptian ruins from waters off Alexandria stopped their search yesterday after recovering a one-tonne sphinx and a statue of the pharaoh Ramses II.

The team said the two statues were the finest recovered after several days diving in murky Mediterranean waters on the site of the Pharos lighthouse, one of the wonders of the ancient world.

The team has pulled out six statues and monuments, including a 2000-year-old red granite torso of a Greek goddess, part of a sphinx and the torso of an Egyptian statue.

The last two pieces were a pristine half-lion, half-man sphinx and the headless statue of Ramses II, who ruled Egypt from 1279 BC to 1212 BC.

The monuments were either submerged when the waters rose near Alexandria or thrown into the water by conquerors to protect a fort built later on the site. — AP

Financial Review
magazine Oct 95

Reef encounter

THE BETTING buck just doesn't stop in Australia. Now we're betting on sex. The place and participants are known, but the exact time of ejaculation is not and whoever guesses the right moment wins.

Fortunately, what is considered pornographic in the human world is scientific in nature and this salacious sweepstake relates to the sex life of coral on the Great Barrier Reef.

Every year, the coral spawns en masse, releasing millions of bundles of sperm and egg into the sea. This visual wonder – described as a cross between an underwater snowstorm and an upside-down firework display – is also scientifically beguiling as nature again unfurls a mysterious synchronicity man cannot fathom.

The mystery will be solved if scientists have their way. And the sweepstake, at \$10 a guess, is to raise funds for Lizard Island research station, where scientists devote their lives to investigating phenomena including spawning, crown-of-thorns starfish and threats to the ecosystem ranging from divers' urine to fertiliser,

to help preserve one of Australia's most beautiful and precious natural assets.

If you don't care about natural assets, but like the thought of gambling on sex and the four-day reef cruise you could win, there are a few clues to the time of reef spawning. It usually happens in November, shortly after a full moon and within one to five hours of sunset. Easy? Not really – last year scientists were amazed when coral spawned off Lady Elliott Island during the day. It seems premature ejaculation is more endemic than we thought.

Tel: (02) 320 6277 for information.



Coral sex: bet on the outcome.

F. MCGILL

The Independent
7.11.95

Thumbs up for a clean Port Phillip

CSIRO has given Port Phillip Bay a cautious thumbs up based on preliminary results from the Port Phillip Bay Environmental Study.

The results were delivered last week to scientists attending a symposium in Melbourne.

The four-year, \$12 million study is the most comprehensive environmental audit of any water body in Australia, according to Melbourne Water.

The new information is shedding light on Port Phillip Bay's unusual and little known systems.

The Port Phillip Bay Environmental Study, managed by CSIRO and principally funded by Melbourne Water, will be completed in June 1996.

The study's findings, together with recommendations on how to best manage and protect the bay, will be presented to the Victorian government on its completion.

CSIRO project team leader Dr Graham Harris said so far the study has found Port Phillip Bay to be a dynamic, finely balanced and self sustaining ecosystem.

"All indications are that the bay is far cleaner and healthier than many other large bays close to major cities," Dr Harris said.

"Unlike other bays around the world, Port Phillip is fortunate that it doesn't suffer from oxygen depletion or widespread chronic algae blooms, known as eutrophication, caused by high levels of nutrients."

The Independent
7.11.95

(see separate notice)

Boat ramp tickets for peninsula

THE Mornington Peninsula Shire Council has for sale season boat ramp passes, valid at several points around the peninsula.

The \$50 tickets are valid for ramps at Sorrento, Rye, Safety Beach (Dromana), Fisherman's Beach, (Mornington) and Hastings ramps, as well as the parking facilities at Flinders.

The tickets are not valid for ramps run independently of the council, such as Crib Point, Stony Point, Tootgarook and Anthony's Nose.

DIVE/SOCIAL CALENDAR

| DATE | EVENT/LOCATION | DIVE CAPTAIN | MEET AT |
|-----------------|---|----------------------------------|------------------------|
| 17 Dec | Single dive/BBQ | Bob Scott (059) 712 206 | Sorrento 9.00am |
| 21 Dec | Social Meet Meal/Drink | Bell's Hotel Sth Melb | Anytime |
| 26 Dec | Xmas trip Robe SA | John Lawler 9589 4020 | |
| 30 Dec Sat | Heads Area | Mick Jeacle (059) 712786 | 9.30am Sorrento |
| 7 Jan | Heads Area | Chris Llewellyn (059) 867437 | 9.30am Sorrento |
| 18 Jan | General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne | | 8.00pm Sharp! |
| 21 Jan | Phillip Island | Don Abell 9889 4415 | 9am Stony Point |
| 25 to 28 Jan | Refuge Cove Weekend | Bob Scott (059) 712 206 | 10 places only |
| 11 Feb | Seafood BBQ Catch n' Cook | Chris Llewellyn (059) 867 437 | 8.30am Rye Boatramp |
| 15 Feb | General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne | | 8.00pm Sharp! |
| 25 Feb | heads Area | Leo Maybus 9727 1568 | 9.00am Sorrento |

NOTE: THERE IS NO GENERAL MEETING IN DECEMBER(SEE SPECIAL NOTICE)

DIVERS PLEASE NOTE: BOAT OWNERS INTENDING TO BRING THEIR BOATS
PLEASE RING DIVE CAPTAIN BEFORE 6PM ON THE EVENING PRIOR TO THE DIVE.

DIVERS PLEASE RING BETWEEN 6PM AND 7PM.

TIDE TABLES

TIMES OF FLOOD AND EBB - The tables of Times of Flood and Ebb give the times when the rate of change in the sea level at Point Lonsdale (Port Phillip Heads) is a maximum. Each time approximately one wherewithal tidal flow at the entrance to port Phillip bay changes direction, this time is given in the column marked "Time". The direction of this flow is indicated by the words "flood" and "ebb" in the column "flow". Thus the word "flood" indicates that the tide starts to flow into the bay, at the given time in the "Time" column. The word "ebb" indicates that the tide starts to flow out of the bay at that time.

PORT PHILLIP HEADS (PT. LONSDALE)

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

JANUARY - 1996

| Time | m | Time | m | Time | m | Time | m | |
|------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1 | 0032 0.56 | 0217 1.45 | 17 | 0031 0.58 | 0319 1.61 | 25 | 0319 1.61 | |
| | 0717 1.34 | 0807 1.48 | | 0702 1.29 | 0904 1.22 | | 0959 ebb | |
| MO | 1320 0.29 | TU | 1405 0.24 | WE | 1302 0.21 | TH | 1534 1.48 | |
| | 2038 1.26 | | 2009 0.20 | | 2024 1.24 | | 2115 0.19 | |
| 2 | 0122 0.66 | 10 | 0249 1.47 | 18 | 0128 0.66 | 0400 1.59 | | |
| | 0807 1.27 | TU | 1414 0.32 | WE | 1445 1.27 | TH | 1400 0.20 | |
| | 2138 1.26 | | 2044 0.22 | | 2138 1.27 | | 2159 0.26 | |
| 3 | 0221 0.73 | 11 | 0322 1.48 | 19 | 0236 0.71 | 0440 1.55 | | |
| | 0900 1.21 | TH | 1513 0.33 | FR | 1510 0.18 | SA | 1719 1.42 | |
| | 2236 1.27 | | 2115 0.25 | | 2249 1.33 | | 2241 0.34 | |
| 4 | 0322 0.76 | 12 | 0355 1.47 | 20 | 0353 0.70 | 0518 1.50 | | |
| | 0958 1.17 | FR | 1604 1.28 | SA | 1625 0.15 | SU | 1813 1.37 | |
| | TH | 1615 0.32 | | 2147 0.29 | 2354 1.41 | | 2322 0.43 | |
| 5 | 0445 0.74 | 13 | 0429 1.45 | 21 | 0508 0.63 | 0557 1.42 | | |
| | 1055 1.16 | SA | 1645 1.27 | SU | 1736 0.11 | MO | 1905 1.31 | |
| | FR | 1714 0.28 | | 2221 0.35 | | | | |
| 6 | 0023 1.35 | 14 | 0501 1.42 | 22 | 0052 1.49 | 0002 0.63 | | |
| | 0550 0.68 | SU | 1728 1.26 | MO | 1245 1.35 | TU | 1244 0.29 | |
| | SA | 1149 1.17 | | 2300 0.42 | 1839 0.09 | | 1959 1.25 | |
| | 1805 0.25 | | 2009 0.20 | | 2024 1.24 | | 2115 0.19 | |
| 7 | 0106 1.39 | 15 | 0537 1.38 | 23 | 0145 1.56 | 0046 0.61 | | |
| | 0643 0.62 | | 1153 0.24 | | 0716 0.41 | 0719 1.25 | | |
| | SU | 1239 1.19 | | 1817 1.25 | TU | 1344 1.41 | WE | 1329 0.30 |
| | 1852 0.22 | | 2343 0.20 | | 1935 0.09 | | 2053 1.21 | |
| 8 | 0144 1.42 | 16 | 0616 1.33 | 24 | 0234 1.60 | | | |
| | 0728 0.54 | | 1215 0.22 | | 0812 0.31 | | | |
| | MO | 1323 1.22 | | TU | 1915 1.24 | WE | 1440 1.46 | |
| | 1932 0.20 | | 2027 0.13 | | | | | |

© N.T.F. ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

PORT PHILLIP HEADS (PT. LONSDALE)

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

TIMES OF SLACK WATERS

JANUARY - 1996

| Time | Start | Time | Start | Time | Start | Time | Start |
|------|------------|------------|------------|------------|------------|------|------------|
| 1 | 0314 flood | 9 | 0524 ebb | 17 | 0259 flood | 25 | 0606 ebb |
| | 0959 ebb | TU | 1620 ebb | WE | 1736 flood | TH | 1809 ebb |
| MO | 1729 flood | | 2337 flood | | 2316 ebb | | |
| 2 | 0350 flood | 10 | 0551 ebb | 18 | 0341 flood | 26 | 0035 flood |
| | 1041 ebb | TU | 1202 flood | TH | 1845 flood | FR | 1321 ebb |
| | TU | 1830 flood | | WE | 1701 ebb | | 1902 ebb |
| 3 | 0037 ebb | 11 | 0008 flood | 19 | 0042 ebb | 27 | 0109 flood |
| | 0438 flood | TH | 1240 flood | FR | 1124 ebb | SA | 1410 flood |
| | WE | 1427 ebb | | TH | 1743 ebb | | 1956 ebb |
| 4 | 0151 ebb | 12 | 0037 flood | 20 | 0201 ebb | 28 | 0142 flood |
| | 0556 flood | FR | 1317 flood | SA | 1234 ebb | SU | 1458 flood |
| | TH | 1215 ebb | | 1826 ebb | 2051 flood | | 2048 ebb |
| 5 | 0256 flood | 13 | 0105 flood | 21 | 0305 ebb | 29 | 0214 flood |
| | 0741 ebb | SA | 1357 flood | SU | 1349 ebb | MO | 0842 ebb |
| | FR | 1309 ebb | | 1911 ebb | 2145 flood | | 1549 flood |
| | 2110 flood | | | | | | 2142 ebb |
| 6 | 0345 ebb | 14 | 0132 flood | 22 | 0357 flood | 30 | 0245 flood |
| | 0858 flood | SA | 1441 ebb | MO | 1503 ebb | TU | 1645 flood |
| | SA | 1401 ebb | | 2000 ebb | 2233 flood | | 2238 ebb |
| | 2152 flood | | | | | | |
| 7 | 0423 ebb | 15 | 0200 flood | 23 | 0442 ebb | 31 | 0318 flood |
| | 0955 flood | SU | 1451 ebb | MO | 1530 flood | TU | 1611 ebb |
| | SU | 1451 ebb | | 2056 ebb | 2318 flood | WE | 1745 flood |
| | 2230 flood | | | | | | 2341 ebb |
| 8 | 0456 ebb | 16 | 0227 flood | 24 | 0525 ebb | | |
| | 1043 flood | MO | 1537 ebb | TU | 1630 flood | WE | 1712 ebb |
| | MO | 1537 ebb | | 2305 flood | 2359 flood | | |
| | 2305 flood | | | | | | |

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PORT PHILLIP HEADS (PT. LONSDALE)

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

FEBRUARY - 1996

| Time m | Time m | Time m | Time m |
|--------------|--------------|--------------|--------------|
| 1 0137 0.69 | 9 0257 1.45 | 17 0208 0.65 | 0410 1.51 |
| TH 0809 1.18 | FR 0957 0.29 | FR 0840 1.21 | 1011 0.12 |
| TH 1422 0.34 | FR 1511 1.34 | SA 1443 0.22 | SU 1657 1.48 |
| 2151 1.19 | 2059 0.27 | 2221 1.28 | 2218 0.36 |
| 2 0240 0.73 | 10 0330 1.46 | 18 0326 0.65 | 0626 1.46 |
| FR 0908 1.12 | FR 0930 0.24 | 10 0056 1.21 | 1050 0.14 |
| FR 1528 0.36 | SA 1550 1.36 | SU 1604 0.24 | MO 1741 1.42 |
| 2250 1.19 | 2132 0.30 | 2328 1.34 | 2257 0.43 |
| 3 0357 0.74 | 11 0404 1.44 | 19 0447 0.58 | 0727 1.39 |
| SA 1013 1.09 | 11 0002 0.20 | 11 1129 0.18 | 1129 0.18 |
| SA 1637 0.34 | SU 1630 1.36 | MO 1721 0.22 | TU 1824 1.34 |
| 2345 1.23 | 2208 0.34 | | 2334 0.49 |
| 4 0515 0.69 | 12 0438 1.42 | 20 0028 1.42 | 0600 1.31 |
| SU 1116 1.10 | 12 1035 0.17 | 0600 0.46 | 1205 0.24 |
| SU 1739 0.31 | MO 1711 1.35 | TU 1235 0.36 | WE 1910 1.26 |
| | 2246 0.40 | 1828 0.21 | |
| 5 0033 1.28 | 13 0513 1.38 | 21 0121 1.49 | 0015 0.56 |
| MO 0616 0.61 | 11 1112 0.15 | 0701 0.34 | 0639 1.23 |
| MO 1213 1.14 | TU 1757 1.33 | WE 1336 1.44 | TH 1246 0.30 |
| 1830 0.28 | 2327 0.47 | 1924 0.21 | 1959 1.20 |
| 6 0114 1.33 | 14 0551 1.34 | 0210 1.54 | |
| TU 0705 0.52 | 14 1152 0.15 | 0756 0.24 | |
| TU 1302 1.19 | WE 1850 1.29 | TH 1432 1.51 | |
| 1914 0.26 | 2014 0.23 | | |
| 7 0148 1.38 | 15 0012 0.54 | 0253 1.56 | |
| WE 0745 0.44 | 0636 1.30 | 0845 0.44 | |
| WE 1347 1.25 | TH 1238 0.16 | FR 1524 1.53 | |
| 1950 0.25 | 1954 1.26 | 2058 0.26 | |
| 8 0223 1.42 | 16 0103 0.61 | 0332 1.55 | |
| TH 0822 0.36 | 0731 1.25 | 0929 1.12 | |
| TH 1430 1.30 | FR 1334 0.19 | SA 1612 1.52 | |
| 2025 0.25 | 2108 1.25 | 2139 0.31 | |

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PORT PHILLIP HEADS (PT. LONSDALE)

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

TIMES OF SLACK WATERS

FEBRUARY - 1996

| Time Start | Time Start | Time Start | Time Start |
|---------------|---------------|---------------|---------------|
| 1 0359 flood | 9 0539 ebb | 17 0439 flood | 25 0045 flood |
| TH 1036 ebb | FR 1222 flood | FR 1103 ebb | 0650 ebb |
| TH 1850 flood | FR 1737 ebb | SA 1927 flood | SU 1339 flood |
| | | | 1940 ebb |
| 2 0051 ebb | 10 0018 flood | 18 0115 ebb | 26 0117 flood |
| 2 0502 flood | 0608 ebb | 0627 flood | 0728 ebb |
| FR 1122 ebb | SA 1258 flood | SU 1219 ebb | MO 1420 flood |
| 1953 flood | 1621 ebb | 2030 flood | 2026 ebb |
| 3 0200 ebb | 11 0045 flood | 19 0223 ebb | 27 0149 flood |
| 3 0700 flood | 0638 ebb | 0816 flood | 0803 ebb |
| SA 1217 ebb | SU 1334 flood | MO 1343 ebb | TU 1503 flood |
| 2047 flood | 1906 ebb | 2127 flood | 2111 ebb |
| 4 0258 ebb | 12 0112 flood | 20 0318 ebb | 28 0221 flood |
| 4 0937 flood | 0709 ebb | 0934 flood | 0838 ebb |
| SU 1319 ebb | MO 1415 flood | TU 1502 ebb | WE 1550 flood |
| 2134 flood | 1953 ebb | 2216 flood | 2157 ebb |
| 5 0340 ebb | 13 0139 flood | 21 0407 ebb | 29 0255 flood |
| 5 0942 flood | 0744 ebb | 1036 flood | 0913 ebb |
| MO 1422 ebb | TU 1502 flood | WE 1611 ebb | TH 1645 flood |
| 2215 flood | 2044 ebb | 2300 flood | 2245 ebb |
| 6 0414 ebb | 14 0208 flood | 22 0451 ebb | |
| 6 1030 flood | 0821 ebb | 1129 flood | |
| TU 1517 ebb | WE 1558 flood | TH 1710 ebb | |
| 2249 flood | 2140 ebb | 2338 flood | |
| 7 0443 ebb | 15 0243 flood | 23 0532 ebb | |
| 7 1111 flood | 0906 ebb | 1215 flood | |
| WE 1607 ebb | TH 1702 flood | FR 1803 ebb | |
| 2321 flood | 2245 ebb | | |
| 8 0511 ebb | 16 0329 flood | 24 0013 ebb | |
| 8 1147 flood | 0959 ebb | 0612 ebb | |
| TH 1653 ebb | FR 1015 flood | SA 1258 flood | |
| 2350 flood | 2359 ebb | 1853 ebb | |

© N.T.F. ADD 1 HOUR TO TIMES SHOWN FOR OFFICIAL "SUMMER TIME"

EMERGENCY CONTACT INFORMATION MORNINGTON PENINSULA AREA

| | PHONE |
|---|-------------------------------|
| POLICE - AMBULANCE - FIRE | (000) |
| PENINSULA AMBULANCE (ROSEBUD, SORRENTO) (MORNINGTON) | (008) 137333 (03) 783 2222 |
| SOUTHERN PENINSULA HOSPITAL 1527 NEPEAN ROSEBUD | (059) 86 8444 |
| FRANKSTON HOSPITAL HASTINGS ROAD FRANKSTON | (03) 781 3111 |
| MORNINGTON BUSH NURSING HOSPITAL MAIN ST MORNINGTON | (059) 75 2009 |
| MORNINGTON BAY RESCUE SERVICE | (059) 75 2733 |
| SOUTHERN PENINSULA RESCUE | (059) 84 2000 |
| DIVING EMERGENCY SERVICE | 1800 088 200 |
| COAST GUARD | (03) 598 7003 |
| STATE EMERGENCY SERVICE (S.E.S) | (03) 26 1468 |
| WATER POLICE | (03) 662 0911 |
| MELBOURNE AMBULANCE | (03) 662 2533 |

DOCTORS DIVING MEDICINE

| | | |
|--------------------------|------------|---------------|
| DR. GUY WILLIAMS | ROSEBUD | (059) 81 1555 |
| DR. J De B.J. DADE | MORNINGTON | (059) 75 5288 |
| DIVING EMERGENCY SERVICE | | 1800 088 200 |

V.H.F. EMERGENCY CHANNEL..... (16)

PENINSULA DIVING INSTRUCTION

10 MAIN STREET
MORNINTON 3931
PH: (059) 75 6865
FAX: (059) 75 6844

7/33 COOK STREET
FLINDERS 3929
PH: (059) 890 900