

# FATHOMS

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# VSAG

VICTORIAN SUB-AQUA GROUP

DEC - JAN  
96 97

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

Local diving is organised on a bi-monthly basis, generally out of participating member's boats. This is supported by weekend camps, charters to more remote locations and annual overseas trips. The club has a considerable investment in diving equipment. Regular functions provide an opportunity for members, friends and families to socialise. Each month VSAG meets at North Melbourne Football Club where bar facilities are available prior to and after the General Meetings. Visitors are very welcome - smart casual wear essential.

# FATHOMS

Official journal of the *Victorian Sub - Aqua Group*

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### Next General Meetings:

Bells Hotel  
157 Moray Street (cnr. Coventry Street)  
South Melbourne - 8pm sharp!  
Thursday 16th January 1997

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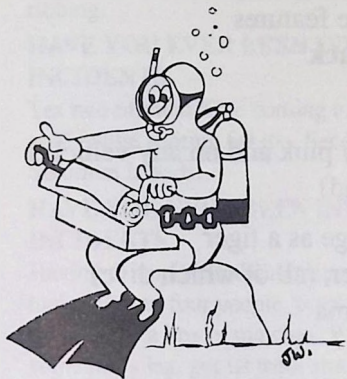
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## EDITORIAL



As I write this I am aware that some lucky members are preparing for their Christmas sojourn to Coff's Harbour. Good luck to you all, I hope you have a safe and successful trip.

For those of you staying in Melbourne, there will be plenty of boats available at home, with dives scheduled for 28 December and 5 January 1997. As well as these, if weather permits, I for one will be keen to launch the boat on other days if I can get a crew. I'm sure the other boat owners will be keen to do the same.

At our last committee meeting we discussed alternative ways to keep members informed of coming events rather than to rely solely on

FATHOMS. This has become necessary as it is not always possible to get FATHOMS out on time.

Accordingly, in future these items, including the dive calendar, will be sent out by flyer to ensure you are all kept fully informed. Please retain these for reference at least until you receive your copy of the magazine.

It is now timely to remind all dive captains of their responsibility to provide a written dive report/article for FATHOMS. Some have been a bit tardy in this area so please lift your game in the interests of your fellow members.

Your committee has agreed to re-introduce an annual literary award (see separate notice in this issue). The prize will be well worth winning, so why not give it a go.

On behalf of the committee of VSAG I would like to extend a very Merry and Safe Christmas to all members and their families.

MICK JEACLE

# V.S.A.G. PROFILE

This month's diver profile features  
**Murray Leslie Black**

**AGE: 35**

**OCCUPATION:** Wall paper hanger (only pink and on any vehicles left hanging around)

**FAMILY:** 4 cats, one as large as a tiger  
Twin brother, Another brother, a sister, (all of which dive)  
Mum, Dad, Grandma

## **TELL US ABOUT YOUR DECISION TO SETTLE DOWN UNDER?**

When I was a young bloke I liked to jump over puddles and the Tasman sea is just one of the bigger ones I have jumped over.

## **TELL S ABOUT YOUR INVOLVEMENT WITH THE UNDERWATER HOCKEY**

Isn't that, that funny game played on the bottom of a diving pool with a lead puck, Y shaped bats, and the players have masks, flippers, & snorkel "I never heard of it!"

## **WHAT OTHER HOBBIES/INTERESTS DO YOU HAVE**

Apart from the Tidal river hammer dodging, I enjoy rugby, indoor cricket and any other sport I can get involved in. I once tried rock climbing but the rock kept crumbling under the strain, "I will have to try a harder rock than granite".

## **WHEN AND WHY DID YOU FIRST JOIN VSAG?**

I joined with Ruth Brown when our old dive club ran short of boats due to a power freak.

My first dive with the club was on the Pinnacles off Phillip Island. There were seven boats out that day, I had the pleasure of being in Bazza's boat (which won the race back to the boat ramp at the end of the day). John Goulding had some trouble finding the mark. Wishing to be of service to the club I pointed out that the pinnacles were

some fifty metres out to sea. Much to the relief of the sea sick divers the Pinnacles came up on the sounder and poor John Goulding had to put up with some rather harsh ribbing.

### **HAVE YOU EVER BEEN INVOLVED IN ANY SCARY UNDERWATER INCIDENTS**

Yes two of them. One coming to the surface and finding a man with a waterproof gold badge waiting for me. Second was seeing Des in his blue licra suit in the Solomon Islands.

### **HAVE YOU EVER BEEN INVOLVED IN ANY SCARY PARKING OFFICER INCIDENTS**

Having to impound a Rhodesian Ridgeback Bull terrier cross named "Killer" which had molested four people, breaking one person's leg and turning a wooden Police Batten into a box of matches. We finally subdued it when it mistook a car tyre for some one's leg, got its teeth stuck and was duly hog tied.

### **WHAT ARE YOUR FAVOURITE DIVE SITES**

Any ship wreck or cave, I also enjoy a nice shallow dive on the back beach when the sea is flat. The most important part is the people you go with, most dives have something of interest to share with your buddy.

### **ARE YOU DIVING THE COOLIDGE IN 97 AND TELL US YOUR BEST DIVE ON THE COOLIDGE IN 94.**

The Coolidge is a terrible dive. The water is too warm, there is too many fish and the water is too clear for my liking, besides the wreck is so small you can see the lot in five minutes from the surface, just look down from a fast dive boat. But yes I am going but if you want my opinion most of the others going should cancel now and go diving here instead.

As for 94 trip, well diving the doctor's surgery first up. The dive went through the heart of the great ship. It was pitch dark and there was so much stuff on the corridor floor and in the rooms running off the passageway that you could have set up an antique market for ten years.

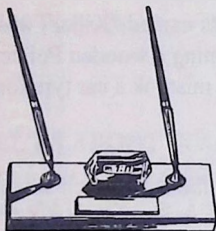
Be careful of a large JL fish that pushes you into the silt and turns the strongest dive light into a faint red glow in the blackness.

## WHAT BENEFITS DID YOU GAIN FROM YOUR RECENT CAVE DIVING COURSE

If there is one course that can make you into a better diver it is a cave diving course. The use of buoyancy has cut my air consumption and keeps me from smashing up the bottom. Antisilting techniques keep the visibility good and the black out diving teaches you self control.

## WHAT ARE YOUR FUTURE DIVING AMBITIONS

To take my grandchildren diving on my 100th birthday.



## LITERARY AWARD

BY MICK JEACLE

Many years ago the club used to award a prize at the end of the year for the best judged article appearing in *Fathoms* during the previous 12 months.

I am happy to say that Committee approval has been granted to resurrect this great idea commencing immediately.

To qualify, articles must be original in content and can take any format viz: dive report or any other story of interest.

To decide the winner, the committee will agree on a final list at the May Committee meeting each year and voting slips will be sent out to all members together with their renewal subscriptions in the June/July *FATHOMS*.

The prize for the best judged article will be a book voucher to the value of \$60, and to my mind this is something to aspire to. So come on all you scribes, give it a go.

Of course, there is a plan behind this idea, and that is to improve further the standard of *FATHOMS* for your enjoyment.

Remember, articles must be original and not merely re-prints of articles from Commercial papers or magazines.



## *THE K-CLASS SUBMARINES*

BY CHARLIE BRINCAT

In 1915 the British Admiralty decided to build a new type of submarine, a vessel that was big enough and fast enough to operate with a battle fleet in action. And so the K-Boats were born.

The K-Boats were 100 metres long and heavier than the Navy's biggest destroyers. Before they could dive, the crew had to shut off steam, douse the boilers, lower the 2 funnels and shut 9 water tight doors.

It meant that the crash dive, the most effective defence when attacked on the surface was impossible.

The K-Boat's length and weight made it difficult to trim properly. The slightest error could send it diving out of control. The story of the early K-Boats was a catalogue of disasters.

K-1 crashed to the bottom of Gareloch in Scotland, on her diving trials with the loss of 32 lives. K-2 caught fire on her first dive. K-3 plunged to the bottom of Stokes Bay on a test dive. K-4 ran a ground, K-5 vanished with a crew of 57 on an exercise. K-6 got stuck on the bottom of Devonport Dock Yard.

Despite the set backs, Naval Chiefs pressed ahead for 3 years even though the plan for their eventual use was fraught with danger.

On Jan 31, 1918 two flotillas of K-Boats sailed from Rosyth as the grand fleet's advance guard. The resultant shambles became known as the battle of May Island.

The leading K-Boats running at top speed on the surface had to swirl to avoid a pair of minesweepers. The helm of K-14 jammed and K-22 ran her down. As the crew sent up distress signals the battle cruiser HMS "Inflexible" bearing down in the darkness ploughed into the wreckage.

H.M.S. "Ithuriel" the light cruiser leading the first flotilla turned back to help and her flock of submarines faithfully followed, right into the path of the battle cruisers, their escorting destroyers and the light cruiser HMS "Fearless".

"Fearless" ran down K-17, K-4 swerved to avoid them both. K-3 swerved to avoid K-4 and was run down by K-6. Then K-7 hit the sinking K-17.

In those 2 hours on their first and last major exercise, 2 K-Boats were sunk, 3 crippled and a light cruiser damaged.

The total death toll was 270!.

## ***TIP'S TIT-BITS AT THE TENNIS PARTY***

BY TONY TIPPING

This years 25th Annual VSAG Tennis Day was on Sunday 10 Nov. It was a bleak start with an early morning shower before fining up to a sunny 18 c - perfect for playing tennis and running.

Only 30 people came this year - firstly because the newsletter was late and several people didn't know it was on and secondly it was two weeks early because some idiot was turning 50 on the normal weekend!.

Special thanks must go as usual to Marie Truscott for booking the courts and cleaning up afterwards and June Scott for entertaining the kids with games, races and prizes. Pat Moore still has her record - 24 in a row!.

Unfortunately I've nothing to brag about this year because Marcus and I lost our doubles tittle.

### The Results

Doubles: Barry & Marie Truscott D Tony & Marcus Tipping 7-5

Adult Singles: Marie Truscott D Sant Khan 6-0

Junior Singles: David Beattie D Laura Harrap 6-2

### The Mile (Actual 1.3km)

Overall Winner: Marcus Tipping (4.24)

Veteran: Sant Khan

First Woman: Kate Caine

10-15 y.o. Girl: Jessica Jeacle

10-15 y.o. Boy: Marcus Tipping

Under 10: Laura Harrap



*Dougie eyes the ball but success eludes him yet again.*



*Glad to see Sant kept his clothes on this year.*



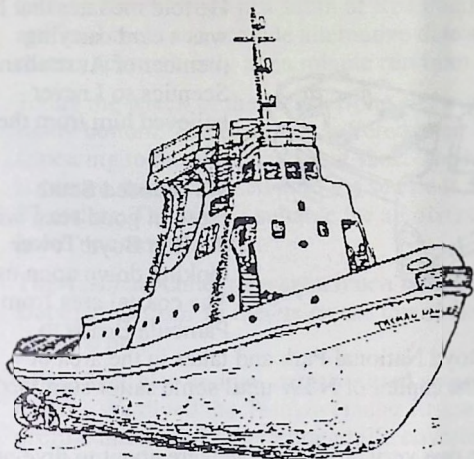
*The egg & spoon race is on but Paul couldn't give a stuff.*



*Joanna, Sally & Darren take the sobriety test while June looks on.*

## *THE EDEN TUGS*

BY BILL HAYES



The Winter over, thank God, four members of VSAG - Mick Jeacle, Nev Viapree Ted Cornish and yours truly, decided to do a spot of fishing up in the Mallacoota Inlet. However after four fruitless days we gave up and headed north to Eden to investigate the rumour that two tugs had been sunk off Eden and were a "must" dive.

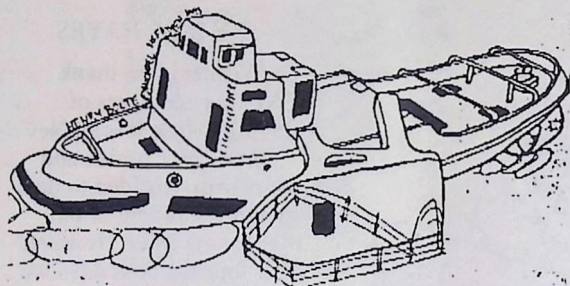
Only 60km's up the road from Gypsy Point where we stayed, it was a short run to the fishing town of Eden. Located on Calle Calle Bay, Eden is well known for it's fishing fleet and whale watching.

Upon arrival we stopped to visit a long time friend of Mick and Annie's - John Morell a kindly gentleman, who had spent most of his adult life in Eden either as a deckhand on the trawlers, welding broken bits on the "long liners" or delivering fuel to the whole fishing fleet. John knew more about boats than anyone I have ever met. "Where's Haggis" he yelled when Mick knocked on his door.

Mick made the offer to John to come boating with us which he accepted with enthusiasm.

Launching took place at Quarantine Bay which has an excellent boat ramp with good facilities. The local weather was fine, a bit overcast with the temp about 20 degrees. Winds were slight and coming in from the NE - ideal for the south east coast.

A short run out to South Head past the wood chip terminal, Neville mentioned something "bloody timber fellers and loggers cutting down all the trees".



He told me later that he was a card carrying member of Australian Sceptics so I never believed him from then on.

We rounded South Head in good seas, with the Ben Boyd Tower looking down upon us. The coastal area from Pambula Beach to

Green Cape is known as the Ben Boyd National Park and takes in the area of Twofold Bay, the original site for the capital of NSW until some sailor stumbled upon Botany Bay up North.

John gave us a bit of history on the two very large tugs we were about to dive on. The first was the Tasman Hauler and the Henry Bolte. In fact there are three tugs in the area. The third is the "Provincial Trader" a sister ship of the Tasman Hauler which had an accident near Eden in late 1994 and sank in shallow water with a motor vehicle lashed to the deck. It was regarded as a danger to shipping by Ports and Harbours and in early 1995 it was refloated and towed out to the Continental Shelf for sinking (what a shame!).

An article written by David Bryant on the two wrecks in 1993 in Dive Log stated in part the following -

"The Henry Bolte was launched in 1966 from the NSW State Govt Dockyard at Newcastle for the Victorian Ports & Harbours. Displacing 383 tons and measuring 40.7 by 10.2 meters wide the Henry Bolte was a fire-fighting tug used primarily in Westernport. It was powered by an eight cylinder diesel motor of 15000 bhp connected to the prop by flexible couplings.

The Tasman Hauler was built by Evans Deakin & Co of Brisbane for BP (Kwiana) P/L. Launched in November 1959 as a fire-fighting tug it was originally named the BP Cockburn. The BP Cockburn was 419 tons and measured 42.4 by 10 meters wide. Powered by an identical engine to the Henry Bolte with an identical drive train.

Both tugs had a varied life and ownership however in 1988 the two tugs were purchased by the then Eden dive operator, Gary Becus for \$1 each. In that year he sank the two tugs just south of Red Point off Ben Boyd National Park to start artificial reefs and provide alternative dive sites.. Located only a few hundred meters apart it's only a ten minute run from the Point.

Today the wreck of the Henry Bolte sits with a 45 degree list to port on a mostly sandy bottom. The Bolte has suffered a fair bit since it was scuttled, most damage appearing to have occurred as it sank. The hull is broken in two and in 1992 the superstructure collapsed onto the sea floor. Depth ranges from 15 meters down to 27 meters. The dive is suitable for all divers and there are no real dangerous holds or compartments.

The Tasman Hauler appears a much larger vessel and is in "mint" condition. Depth goes from 15 meters on the top of the mast down to 29 meters on the sand near the prop."

Mick, Ted, Nev and yours truly kitted up and left Captain John in charge of deck duties. We dived the Tasman Hauler first and it is a truly great dive. There is a prolific amount of invertebrate life covering almost every inch of the ship. Sponges corals and small gorgonians abound. There is also great marine life within the area of the ship.

There are a number of passage ways to swim through and many deck hatches to be explored. The superstructure and the wheelhouse complete an exciting dive.

Surface time was to be spent in a secluded bay near the wood chip terminal however when the real Captain - Mick put on the kettle for a brew and discovered that yours truly had left cups etc in the boot of the car he cut up rough and mentioned something about "bloody deckies - can't get a decent one nowadays John".

John agreed. Back to the car.

Lunch was enjoyed (after Mick settled down) at the Eden wharf. There we watched with amazement the unloading of 1000 tons of tuna from an American ship the Western Pacific with it's helicopter sitting on the wheelhouse.

It takes about three to four days to unload the tuna which are sent to the Eden processing works of "Greenseas" Tuna. That made Mick really happy knowing that his future dive lunches were assured.

"Cast off the lines" yelled John and we headed back out to the dive site of the Henry Bolte. As mentioned the Bolte is not in as good condition as the Tasman (just like it's namesake") however the dive was most worthwhile with plenty of sights and points of interest.

The highlight of this dive was on the accent. Mick and Ted discovered large mussel's growing on a submerged float attached to the marker line.

Mick immediately called for the catch bag and filled it to the brim. Ted later complained about having to waste air in his BC for a few mussel's however we all agreed that their taste was delightful.

Back on land we enjoyed the hospitality of John and his delightful wife Annabelle at their home. John next door neighbour - Lionel Jervis visited and related many stories when he dived for abalone around Eden for 28 years. He said the biggest fright he got was during mating season and the wobbecong sharks would "envelope" him from above - "scared the shit out of me it did".

Next year we hope to return to Eden where there are more fish and another dive wreck called the "Empire Gladstone". On the 5 September 1950 the steamer ran onto a reef extending eastwards from Ioala Point and sank shortly thereafter.

Back to the Genoa pub for tea and a few cold beers. The end to a great days diving and meeting John and his bride.

Yours truly - Bill Hayes (still a great deckie Baz!)

PS. When staying a week away with friends and dive buddies be sure you go with the one's who don't snore - goodnight now!!

## **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 19 December (Drinks)

Thursday 16 January

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



## *GIPSY POINT & THE CROAJINGOLONG*

BY MICK JEACLE

On Saturday 9 November yours truly, accompanied by Bill Hayes and Neville Viapree left Frankston in the early hours bound for the Gipsy Point Lodge. Ted Cornish was to later join us on 12/11/96.

The object of the trip was to explore the magnificent waters of this area, namely the Genoa and Wallagaraugh rivers and the Mallacoota lakes.

Gipsy Point lies at an idyllic location off the Genoa - Mallacoota Rd, at the head of Mallacoota's top lake, near the Genoa and wallagaraugh rivers. It is an ideal place for bushwalkers, bird watchers and of course boaties seeking those large flathead, bream and mulloway that are said to occupy these waters. My scepticism arises from the fact that we failed to catch any fish despite many hours trying over a period of 4 days. Upon arrival we checked into a very comfortable 2 bed room unit at the lodge which is run by Alan and Susan Robertson.

We then launched the boat at the lodge's own boat ramp and readied the boat for the coming days. The real treat here was that we left the boat tied to the jetty each day with no fear of interference from intruders.

Over the next few days we soon discovered that life in this part of the world moves in the slow lane. The wonderful sounding Aboriginal place names such as Mallacoota and Croajingolong are indeed matched by the beauty of the landscape. This is a region of true tranquillity with unspoilt beaches and rainforest retreats.

One of the highlights of this trip for me anyway, was the 13 km trip up the Wallagaraugh River until we met up with the Rocks and could go no further. We fished the whole way up including spinning in the most likely looking spots, but to no avail. However, our lack of success meant nothing as the sheer beauty of the surroundings and the stillness and quietness of the river was relaxation plus. These rivers are not easily navigated as the water is very dark and in most places very shallow.

Alan provided us with hand drawn maps indicating where to go, and these, together with an ever watchful eye on the depth sounder, ensured we did not bend the prop.

When Ted arrived we took him out for a day's fishing on the Genoa river and also the Mallacoota lakes. A great feature of these parts is the small jettys and tables & fireplaces strategically placed for use of the boaties. It was very



*Navigating the Wallagaraugh, simply superb - scenery like this for 13kms*



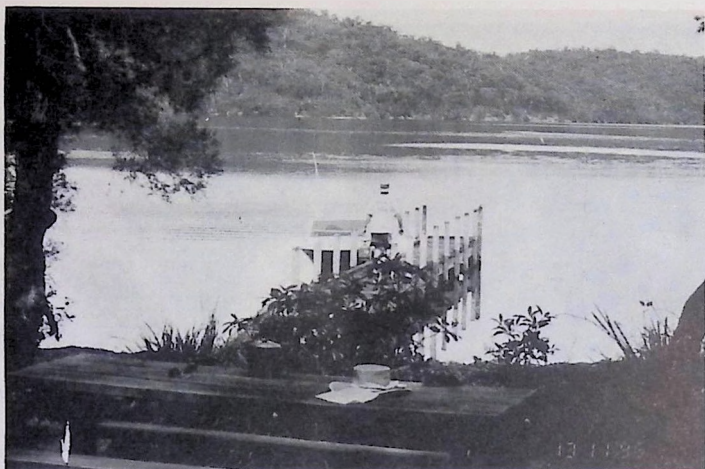
*Bill & Nev decided to try their luck from this magnificent sandy beach about half way up.*



*Bill, Nev & Ted on top of the world at Genoa Peak (489 metres), Mallaoola Lakes in background.*



*Almost at the top of Genoa peak.*



*One of the many great facilities accessible only by boat. Bill tidies up after morning tea.*



*If ever you go away with Ted, ask him to wash your dive gear. He loves it! On Ya Ted!*

pleasant indeed to tie up at one of these spots and partake of lunch and a freshly brewed cup of billy tea. Despite all this, I could see Ted was itching to go for a dive and at around 7.45 the next morning we were off to Eden to dive the tugboats Tasman Hauler and Henny Bolte. Bill Hayes has provided an article on this day in this issue so I won't expand on this.

On the last day of our stay we climbed the 490 metre summit of Genoa Peak. The view there was superb and offered an uninterrupted 360 degree view of the ranges, the Mallacoota lakes and Gabo Island.

In between all the activity, we spent some time at the Genoa pub where on a good night the four of us made up 50% of the crowd. The pub is run by Shan Rochfort and his wife and his eyes fair lit up each time we walked in. Shan informed us he often closed at 8 pm if no one was around so on the first night there we made sure we kept him open until 10 pm. The people in Genoa (all 6 of them) were indeed friendly and seemed to adopt us on first sight, especially the fellow who runs the store on the highway where he displays the sign "free bread".

Croajingolong's 86,000 hectares makes it one of Victoria's largest National Parks. It includes mountains, lakes, rivers and the Tamboon, Wingan, Mallacoota and Sydenham inlets. Almost one third of Australia's bird species have been seen in the area and Alan & Susan Robertson conduct regular excursions for those interested in the feathered variety and are considered to be well versed in this past time.

I feel we hardly scratched the surface but our few days in the area were very relaxing and most enjoyable. I have included a number of photographs herein in the hope that they give some indication of the beauty of the place.

#### FOOTNOTES

By the way, the locals weren't catching any fish either, so those who may be considering a visit please don't be put off by our failure.

Bill Hayes would easily win the Victorian, if not Australian snoring championship. Just ask Neville and Ted who chose to sleep on the floor in the lounge room.

A real disappointment was the fact that the Gipsy Point Hotel is being pulled down. Whilst it will rise again, it will no longer open to boaties who pull in to the jetty and walk up for a few pots and to tell a few lies.

## ***CUP WEEKEND AT OCEAN GROVE***

**BY ANDY MASTROWICZ**

Well this year we decided that Cup Weekend would be spent somewhere close to Melbourne instead of the Prom or Warrnambool or wherever else we have travelled to these last ten Cup Weekends. Apart from one weekend way back when "I've forgotten" where we managed to get more than one days diving in.

A number of cabins were booked at the Ocean Grove Caravan Park located opposite the Ocean Grove Golf Course on the Wallington Ocean Grove road. The cabins were quickly taken up by members namely Mick Jeacle, Paul Tipping, Peter Vluegal, John Lawler, Ted Cornish and their families. Robert Birtles, Neville Viapree, Darren Pearce and Murray shared a unit and Leo Maybus dragged out his poptop van and also took up a site. The cabins turned out to be palatial holiday homes at little more than van rates supplying ensuite bathroom, spacious lounges, TV and microwave oven - what more could you want apart from good weather.

The forecasts were looking good, and after spending the previous 3 nights and early mornings wandering the streets of West Footscray looking for a runaway, or should I say Flyaway, pet Cockateel, I was needing a few days break and the peace and quiet on and underwater.

Friday turned out a ripper day as most families made their way down to this sleepy previously unheard of hollow by the Barwon River and relaxed the evening away with a couple of stubbies, - I'm sure most people needed their Melways directories to get there. The 30 degrees forecast for Saturday unfortunately brought with it gusty northerly winds to 40 knots which made going out to the graveyard a bit dubious. Still we decided that the offshore winds should not present too much of a problem if we stayed closer to shore - the 90ft sub was the chosen target. Four boats headed for the Barwon river ramp just across the road from the caravan park, however only three made it to the water as I ended up bending the prop on a concrete outcrop at the bottom of the ramp.

There was nothing left to do but park my boat and off-load all the dive gear onto Vluegal and Micks boats. In the meantime Bluey who had motored all the way from Sorrento in his nifty 5 metre ally boat was extracting himself off a sand bar in the river before joining in the slow crawl back out to the mouth of the river. The northerly had pushed up a metre chop which wasn't too much bother while

we spent the next hour motoring around looking for the 90ft sub.

About this time Curly's engine decided to go to sleep and no amount of prodding brought any life back so Peter kindly offered to tow him back to Pt Lonsdale. Isn't it great to have friends with a large fuel tank "hey" Curly? It was well after 12 O'clock when we arrived back and found the boys had decided to dive the 120ft sub maybe something to do with there already being a buoy on it. By the time Peter, John, Paul and Andrew "sounds a bit Apostolic", had kitted up the rest of the guys had exited the water and were having lunch. We descended the anchor line to the bottom and found the sub in visibility of 15 metres. A pleasant 10 min swim up the length of the vessel was had poking our nose into the various openings and pausing to take note of the large school of Nanagai and whiting milling around the growth covered conning tower. Being my first dive since Palau the 14 degree water temp was a little invigorating to say the least. Lunch saw us head down the coast to 13th beach where we "razzed" the surfies enjoying the curling breakers produced by the offshore wind. With plenty of reef to choose from John and I spent about 20 minutes using up remaining air an obtaining a feed of abs before we headed back to the boat ramp for an early finish.

After bidding everyone a goodnight, I headed for my folks place to see if I could straighten the prop. A couple of mash hammers, an anvil and some gentle coaxing soon had it looking like new. A hot curry and a good "red" saw me asleep on the couch by eight.

Sunday brought the predicted cool change and so the dive was moved to the Heads area launching the boats from Queenscliff. With an overcast sky and intermittent drizzle, the diving conditions were quite good with relatively calm seas and turning tide. Most of us enjoyed a comfortable drift over some of our favourite areas. The day again finished early with time to fill tanks at the local dive shop thanks to Bob Scott's initiative. Most divers were back early to join their families with the evening finding everyone at the barwon Heads Hotel after failing to find the local Italian Restaurant. By the way Mick it's out on the Bellarine Highway about 4 kms out of town!

The night ended late with Paul unable to contain himself without Leslie there to put her hand over his mouth. I heard, Paul, was it the red or did the dive on the sub really put the wind up you? We are getting on now old boy!

Well I headed back to Melbourne to pick up Nicole and her boyfriend Joe for the dive on Monday. Again launching at Queenscliff with a reasonably stiff South Easterly with most divers choosing to dive the reef areas between Queenscliff and Lonsdale Lighthouses. Always a spectacular drift if you don't catch the wrong current and end up in the shallows on sand and weed, however a few reports of monsters under ledges with Xs being marked on the water for another day - good luck!

Those that had a lay day found plenty to do on the Bellarine Peninsula, with Geelong not 20 min away as well. Most members and families would have had a comfortable Tuesday to get home with no tents or gear to pack.

Thanks to all members who brought boats even though we didn't need all of them but it does pay to have more than you need given the uncertainties. We will be going back there soon as the ship's graveyard still beckons our presence.

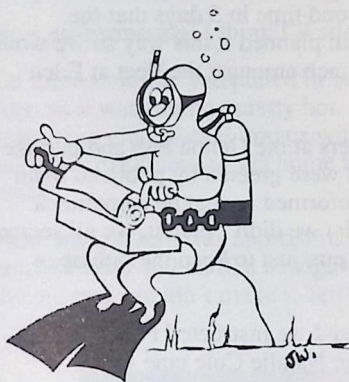
P.S. I hear tell the Prom had perfect weather however they did get some rain so I wasn't disappointed.



## DECO STOPS

BY MICK JEACLE

Recently I spent a week at Gipsy Point Lodge with Nev, Bill & Ted. On the way up Bill made mention of the fact that the meat pies at Rosedale were the best in the land. I don't know why but upon arrival there around 10 am in the morning I decided to try one on this recommendation. "Bloody ordinary". Nev went across the road for a salad roll. I wonder why?



The great love for pies was to be Bill Hayes' downfall for the rest of the trip. For instance, we left early one morning to travel to Eden to dive the tug boats, arriving at 8.30 am. Mind you, we had breakfast before we left, but this didn't stop Bill from buying 2 party pies + 2 party pasties at Eden whilst we were waiting for the chemist to open to purchase Ted's Quells.

Upon arrival at Eden we called around to see an old mate of mine, Fisherman extraordinaire, John Morell. No sooner had I knocked at the door, that John appeared like a leprachun emerging from his broad bean patch in his rather impressive vegie garden.

As I had not seen John for many years, I was keen to have him accompany us on the boat for the day. I was rapt when he accepted and the boys agreed later that it was great to spend the day with a true character, who, by the way, knows nothing about boats but is learning quickly.

Now everyone knows that when you spend a day on the boat you need to pack

lunch. This usually means that if you want a cup of java then you take out the thermos. However, due to the calm conditions on the rivers over the previous few days, we became accustomed to boiling the billy on the front of the boat; (see picture following).

Having anchored in a magic spot in front of the historic EDROM, I reached for the stove and the Billy. "Where's the cups, Billy?" I ask, "Will you tell him Nev, or will I?" he says. Mind you, this was the second time in 5 days that the essentials were left in the car boot. I'm sure Bill planned it this way so we would have to return to retrieve them and then have lunch amongst the fleet at Eden Wharf.

On the first night, we decided to have a few beers at the Genoa Pub and partake of a counter meal. We arrived around 6.30 and were greeted by publican Shan Rochesfort and only two other patrons. Shan informed us that he sometimes closes at around 8 pm if business is slow. Whilst we didn't plan it, we all seemed to have no intention of leaving until at least 10 pm, just to keep the pub open until the correct time.

Bill and I were as pissed as ten men at the end and we instructed Nev to drive home at no more than 30 kph which he did. The Natalie Cole tape was magnificent on the way home that night, but somehow didn't sound as good on the rest of the trip.

On last day we were going to see the sights, and I had had enough of driving. It was then that I tossed the keys to Nev and informed him that he was driver for the day.

Well, he didn't even get out of the lodge carpark without backing into the brick wall. The result, according to my panel beater customer, \$627 to fix. I sure gave him a hard time after that and have banned him from driving again. Guess poms get their licences in a cereal packet!

That right Nev?

Whilst I have stated we did not catch a decent fish on this trip, this is not quite true. On the first day out, yours truly caught a nice salmon trout whilst trolling.

Nev said these should be bled as he'd seen Rex Hunt do this on Television. I

instructed Nev to cut its head right off so that I could retrieve my lure. Somehow, whilst trying to put the headless fish in the keeper basket, it jumped overboard.

When we relayed this story to fishing tackle shop proprietor Wayne Granger he nearly fell over laughing, promising to include the story on his radio show in the "Bag of the Week" section.

How embarrassing, I think I'll stick to my day job.

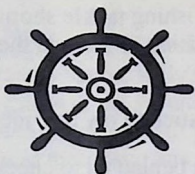
On the way home Ted pulled in behind us to check his coolant level in the Hi Ace, as it was running pretty hot. This was at Cann River and I asked him if he was going via Lakes Entrance with us so we could keep an eye on him "No" he said, "I am anxious to get home to see Jan and Tara, so I'll take the shorter route".

Next we saw him was approximately 15 km the other side of Bairnsdale with a cracked head and stuffed headgasket. Cost us about an hour he did. Jan told you the old bus wouldn't make it Ted! Never doubt a woman's word!!



*Beats a termos any day. However, don't try this near the petrol tank!*

# BOAT FOR SALE



## ALUMINIUM STACER 480 70 HP EVINRUDE MOTOR

BROOKER ROLLER TILT TRAILER, FULL SAFETY  
GEAR, CANOPY, STORM COVER, NAV LIGHTS,  
FISH FINDER / DEPTH SOUNDER, GPS, 27 MEG  
RADIO, DIVE LADDER, SPARE TRAILER WHEEL

ALL IN EXCELLENT CONDITION.

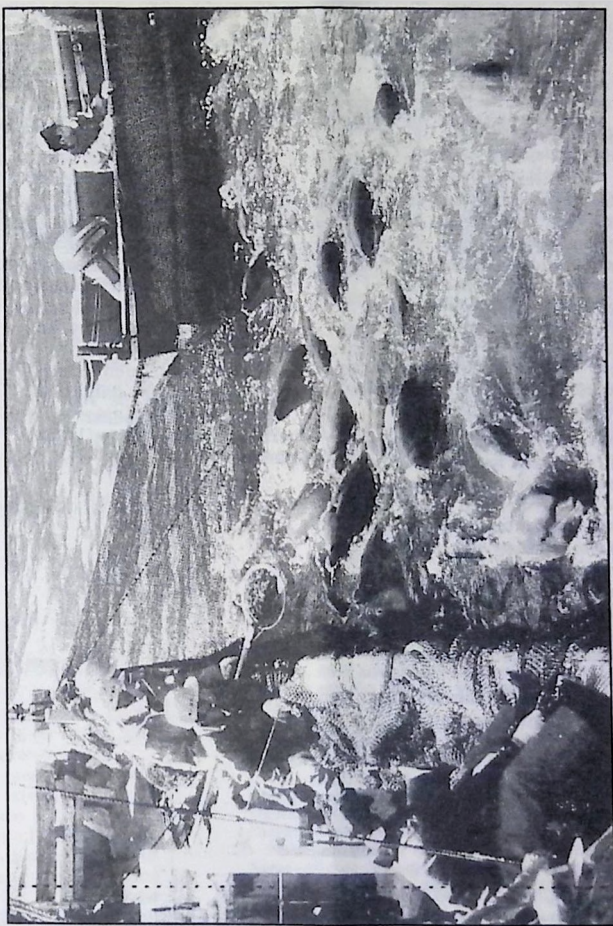
PRICE \$13,700

PHONE: 92971878 (BH)  
96871045 (AH)



## MEDIA WATCH

Picture: T-LINK



*The water turns red as the dolphins, being herded by fishermen, cut themselves on the synthetic nets.*

# Japanese dolphin massacre nets 75

By RUSSELL SKELTON.  
Tokyo, Sunday

The slaughter started at first light, soon after the first streaks of a new day broke across the sky in the small fishing port of Futo.

By nightfall the waters of the port were red with the blood of 75 bottle-nosed dolphins. They were herded into nets, dragged from the water by crane and beheaded with a chainsaw. The carcasses were gutted and packed in ice for the sashimi bars.

This month's slaughter was the first here in two years. Local authorities gave in to pressure from local fishermen to permit the kill. In an attempt to appease environmentalists, the catch was restricted to 75.

The fishermen rounded up more than 200 dolphins and eight pilot whales. The whales and excess dolphins were later released.

Witnesses said the trapped dolphins fought ferociously.

A spokesman for the Department of Fisheries said last week that dolphins were fished around the world, including Australia, Canada and the United States.

"The fact that it occurs accidentally or deliberately should not matter, the fact that they are caught does," he said.

Fisheries Department statistics show Japan is the only country to hunt dolphins. Last year its fishermen took close to 14,000 dolphins.

*The Age* 18.11.96

*Ed Note:*

*What sort of a race are these people?*

*When my daughter saw this she cried.*

*How do you explain this treatment to such beautiful animals to the kids of today?*

*What can we do to prevent this atrocity?*

# Diver death gas doubts

**JOURNALIST** Pat Bowring may have been using a once-banned gas when he died during a diving accident off Sydney in May.

He had previously given evidence to the inquest into the diving death in 1994 of television executive Paul Cavanagh, in which it was claimed Mr Cavanagh and Mr Bowring had used "trimix" during that fatal dive.

Trimix is a mix of three gases which allows divers to go below 50 metres. It has been used widely overseas for 25 years, but in 1991 WorkCover banned its use in NSW because it was perceived to be



Pat Bowring

dangerous. WorkCover lifted the ban on March 1, 1994. Nineteen days later, Mr Cavanagh died.

Water police have confirmed that fresh

statements had been gathered over the death of the Channel Seven station manager.

Sources say the new information relates to allegations that Mr Cavanagh was teaching people to use trimix when he died.

Under cross-examination during the Cavanagh inquest, Mr Bowring denied having once said the dive was the first trimix course to be run in Australia.

Mr Bowring eventually became a fully certified trimix instructor.

He disappeared on May 24 while diving the wreck of the *Koputai*. His body has still not been found.

*Herald Sun* 28.7.96

## Diver fails record

A Cuban diver yesterday failed in his attempt to break a world record by diving 135 metres underwater while holding his breath. The diver, making his attempt in the Mexican town of Cabo San Lucas, alarmed spectators by staying down more than four minutes, nearly twice as long as expected. — Router

## Divers die in wreck

**PORT VILA** — Two divers, one Australian and one British, died after being trapped in one of the world's biggest wrecks off the Vanuatu island of Espiritu Santo on Friday.

The Australian was described as a master diving instructor from Queensland but the names of the two, both said to be in their 30s, have been withheld.

The two went down for a 30-minute dive to an unexplored area of the US ship *President Coolidge*, which was sunk during World War II, became trapped inside at a depth of 50 metres and ran out of air.

"It's the typical accident on a wreck. They must have stirred up mud inside, got disoriented and couldn't get out," a senior Vanuatu diver said.

*The Age* 18.11.96

*Herald Sun* 11.11.96

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# CORONER RULES ON DISAPPEARANCE OF PAT BOWRING

By RICHARD TAYLOR

THE NSW State Coroner, Mr Derrick Hand, has called on the State Minister for Sport & Recreation to look into regulating the Technical & Recreation Diving industries following the disappearance of well known Technical Diver & journalist Pat Bowring earlier this year.

It was concluded at the inquest held in late October into the above tragedy that Pat Bowring's death was "just one of those mishaps that do occur... an unfortunate accident." The finding was that thought the cause of death can not be known

it is most likely that Mr Bowring suffered a heart attack or something else which caused him to drown.

Mr Bowring disappeared on Friday May 24th this year whilst diving with friends on the PS Koptuai, a wreck in

78msw off the coast of Sydney. Following the disappearance an extensive search of both the ocean surface & bottom near the wreck was undertaken, with only his torn drysuit was consistent with being caused by a shark.

Following evidence given by the NSW Water Police Coroner Hand recommended that regulations be established for the Technical Diving Community to extend beyond training but into the running of these dives. "There have been too many diving accidents causing death and injury" he said.

The Koptuai is one of the Technical Divers' favourite wrecks, though the currents, sea conditions and depth also make this one of the most challenging. In August 1993 another diver, David Stace, died whilst diving on air on the wreck.

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## Seal attack

LONDON — An 80-year-old woman was in hospital last night after a wild seal lunged at her and bit her leg in a British nature reserve.

The seal, more than three metres long and weighing 190kg, was protecting its pup.

A seal has bite 10 times worse than a rottweiler.

"Walking through this reserve at the moment is as dangerous as going through the Serengeti big game park," said Roger Parsons, a spokesman for the Lincolnshire Trust for Nature Conservation.

*Herald Sun 29.11.96*

CUBAN exile Pipin Ferreras set a world record yesterday by plunging 133 metres underwater while holding his breath.

Blasting to the surface with a balloon after descending on a cable with weights, Mr Ferreras hugged members of his team in jubilation after setting

the 20th world record of his nine-year career.

Mr Ferreras, 34, was under water for two minutes, 35 seconds in the bay off the Pacific resort of Cabo San Lucas, Mexico.

*Herald-Sun 28.11.96*

*Ed Note, I suppose this is the same bloke!*

## NIAGARA GOLD SEARCH ON

An Auckland, New Zealand company, ScaROV

Technologies Ltd, has signed a salvage agreement to search for and possibly recover the remaining gold bars thought to remain on the wreck of the Niagara in the Hauraki Gulf. The vessel, with a cargo which included 590 gold bars, was sunk by enemy action in June 1940 in approximately 130 metres of water. Keith Gordon, a director of SeaROV, reports that HM Treasury, the owner of the gold, believes that only 5 bars remain. They would have a value of approximately US\$770,000.

Underwater Remote Operated Vehicle (ROV) technology will be used for the search and recovery operations, which will commence this summer.

*November Dive Log*

# Fishing dangerous waters...

It is an unfortunate reality that our community contains a small percentage of people who know the rules but intentionally break them.

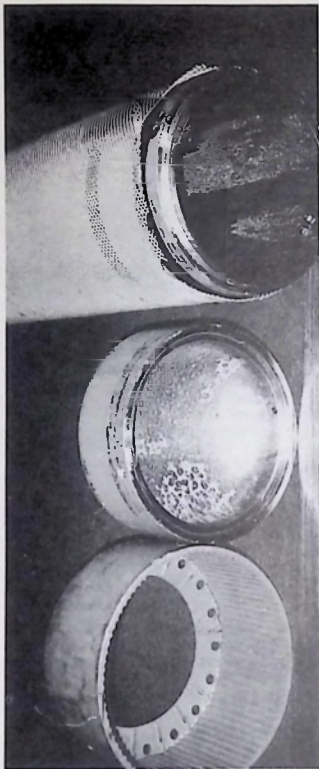
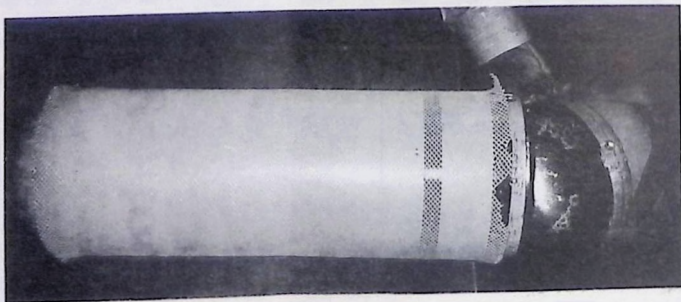
The photographs on this page show the extraordinary lengths some people will go to in an attempt to plunder our limited fisheries resource for their own gain.

The photographic "shame file" this issue features one of the more elaborate efforts uncovered by fisheries compliance officers.

In an effort to elude capture, an abalone

poaching gang created this dummy air tank with a false bottom. It was blatantly obvious that this had been done to create a hiding place for stolen abalone or other goods. The two men involved were convicted and fined more than \$23,000 each for taking over the bag limit and undersized abalone. \$4,000 worth of diving equipment was also seized.

Fishing dangerous waters... will be a regular feature of Southern Fisheries in future issues



**DIVE/SOCIAL CALENDAR**

<b>DATE</b>	<b>EVENT/LOCATION</b>	<b>DIVE CAPTAIN</b>	<b>MEET AT</b>
19 Dec	Christmas Drinks Bells Hotel cnr. Moray & Coventry Sts.	Sth Melbourne	Anytime from 6.30pm
22 Dec	Heads Area	J. Lawler 9589 4020	Sorrento 9.30am
26 Dec to 9 Jan	Christmas Trip Coffs Harbour NSW	Tony Tipping 9817 4956	
28 Dec (Saturday)	George Kermodé/ Nobbies	Don Abell 9889 4415	Flinders 9.30am
5 Jan	Flinders	BobScott 0359 712206	Flinders 9.30am
12 Jan	Courier	Mick Jeacle 0359 712786	Sorrento 9.30am
16 Jan	General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne		8pm Sharp!
18 Jan (Saturday)	BBQ/Dive Night	Leo Maybus 9727 1568	Flinders 6.30pm
26 Jan	To be advised Possible Long Weekend	Andy Mastrowicz 9318 3986	
1 Feb (Saturday)	Night Dive	Leo Maybus 9727 1568	Point King 7.30pm
9 Feb	Seafood Catch'n'Cook (one tank dive) Family Day	Chris Llewellyn 9431 1650	Rye Pier 8.30am

15 Feb (Saturday)	Night Dive	Leo Maybus 9727 1568	Rye Pier 7.30pm
20 Feb	General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne		8pm Sharp!
23 Feb	Flinders	John Lawler 9589 4020	9.30 Flinders
7 Mar to 10 Mar	Port Albert	Priya Cardinaletti 9761 0960	Details TBA
20 Mar	General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne		8pm Sharp!
22 Mar (Saturday)	Night Dive	Leo Maybus 9727 1568	Beaumaris 7.30pm
28 Mar to 31 Mar	Tidal River (Easter)	Don Abell 9889 4415	
20 Apr	Family Day Werribee Park	Leo Maybus Gerry Devries	9727 1568 9725 2381
11 May 97 (1 week)	President Coolidge Vanuatu	Don Abell 9889 4415	Fully Booked

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

DIVERS PLEASE RING BETWEEN 6PM - 7PM.

THOSE ATTENDING NIGHT DIVES (SATURDAYS) PLEASE RING BY 8PM ON EVENING PRIOR TO DIVE.

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 hour before 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. 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

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

JANUARY - 1997

Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m
1 0429 1.44	9 0435 0.71	17 0541 1.50	25 0518 1.38	1 0506 1.38	9 0650 1.44	17 0009 0.51	25 0156 1.36
WE 1637 1.23	TH 1657 0.17	FR 2346 0.44	SA 1836 1.37	SA 1738 1.26	SU 1250 1.35	MO 1247 0.22	TU 1407 1.29
2 0501 1.41	10 0543 0.64	18 0626 1.43	26 0617 1.41	2 0542 1.33	10 0715 0.56	18 0056 0.59	26 0229 1.40
TH 1718 1.21	FR 1759 0.11	SA 1939 1.32	SU 1343 1.23	MO 1826 1.24	MO 1349 1.44	TU 2104 1.22	WE 1445 1.34
3 0535 1.36	11 0641 0.54	19 0714 1.35	27 0729 1.43	3 0620 1.23	11 0810 0.24	19 0151 0.66	27 0300 1.42
FR 1804 1.19	SA 1855 0.07	SU 2041 1.29	MO 1423 1.26	TU 1920 1.22	TU 1445 1.50	WE 1436 0.35	TH 1522 1.37
4 0613 1.32	12 0736 0.44	20 0808 1.27	TU 1502 1.28	TU 1302 0.22	WE 1537 1.53	TH 2204 1.19	FR 1569 1.39
SA 1857 1.17	SU 1948 0.07	MO 2142 1.27	TU 2058 1.25	TU 2025 1.21	WE 1515 0.21	TH 2304 1.20	FR 2144 0.35
5 0017 0.57	13 0821 1.61	02 0228 0.70	03 0030 1.45	5 0130 0.66	13 0355 1.58	21 0420 0.68	
SU 2000 1.17	MO 2059 0.10	TU 2843 1.28	WE 2130 0.28	WE 2137 1.23	TH 2200 0.27	FR 1655 0.37	
6 0108 0.65	14 0934 1.61	03 02 0342 0.72	04 01 0401 1.44	6 0238 0.70	14 0435 1.55	22 0000 1.23	
MO 2108 1.20	TU 2128 0.16	WE 1624 0.29	TH 2202 0.33	TH 2249 1.28	FR 1722 1.48	SA 1145 1.32	
7 0209 0.72	15 0417 1.60	04 05 0456 0.69	04 03 0433 1.42	7 0355 0.68	15 0515 1.49	23 0045 1.27	
TU 2217 1.26	TH 2215 0.24	FR 1656 1.28	FR 2353 1.36	FR 2326 0.39	SA 2326 0.31	MO 1929 0.30	
8 0320 0.74	16 0459 1.56	05 0033 1.63	05 0110 1.16	8 0510 1.20	16 0568 1.41		
WE 2323 1.34	TH 2300 0.34	FR 1818 0.24	FR 1818 0.24	SA 1737 0.17	SU 1911 1.34		

PORT PHILLIP HEADS

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

FEBRUARY - 1997

Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m
9 0616 0.48	17 0616 0.48	25 0643 1.32	03 0643 1.32	9 0616 0.48	17 0009 0.51	25 0156 1.36	03 0303 0.25
SA 1905 0.22	FR 2346 0.44	SA 1939 1.32	SU 1343 1.23	MO 1826 1.24	MO 1349 1.44	TU 2104 1.22	TH 1522 1.37
10 0715 0.56	18 0715 0.56	26 0733 1.23	04 0715 0.56	10 0715 0.56	18 0056 0.59	26 0229 1.40	TH 2111 0.32
MO 1349 1.44	TU 2104 1.22	WE 1445 1.34	MO 1349 1.44	MO 1349 1.44	TU 2104 1.22	WE 1445 1.34	FR 1569 1.39
11 0810 0.24	19 0810 0.24	27 0829 1.43	05 0829 1.43	11 0810 0.24	19 0151 0.66	27 0300 1.42	FR 1569 1.39
TU 1445 1.50	WE 1436 0.35	TH 1522 1.37	WE 1436 0.35	TU 1445 1.50	WE 1436 0.35	TH 1522 1.37	FR 2144 0.35
12 0900 0.16	20 0900 0.16	28 0958 1.24	06 0900 0.16	12 0900 0.16	20 0337 0.70	28 0333 1.42	
WE 1537 1.53	TH 2304 1.20	FR 1655 0.37	WE 1537 1.53	WE 1537 1.53	TH 2304 1.20	FR 1569 1.39	
13 0958 1.00	21 0948 0.10	29 1058 1.24	07 0958 1.00	13 0958 1.00	21 0420 0.68	29 0420 0.68	
TH 2200 0.27	FR 1655 0.37	SA 1737 0.17	TH 2249 1.28	TH 2200 0.27	FR 1655 0.37	SA 1737 0.17	
14 1034 0.09	22 1034 0.09	01 1034 0.09	08 1034 0.09	14 1034 0.09	22 0000 1.23	01 0123 1.32	
FR 1722 1.48	SA 1145 1.32	SA 1145 1.32	SA 1145 1.32	FR 1722 1.48	SA 1145 1.32	SA 1145 1.32	
SA 2243 0.34	MO 1929 0.30	MO 1929 0.30	MO 1929 0.30	SA 2243 0.34	MO 1929 0.30	MO 1929 0.30	
15 0515 1.49	23 0515 1.49	02 0515 1.49	09 0515 1.49	15 0515 1.49	23 0045 1.27	02 0123 1.32	
SA 2326 0.31	MO 1929 0.30	MO 1929 0.30	MO 1929 0.30	SA 2326 0.31	MO 1929 0.30	MO 1929 0.30	
16 0568 1.41	24 0568 1.41	03 0568 1.41	10 0568 1.41	16 0568 1.41	24 0123 1.32	03 0123 1.32	
SU 1911 1.34	MO 1929 0.30	MO 1929 0.30	MO 1929 0.30	SU 1911 1.34	MO 1929 0.30	MO 1929 0.30	

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## PORT PHILLIP HEADS (PT. LONSDALE)

LAT 38° 18'

TIME ZONE +1000

LAT 38° 18'

LONG 144° 37'

TIME ZONE -1000

TIMES OF SLACK WATERS

## JANUARY - 1997

Time Start	Time Start	Time Start	Time Start	Time Start	Time Start
1 0105 flood	9 0245 ebb	17 0202 flood	25 0422 ebb	1 0137 flood	9 0345 ebb
WE 0724 ebb	TH 0713 flood	FR 0839 ebb	SA 1021 flood	SA 0742 ebb	SU 0946 flood
WE 1351 flood	● 2115 flood	FR 1525 ebb	SA 1516 ebb	SA 1449 flood	SU 1510 ebb
WE 1901 ebb	● 2114 ebb	FR 2114 ebb	SA 2245 flood	● 2015 ebb	SU 2234 flood
2 0134 flood	10 0340 ebb	18 0333 flood	26 0456 ebb	2 0202 flood	10 0430 flood
TH 0752 ebb	FR 0845 flood	SA 0911 ebb	SA 1105 flood	SA 0814 ebb	TH 1047 flood
TH 1434 flood	FR 1410 ebb	SA 1626 flood	SU 1603 ebb	SU 1537 flood	MO 1518 ebb
● 1945 ebb	FR 2204 flood	SA 2217 ebb	SU 2318 flood	SA 2105 ebb	TU 2317 flood
3 0202 flood	11 0425 ebb	19 0315 flood	27 0525 ebb	3 0230 flood	11 0513 ebb
FR 0821 ebb	SA 0955 flood	SA 0954 ebb	MO 1143 flood	MO 0948 ebb	TU 1141 flood
FR 1522 flood	SA 1516 ebb	SU 1730 flood	MO 1645 ebb	MO 1635 flood	TU 1719 ebb
FR 2034 ebb	SA 2250 flood	SU 2325 ebb	MO 2349 flood	MO 2303 ebb	TU 2356 flood
4 0230 flood	12 0506 ebb	20 0358 flood	28 0551 ebb	4 0302 flood	12 0555 ebb
SA 0852 ebb	SU 1054 flood	MO 1836 flood	TU 1218 flood	MO 0930 ebb	WE 1231 flood
SA 1617 flood	SU 1620 ebb	MO 1836 flood	TU 1727 ebb	TU 1742 flood	WE 1816 ebb
SA 2131 ebb	SA 2332 flood	MO 2332 flood	TU 2315 ebb	TU 2315 ebb	WE 1816 ebb
5 0259 flood	13 0546 ebb	21 0337 ebb	29 0617 flood	5 0347 flood	13 0632 flood
FR 0928 ebb	MO 1148 flood	TU 1130 ebb	WE 1253 flood	WE 1020 ebb	TH 1319 flood
SU 1720 flood	MO 1721 ebb	TU 1130 ebb	WE 1806 ebb	WE 1851 flood	TH 1911 ebb
2242 ebb	MO 1721 ebb	TU 1130 ebb	WE 1806 ebb	WE 1806 ebb	FR 2103 flood
6 0302 flood	14 0013 flood	22 0150 ebb	30 0645 ebb	6 0635 ebb	14 0108 flood
MO 1009 ebb	MO 1627 flood	WE 1225 ebb	TH 1847 ebb	TH 1123 ebb	FR 1403 flood
MO 1825 flood	TU 1818 ebb	WE 1225 ebb	TH 1847 ebb	● 2004 ebb	● 2148 flood
7 0007 ebb	15 0050 flood	23 0515 flood	31 0713 ebb	7 0153 ebb	15 0144 flood
FR 0420 flood	FR 0706 ebb	TH 1325 ebb	FR 1407 flood	FR 0645 flood	FR 0759 ebb
TU 1059 ebb	WE 1333 flood	TH 1325 ebb	FR 1930 ebb	FR 1236 ebb	SA 1459 flood
TU 1927 flood	FR 1915 ebb	TH 2126 flood	FR 2056 ebb	FR 1930 ebb	SU 2058 ebb
8 0134 ebb	16 0127 flood	24 0343 ebb	FR 1423 ebb	8 0225 ebb	16 0219 flood
WE 0534 flood	FR 0747 ebb	FR 0927 flood	● 2014 ebb	● 2147 flood	MO 0940 ebb
WE 1158 ebb	TH 1428 ebb	FR 1423 ebb	● 2014 ebb	● 2147 flood	MO 1551 ebb
WE 2023 flood	● 2014 ebb	FR 2238 flood	● 2014 ebb	● 2147 flood	MO 2258 flood

## PORT PHILLIP HEADS (PT. LONSDALE)

LAT 38° 18'

TIME ZONE +1000

LAT 38° 18'

LONG 144° 37'

TIME ZONE -1000

TIMES OF SLACK WATERS

## FEBRUARY - 1997

Time Start	Time Start	Time Start	Time Start	Time Start	Time Start
1 0137 flood	9 0345 ebb	17 0257 flood	25 0422 ebb	1 0137 flood	9 0345 ebb
SA 0742 ebb	SU 0946 flood	MO 1650 flood	● 2015 ebb	SA 0742 ebb	SU 0946 flood
SA 1449 flood	SU 1510 ebb	MO 1650 flood	● 2015 ebb	SA 1449 flood	SU 1510 ebb
● 2015 ebb	SU 2234 flood	MO 2247 ebb	● 2015 ebb	● 2015 ebb	SU 2234 flood
2 0202 flood	10 0430 flood	18 0339 flood	26 0528 ebb	2 0202 flood	10 0430 flood
SA 0814 ebb	TH 1047 flood	TU 2348 ebb	WE 1718 ebb	SA 0814 ebb	TH 1047 flood
SU 1537 flood	MO 1518 ebb	TU 2348 ebb	WE 1718 ebb	SU 1537 flood	MO 1518 ebb
SA 2105 ebb	TU 2317 flood	WE 1905 flood	TH 1800 ebb	SA 2105 ebb	TU 2317 flood
3 0230 flood	11 0513 ebb	19 0356 ebb	27 0555 ebb	3 0230 flood	11 0513 ebb
MO 0948 ebb	TU 1141 flood	WE 1905 flood	TH 2009 flood	MO 0948 ebb	TU 1141 flood
MO 1635 flood	TU 1719 ebb	WE 1905 flood	TH 2009 flood	MO 1635 flood	TU 1719 ebb
MO 2303 ebb	TU 2356 flood	WE 1905 flood	TH 2009 flood	MO 2303 ebb	TU 2356 flood
4 0302 flood	12 0555 ebb	20 0613 flood	28 0636 ebb	4 0302 flood	12 0555 ebb
MO 0930 ebb	WE 1816 ebb	TH 1145 ebb	FR 1840 ebb	MO 0930 ebb	WE 1816 ebb
TU 1742 flood	WE 1816 ebb	TH 1145 ebb	FR 1840 ebb	TU 1742 flood	WE 1816 ebb
TU 2315 ebb	WE 1816 ebb	TH 1145 ebb	FR 1840 ebb	TU 2315 ebb	WE 1816 ebb
5 0347 flood	13 0632 flood	21 0202 ebb	29 0617 flood	5 0347 flood	13 0632 flood
WE 1020 ebb	TH 1319 flood	FR 1250 flood	WE 1231 flood	WE 1020 ebb	TH 1319 flood
WE 1851 flood	TH 1911 ebb	FR 1250 flood	WE 1231 flood	WE 1851 flood	TH 1911 ebb
E	FR 2103 flood	FR 1250 flood	WE 1231 flood	E	FR 2103 flood
6 0635 ebb	14 0108 flood	22 0256 ebb	30 0645 ebb	6 0635 ebb	14 0108 flood
TH 1123 ebb	FR 1403 flood	● 2004 ebb	TH 1847 ebb	TH 1123 ebb	FR 1403 flood
● 2004 ebb	● 2148 flood	● 2004 ebb	TH 1847 ebb	● 2004 ebb	● 2148 flood
7 0153 ebb	15 0144 flood	23 0338 ebb	31 0713 ebb	7 0153 ebb	15 0144 flood
FR 0645 flood	FR 0759 ebb	SU 1500 ebb	FR 1407 flood	FR 0645 flood	FR 0759 ebb
FR 1236 ebb	SA 1459 flood	SU 2058 ebb	FR 1930 ebb	FR 1236 ebb	SA 1459 flood
FR 1930 ebb	SU 2058 ebb	SU 2226 flood	FR 2056 ebb	FR 1930 ebb	SU 2058 ebb
8 0225 ebb	16 0219 flood	24 0412 ebb	● 2147 flood	8 0225 ebb	16 0219 flood
MO 0940 ebb	MO 0940 ebb	MO 1046 flood	● 2147 flood	MO 0940 ebb	MO 0940 ebb
SU 1551 ebb	SU 1551 ebb	MO 1551 ebb	● 2147 flood	SU 1551 ebb	SU 1551 ebb
● 2147 flood	SU 1551 ebb	MO 1551 ebb	● 2147 flood	● 2147 flood	SU 1551 ebb