

# FATHOMS

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Safety in Diving

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## VSAG

VICTORIAN SUB-AQUA GROUP

OCT-NOV 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*

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### Next General Meetings:

Bells Hotel  
157 Moray Street (cnr. Coventry Street)  
South Melbourne - 8pm sharp!  
Thursday 17th October 1996  
Thursday 21st November 1996

### Next Committee Meetings:

Tuesday 22nd October - Mick Jeacle's home  
Tuesday 26th November - John Lawler's home

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John Lawler  
Des Williams

## EDITORIAL



I wonder what it's like to go diving. I cannot remember a worse period in recent years and I'll be sure glad when summer arrives (fingers crossed). Just when it did stop raining the dive listed for 22 September was cancelled due to gale force winds.

In this issue you will find a number of special notices. Please ensure you read and take in every one of them.

In particular, Barrie Heard will give a talk prior to the start of the October meeting, commencing at 8pm sharp.

The club is once again subsidising a PADI First Aid Course, with course dates yet to be finalised.

While you have all got your diaries out, pencil in Jeff Maynard for the November meeting, who will give a presentation on Niagara's Gold.

Thanks to all the scribes who submitted articles for FATHOMS over the past 12 months. This year I will continue to work towards developing new ideas in the hope of producing an even better magazine for your enjoyment

The editor, Mick Jeacle

## ***PRESIDENT'S REPORT 1996***

BY JOHN LAWLER, PRESIDENT SEPT 1996

In the President's Report one year ago I made comment on the need to build on our Membership base and as this year has passed it is pleasing to note the influx of new members to the Club. VSAG now has a fully paid up membership of 69 people. To all our new members we bid you welcome and know that you will continue to enjoy the friendship and great diving and social events that the club offers.

Fathoms continues to improve in content and this year has two new ideas which are worthy of mention. We now have the "new member profile" which spotlights each new diver joining the club and gives us some brief back ground to each person. Chris Llewellyn is the ideas man behind "the VSAG Profile" which spotlights a current member's life with VSAG. Both are valuable and informative ideas and always something to look forward to.

The year has seen the continuing of overseas trips. In May, Pat Reynolds led a group of divers to Truck and Palau. Des Williams was the dive captain for a trip to Eaglehawk Neck in Tasmania along with Don Abell and Ross Luxford. Judging by the interest and great stories which came out of this trip, it will certainly appear in the dive calendar as a regular option for those who can afford the trip.

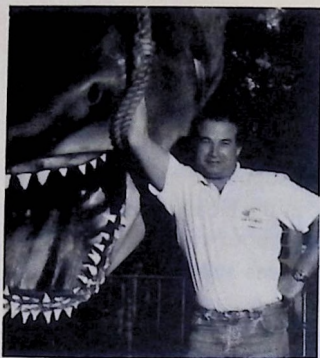
Noting that we still seem to be experiencing less divers both Summer and Winter the Committee, with valuable input from Robert Birtles, issued a Club Questionnaire to determine members feelings and to help with the shaping of the Club's future. Thirty seven percent of members replied to the questionnaire and the content was of a high standard, and certainly the valuable comments and suggestions will help to improve the activities, both in the main area of diving but also in the social activities of the club. Thanks to all those members who were sufficiently interested in their club to respond to the questionnaire.

As the VSAG delegate to the Scuba Divers Federation of Victoria and into my sixth year of same, I wish to assure you that this body of very committed people is doing a mighty job on behalf of the private diving clubs in Victoria. The

dive, when we dive and where we dive. The SDFV led by Chairman Darren Salter has it's hands full keeping up with all the changes and is at a stage where members of this group are taking time out of private leave to attend workshops and to be kept fully informed of any change that will unfairly effect the freedom of the sport diver in Victoria. At the next meeting in October I will, on your behalf, thank the SDFV members for all their valuable support. Finally, the SDFV has formulated a "code of practice" for diving in the Heads Area. This code has been sent to all relevant Authorities and we are now waiting for responses. VSAG has it's own code of practice for this area and the SDFV code is complimentary to ours.

On the subject of finances it is pleasing to note that, despite increasing costs, our club is in a very strong financial position. We have moved to completely overhaul the club compressor to full safe working levels and this is nearing completion now. Fathoms remains affordable but only due to support given by Alex Talay and for this we extend our thanks to you Alex.

Finally may I turn to the Committee of VSAG. After the members, the Committee plays a most significant role in the success of this club. Each and every member contributes greatly to all aspects of the running of VSAG and without this personal dedication and contribution most of the club's infrastructure wouldn't be there. To Don Abell, Sant Khan, Chris Llewellyn, Doug Catherall, Andy Mastrowicz, Mick Jeacle, Bob Scott, Pat Reynolds, Des Williams, Leo Maybus and Gerry Devries, thank you very much for your input into the club this year and for your support of the role of the President.



## V.S.A.G. PROFILE

This month's diver profile features  
Neville Viapree

AGE: 46.5

OCCUPATION: 4 & 20 Pie Salesperson

FAMILY: None. Alone Wolf. I hunt alone  
by night.

### **TELL US TIME IN THE UK PARACHUTE REGIMENT AND WHY YOU HEADED DOWN UNDER?**

I joined the Parachute Regiment in 1966, having been born in Ramsgate U.K. I had spent the early years of my life playing around ancient historical sites. I was fascinated by the Vikings and loved to visit the museums and monuments which were in abundance where I was born. Later I became impressed by the Royal Marines and was going to enlist in the commando unit and become a frogman, however they seemed to spend a lot of time marching around with fancy uniforms and military bands.

Later when I read of the Red Devil - Red Berets who fought at Amhem in Holland during W.W. 11, I decided they were the ultimate thing.

After being dropped by Parachute for six days at Amhem they fought alone and stranded with no food, no ammo, no water and no re-supply, refusing to give in, they leapt on to the top of Panzer tanks and poured petrol into the ventilation vents which greatly upset the Germans who called them mad-men and Devils.

After four years service and continuously seeing my mates doing crazy things like diving head-first through plate glass windows, which is slightly mad, especially when you are on the third or fourth floor, I decided to give it away and start a mere normal type of life.

I headed down under to Melbourne to escape the dark cold English climate and never ever looked back.



I had an ambition to become a Retail Manager and within three years I was managing some of the biggest Supermarkets in Australia.

### **WHAT DIVING COURSES HAVE YOU COMPLETED AND HOW WOULD YOU RATE THEM?**

I have completed the Advanced Padi-course, medic and Rescue divers courses and intended to finish the full Padi Instructors course and then have a long working holiday at the Barrier Reef and maybe overseas teaching diving at resorts or hotels however, I find the politics and bullshit involved with instructing too much to stomach. I am sad to see the diver education industry turned into such a greedy money making machine.

I think it is up to the individual to decide what course could be of benefit to them.

### **TELL US ABOUT YOUR NEW GUINEA ADVENTURES INCLUDING THE DIVING?**

In 1979 I was offered a job in New Guinea on Bougainville Island as Group Development Manager of a Supermarket Company. Our responsibility was to supply the Australian families and the local trade-stores with groceries, and other goodies. For me this was a once in a life time diving opportunity. Within six hours of arriving at Bougainville airport I was in the water and diving!

I was amazed at the unspoilt reefs teeming fish and the wild life and all this was topped off with the occasional W.W. 11 wreck to dive on, a dream come true!

I quickly found a diving buddy to match my own obsession with diving my little but right off!

I was shocked to find no night diving being done and instantly organised Neville's Wednesday Night dives and dived every single Wednesday night for two years. On one or two occasions when no one turned up at the club house, I simply went night diving alone. Night diving alone at Bougainville, thousands of miles from no where, and down at two hundred feet on an isolated reef all by yourself has to be the ultimate in "getting away from it all".

### **HOW , WHY AND WHEN DID YOU GET INVOLVED WITH VSAG?**

In the early Seventies I dived with the Essendon - Buddy Dive Club. We did some good diving and good trips away ie: Overseas to Truk, cray bashing at Peterborough

and Port Campbell, sink hole diving at Mt. Gambier. The Club died when the Buddy Dive shop in Moonee Ponds closed.

I continued diving with Charter Dives, mainly Southern Cross. When I was a Supermarket Manager this suited me because I actually needed to get in the water quick-time, do the dive and then get straight home early. However, as diving increased in popularity I started to find Charter boats too crowded and over filled. I tried Ocean Divers - Dive Club and several others. They were disorganised and badly run. I had all but given up on the idea of joining another club until I spoke to an old dried-up sea dog by the name of Pat Reynolds. I attended a VSAG club meeting and said to myself, I was right this bunch of odds and sods will never suit me! However, I invited myself on a VSAG Club Dive and decided like it or lump it they are stuck with me now!

### **WHAT ARE YOUR UNDERWATER INTERESTS AND FAVOURITE DIVING LOCATIONS?**

My underwater interests are:- Lets get the boat in the water and do it!! Last year I spent a long weekend at Eden and Mallacoota, this was where I did my first deep water adventure diving about twenty years ago. It was great to get back into deep cold water with running current and experience it all over again.

My favourite diving locations are probably all tropical places now. I expect I will probably be forced completely against my will to go on the next overseas trip, dragged to the airport, kicking and screaming, violently beaten and dejected, I will be thrown into another rotten aeroplane and force fed rum and coke as we fly into the sunset.

I am shaking with dread at the mere thought of it all!!

### **TELL US ABOUT ONE OF YOUR MOST MEMORABLE DIVES**

My most memorable dives were on my first trip to Truk. My first week at Truk left me almost speechless. This was in 1974 when the ships were in much better condition than they are today and almost every ship was covered in a bright coral garden, the coral cover is not so beautiful today due to some savage storms that have gone through Truk.

Unfortunately, the wrecks are loosing some of their majesty. I think anyone who has not been to Truk should go now or as soon as possible.

**HAVE YOU ANY TRAVEL DESTINATION IDEAS FOR VSAG**

There are several places I think VSAG should visit in the future ie: Northern Thailand - North of Philippines and some remote parts of Indonesia which are just now opening up for diving.

While accommodation is a long way from Five Star I have heard the diving more than compensates, of course it would be a condition, that only single young men like me would be allowed to get near any bars or disco's while travelling in Thailand or the Philippines!!

**TELL US ABOUT YOUR BOAT AND WHY YOU SELECTED IT**

When I sold my old boat, I breathed a sigh of relief and said "thank god for that I will never buy another boat!!". Six months later I bought Sonar 1 from young Bobby. Its a good old piece of plastic and a good dive boat. On most dives I'm already booked in early, however in the few times I've made other plans to do something else, it does not take much pleading for me to front up with Sonar 1 when we are short of a dive boat.

**IS VSAG MEETING YOUR EXPECTATIONS/REQUIREMENTS**

I think just lately there has been a new wave of enthusiasm sweeping through the Club. It's refreshing to see a great change of attitude. I'm looking forward to a great summer's diving this year and hope that we continue to pick up new members. Our club is without doubt the best dive club and we are all richer for it. As well as the forth-coming overseas trips I hope to see more weekends away.

**WHAT ARE YOUR FUTURE DIVING AMBITIONS**

My future diving ambitions? More overseas trips. The world is becoming a small place. As more destinations become accessible, let's be the first to get in there and smash that coral! (only joking).

## **WORKING ON AN OIL PLATFORM**

BY ROBIN WOODS (Allwoods Breathing Services)

When approached by Mick to do a story on the "characters" that work offshore in Bass Strait aboard the various Oil Platforms, I thought it would be easy, so on my last trip offshore I looked for these "characters". Sadly these fellows, the characters and practical jokers don't work there any more. These people were considered dangerous and a liability to have in the workplace and have gradually been weeded out. However I do have a few examples I have heard of over the years and they are as follows.

On my first trip offshore, I was given a guided tour of the place by a giant of a Yank known as "RD". "Thanks for the tour of the Oil Rig RD" I said. Next thing I knew, I was grabbed by the collar and hauled off my feet. "Listen boy," growled this menacing giant. "This f...ing thing is a PLATFORM, the RIG is that pointy bit at the top". After staring eye to eye at this man with your feet dangling six inches off the floor, habits are quickly formed and I have never called them Oil Rigs again.

The sleeping quarter on board are in the form of bunks with a bunk either side of the door. Your allocated bunk is given on arrival at the platform, 4TL for example. That is room 4, your bunk is Top Left. There has been some confusion over whether left is looking in or out of the room. The guys tend to go to bed early as they start work at 5.30 in the morning and as we don't have to, we usually find ourselves creeping into a darkened room some hours later. All consideration is given to your sleeping roommates so you undress in the dark, locate your bunk, and climb in. One fellow ( a relative of mine) who found himself in this situation, reasoned that if he climbed the end of the bed he would be OK. So he clambered on the end of the bottom bunk and was cursed quite colourfully by the fellow whose feet he had carefully stood on. Apologising quietly, he stood on the rail and discovering there were no further rungs to stand on, launched himself over the end and onto the bed, landing successfully right on top of a naked and very surprised supervisor. Lights went on due to the resulting commotion and there were two very embarrassed naked men climbing out of the same bed.

A fellow contractor once remarked to me that you could have at least 3 full meals a day while working offshore. He went on to explain that with people working 12 hour shifts you could get up early, have a full dinner and dessert for breakfast, the same for lunch and dinner. "The more you eat," he said "the more they are paying you."

## *PRESIDENT COOLIDGE*

BY DON ABELL

Those members who have not heard about the VSAG Trip in 1994 to the Solomons and Vanuatu have not been paying enough attention. Perhaps the most spectacular part of the trip was 15 VSAG members diving the wreck of the President Coolidge for a week. The diving was unforgettable. Every dive was better than the last. It is not possible to get tired of this wreck.

I want to see this ship again so I have organised a short one week trip departing 11 May 1997 just to dive the Coolidge. We go straight there and then straight home. The idea is to do the best accessible shipwreck in a short time and at a low cost. For those who missed out last time a little about the ship.

The USS President Coolidge was one of several liners built for the American President line. It was launched on 21 February 1931 with registered measurements of 615.6 feet long, 81.3 feet beam and 28.2 feet draft. Her registered tonnage was 21936 tons but some documentation records her at 32000. She was powered by 26,500 IHP Westinghouse Turbo Electric engines and could travel at over 21 knots. In early 1942 she was adapted for troop carrying. Prior to her fateful voyage she twice visited Melbourne on the South Pacific run. On 6th October 1942 she left San Francisco for New Caledonia and Espiritu Santo. She was originally planned to take about 1000 passengers in absolute luxury. On this voyage she had 5150 troop and 290 crew.

The captain of the ship approached Santo on 26 October. He was concerned about reported submarine activity on the previous day so maintained 15 knots as he approached from the north. At 0935 a radio message ordered him to stop. Alas, too late as an explosion hit amidsthips. The ship had sailed into a US minefield protecting the harbour. The captain backed engines but 30 seconds later a second explosion hit.

The ship was directed to run aground to minimise any loss of life. Most onboard escaped with reports varying between one and five persons lost.

At 1053 the Coolidge rolled onto her port side and slipped under water. Her stern is on the bottom of second channel in 80 metres and the bow towards the shore only

20 metres from the surface.

The diagram which accompanies this article will give you some idea of the size and position of the wreck. Some divers claim that it takes two days diving just to start to appreciate the awesome size.

The wreck lay undisturbed until 1969 when a group of salvage divers removed the propellers. One of the divers stayed on developed the sport diving interest in the wreck.

There is a great deal to see on the wreck. A lot of the ship is accessible both within and outside. A dive to "The Lady" is a must - refer to the VSAG Fathoms cover some years ago showing Alex in a meeting with the lady herself. This statue is on the wall of the lounge and lies at about 150 feet.

You can dive through the dunnies just in case you get caught short. A dive into the massive engine room will also impress upon you the power of this liner. If that is not enough a quick facial in the beauty shop or a little target practice with the anti aircraft guns. Maybe a dive in the ship's swimming pool. Yes, this was one of the first luxury liners to have an on board pool.

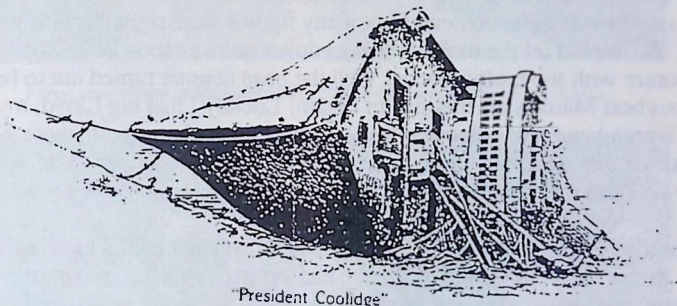
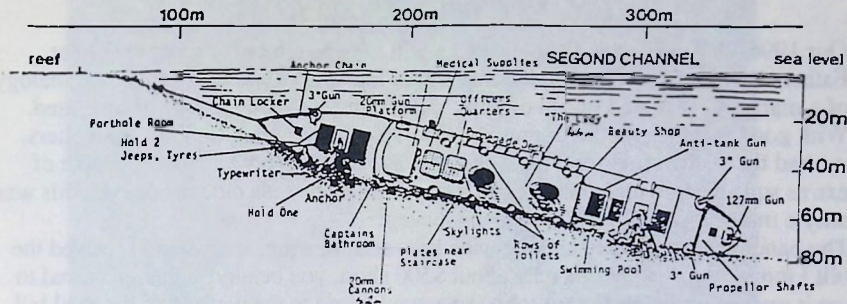
The diving on this wreck is deep on some parts and can involve penetration dives. While VSAG would not consider it to be dangerous it is for experienced divers. Everyone is able to choose the level of diving they want to do. Every dive is about 25 minutes on the ship with decompression stops of up to an hour depending on your dive profile. We emphasise conservative diving. Decompression in water of 27° C feeding fish in the coral garden is not hard to take.

The Coolidge is not the only dive available. There are many other dives available depending on time and our own choice. However our prime target is the USS President Coolidge. Start preparing for warm water diving (no wet suits and minimal weights) and 100 feet plus visibility.

The cost of the trip is not finalised but I suggest you budget on \$1600 for divers and \$1200 for non divers. The cost will include everything except food and drinks. Deposits of \$500 will be collected at the November General Meeting.

## PRESIDENT COOLIDGE

THE GREATEST ACCESSIBLE SHIPWRECK IN THE WORLD



Always Dive Expeditions  
168 High Street  
Ashburton Vic 3147  
Ph: (03) 9885 8818

**JOIN VSAG IN VANUATU**

DEPARTING 11 MAY 1997

ONE WEEK - 10 DIVERS

DIVERS \$1600 NON DIVERS \$1200

\$500 DEPOSIT DUE NOVEMBER GENERAL MEETING

## *FATHERS DAY DEFICIT*

BY CHRIS LLEWELLYN

Our 1996 VSAG Fathers Day Yum-Cha will long be remembered as the Great Fathers Day Deficit. Those at the September meeting would have heard my analogy of a marriage, it started of full of hope and promise and then slowly degenerated. With good weather and an impressive turn-up of fifty-four adults and anklebiters, we had the perfect mix for a great-day. It was about this time we had a couple of extras squeeze in which put an extra squeeze on a few latecomers, but even this was only a minor disruption before the main event.

The banquet kept coming and the wine kept disappearing, and when I received the bill I thought this is OK. Its only about \$500 short, you beauty! It then occurred to me it was only the bill for our table, so a quick word to the waiter and the total bill arrived. This time for \$150 over my collected monies.

By this stage I was quite content, I knew my figures were right and besides, I was half cut. We waved on the mob to meet us down stairs as soon as we sorted out the bean counter with the faulty abacus! Well the bean counter turned out to be one of the toughest Mama sans this side of Guam! Luckily I had big Lloyd, my attorney in Paul Tipping and half a dozen others as backstops or I was outta there. She informed me that a full adult price was due for kids of age ten upwards, which was contrary news to me. But this still would only account for \$25, where was the other \$125.

Then it started to come to light! Scotty, who had just been telling us what a lot of bastards divers were, informed us that he had yet to pay for his two bottles of wine! As it turned out he wasn't on his Pat Malone, all up \$116.00 unpaid drinks! Now I know \$18 per head might not be the cheapest banquet in town, but drinks included, I think not.

I quickly handed over the required cash and we took our leave, tail between our legs. Those at the September meeting would have also witnessed the shame file handed around to the guilty parties, they will not be named again (for awhile anyway), but they know who they are. They are now part of the infamous "Fathers Day Deficit". Those that were still left upfront headed off for our free city tour, which was of course the free city circle tram ride. Some got off at Southbank for a stroll and other stayed on for the ride. Regrettably by this time the sting had gone out of the party, but still it was an experience and it does make for a good article.

P.S. Don't forget Xmas Dinner "Drinks pay as you go" cheers.





*Three generations of the Mastrowicz Clan (plus Gerry) enjoy Fathers Day.*



*Scotty explains to Kate the real meaning of Fathers Day!*



*The kids enjoyed themselves just ask the De Vries Family.*



*Proud Dad Pete shows off his two lovely daughters Bernice and Janine.*



*A very photographic Don & Nikki Abell.*



*The Jeacles, Andy, Teo & Tara Cornish awaiting more food!*

## ***PROFILE OF A PRIVATE DIVE BOAT***

BY JOHN LAWLER

On a recent dive day one of the crew on my boat asked me how much it cost to run my dive boat. A fair question I thought but when I started to work it out on the spot I found the list of effecting costs went on and on so I gave a broad answer and put the question on hold for a later time when I could properly work the costs through from my records at home.

The following is a profile of how my boat is equipped for diving. I've included the equipment required by State Law and equipment carried as part of the service to our members on behalf of our club but not included in the direct costs to me personally.

**THE BOAT** - Haines Hunter 17L. Power unit. Yamaha V4 140 H.P.  
Insured Value \$20,000. Trailer Included.

**INSURANCE** - \$348 per annum including \$1500 Equipment/Accessories.

**REGISTRATION** - Boat \$56. Trailer \$26.

**RADIO LICENCE** - \$45 per annum

**ANNUAL SERVICE** - \$400

**GENERAL MAINTENANCE** - \$300. Outboard motors can incur high costs when a major fault occurs. My motor suffered a stress fracture to the lower part of the leg requiring (by my standard) replacement at a cost of \$1049. (Barry Truscot's Mercury Motor failed badly at Refuge Cove with substantial costs into the high hundreds).

**RADIOS** - My boat is equipped with two radios. One is a 27Mhz and the second is VHF. The retail coat of these combined is around \$700. The boat uses a Lowrance Depth Sounder which costs around \$300.

**SAFETY FLARES** - All boats are required by law to carry a full set of safety flares. These have a three year life span and have to be replaced accordingly. Cost \$80.

**E.P.I.R.B.** - All boats are required by law to carry an Emergency Positioning Indicating Radio Beacon. The cost is around \$150. (There is a distance from shore provision in this).

**FIRE EXTINGUISHER** - All boats are required by law to carry an extinguisher, \$80.

**LIFE JACKETS** - All boats are required by law to carry one life jacket for each person on the boat. My boat carries five. Cost is around \$200.

**ADDITIONAL CLUB SAFETY EQUIPMENT** - The club provides Safety Equipment held on three of the core dive boats. This equipment consists of a Professional First Aid Kit, oxygen cylinder to compliment an Air Dive Emergency Kit to handle Decompression problems.

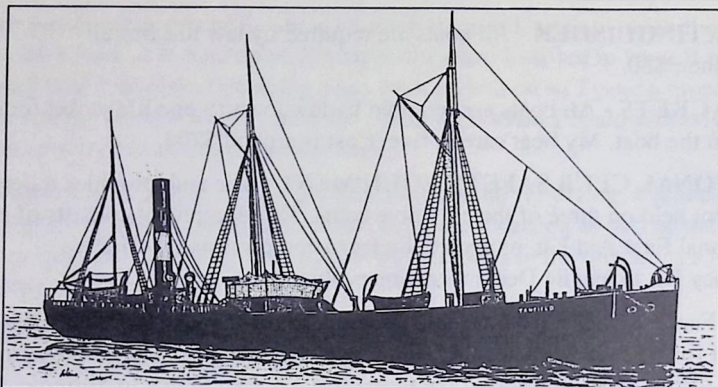
**FUEL** - Fuel costs vary from dive site to dive site but this is a typical Melbourne profile of roughly the fuel consumption involved in the full day's activity from start to finish around 40 litres on the round trip, i.e. Melbourne to Sorrento. \$28. on a busy day on the bay the boat will consume between (low) 40 litres to (high)80 litres. As an average this is 60 litres. \$42. The fuel cost therefore for an average day is a round \$75-80.

**MISCELLANEOUS** - Many of the VSAG dive boats carry all sorts of other equipment to assist with the diving activities such as life line buoys, GPS (\$1500, one only), Mermaid Line, Mobile Phones, etc.

There was a highly regarded member of our club who made a statement that "boats are a big hole in the water into which money is poured". Well he was probably right, but no matter the cost, I personally take the view that all that is minor when I take into account all the great fun and wonderful places my boat has taken me and all the divers who have shared my boat. Would I give it up!?  
NO WAY.

## LADY DARLING FOUND OFF MONTAGUE ISLAND

BY MICK JEACLE



*An illustration of an early steam coaster similar to the lady Darling which sank while ferrying coal from Newcastle to Melbourne in 1880.*

The wreck of the Lady Darling, an early steam coaster, had been found off Narooma NSW, almost 116 years after it went down.

**The Wreck** - On Nov 10, 1880 the Lady Darling is bound for Melbourne from Newcastle, loaded with coal. She hits an unidentified object south-west of Montague Island, off Narooma on the NSW south coast, and sinks.

**The Sinking** - The Melbourne Argus, reported on Nov 24, 1880 that Captain L.A. Roberts, master of the Lady Darling, told the (Melbourne) Steam Navigation board, that about four miles off Montague Island, something struck the Lady Darling a side blow on her port quarter, abreast of the engine room, and about 9ft from the waterline tearing into the bunker abreast of the engine room bulkhead. "The water rushed in so rapidly that it was up to the fires in less than five minutes, but the engines were kept going as long as possible, and the vessel headed in for the mainland in 10 minutes after she struck."

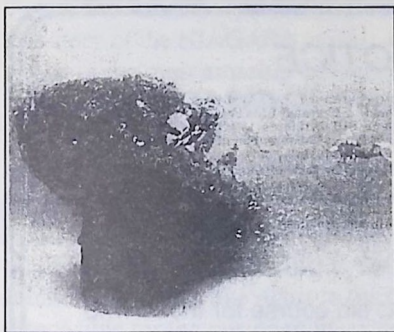
"Seeing that it was impossible to reach the land, I gave orders to clear the boats, and on the engineers recommendation, gave orders to open the safety valve in order to prevent her blowing up."

“The fires, however, being by this time out, and the vessel settling down, I ordered the men into the boats, and seeing all safely there, I left the vessel at about half-past 12 O'clock, as near as I can judge”.

“In half-an-hour after leaving her, she settled down by the stern in an almost perpendicular position.”

The Discovery - About 116 years later, Bert Elswyk and Paul Mood both of Narooma find the largely untouched wreck.

Bert Elswyk runs the 11m charter boat Dallas, out of Narooma.



*The propellor of the Lady Darling can be seen protruding from the sand.*

In mid-August, Bert was contacted by a fisherman from Bermagui who had snagged his trawl net in what should have been a clear sandy area, off Mystery Bay, south of Narooma. Now Bert and others have been trying to find the Lady Darling for years. She had apparently hit Aughinish Rock, or something nearby, to the south-west of Montague, then drifted for a short while before sinking. The depth was known (15 fathoms) for a while, the top of the 30m main mast was said to be visible above the water.

Bert's mate cut his boat free in the end, but he

passed the co-ordinates -obtained by satellite receiver, via the Global Positioning System - to Bert. So, on Friday, August 16, Bert, with local dentist and dive buddy, Paul Mood, steamed to the reported position.

On the day of the dive Mr Elswyk and Dr Mood, a Narooma Dentist criss-crossed the indicated area for an hour and a half before their sounder proffered a promising blip. On the sandy seabed they found the fresh mark carved in the sand by the trawled net and then, in crystal azure conditions, “We saw something dark looming in the distance 100 feet away” and suddenly the two explorers were shouting underwater. The wreck has been described as feature packed. Rigging dead-eyes lying in the sand; the winch; the distinctive anchor; the two-cylinder steam engine; the elaborate steering gear at the stern; but most of all, the wonderful growth.

Purple sea tulips, yellow zoanths, red soft corals, jewel anemones; and a blaze of fishes, Mado, sweep, perch, banded morwong, trevally, snapper. Bert reported the find to the NSW Heritage Office on August 19. Tim Smith, one of the two maritime archaeologists with that office, inspected the wreck on August 26, to obtain coordinates to establish a protected zone around the wreck under the Commonwealth Historical Shipwrecks Act, 1976. No doubt this wreck dive will be high on VSAG's priority list when next we visit Narooma or Bermagui. Thanks to Peter Jeacle for forwarding clippings from the Canberra Times.

## ***SPECIAL NOTICE***

### **DIVERS FIRST AID COURSE**

Some years ago a few VSAG members completed the PADI MEDIC FIRST AID Course conducted by Jane Bowman at Warrick McDonald's dive shop in East Benteleigh.

The club is again organising this first aid course for those who are interested. As it is in the interests of VSAG to have as many members as possible complete and be well versed in basic first aid, this course will once again be subsidised by the club.

Accordingly, the usual cost of \$100 will only cost participants \$60. But be quick. Numbers are limited to 10 but if an excellent response is forthcoming then a second course will be organised next year.

Those interested should contact Pat Reynolds on 9789 1092 as soon as possible in order that dates can be finalised. The course will most likely be conducted one night per week over a four week period.



## *NIAGARA'S GOLD RECOVERY*

BY DES WILLIAMS

At the November General Meeting on the 21st, we will have the opportunity to hear Author/Historian Jeff Maynard speak to us about the fascinating story of wartime salvage of tons of gold from RMS NIAGARA off New Zealand in 1940. This is truly a gripping story of adventure against unbelievable odds, which I am sure all members will find most entertaining. Please make a note of this meeting in your diary and remember that friends and family are very welcome.

The story of the NIAGARA is very well known and still regarded (55 years later) as one of the most amazing salvage jobs of modern times. The two main characters, Capt. J.P. Williams and diver John Johnson, were responsible for some other great salvage jobs around the Pacific in later years. There have been several books written about the exploits of Johnstone in particular, who attended many wrecks around our coastline.

I first came across his work whilst researching my book CORAMBA - THE SHIP THE SEA SWALLOWED back in the early eighties. At one time Johnstone held salvage rights to the CASINO, wrecked at Apollo Bay and was responsible for the raising of its propeller which is now displayed at Port Fairy. He was also called out to recover the bodies of drowned seamen from the tragic wreck of the KARARIKI which sank off Williamstown in 1937 and this is where he and J.P. WILLIAMS first met.

John Johnson, was not averse to a bit of publicity and often did some public speaking about his exploits. At one time he even addressed a VSAG meeting back in the early days. He was of the old school "Hard Hat" standard dress diving fraternity and was a very cool operator in dangerous situations. If you would like to read more about this very interesting character, I can recommend the following books, but the first two are a little hard to track down these days:

Johnno the Deep Sea Diver by Peter Dawlish - Published 1960

Spoils from the Sea by James Taylor - Published 1949

Gold From the Sea by James Taylor - Published 1942

The latter is very easy to find in old book shops and sells for under \$10. It was

reprinted many times, as the story of gold recovery from the NIAGARA caught everyone's attention at the time.

As I said earlier, Johnstone came to my attention during my research into the CORAMBA wreck of 1934. He was very quickly on the scene after the wreck and spent some time sweeping the ocean floor off Phillip Island for the wreck, with a heavy manilla rope. He was successful in locating the vessel, but did not dive due to the depth and was never very interested in the wreck, probably because its cargo was mainly wool and condensed milk. Johnno was called before the official Marine Board of Enquiry into the loss of the CORAMBA where he described his successful search for the wreck. This full account is in my book.



John Johnstone also has the distinction of being the only man to cross Bass Strait underwater! This was done when he was contacted to inspect the underwater telephone cable which linked Victoria with Tasmania. Johnno was suspended on a trapez below the work vessel, inspecting every metre of the cable as it was run below him through a large pulley, whilst the vessel crossed between Victoria and King Island then on to mainland Tasmania. The job took several weeks, but is a most unusual job indeed.

So join us on the 21st November to hear more of Johnno the deep sea diver.

## *NAN MADOL RUINS - POHNPEI*

BY PETER VLEUGEL

On the day of May 15th 1996, the VSAGers arrived on the island of Pohnpei. It was midday, hot and steamy, temperature of 35 and raining. We were transferred to the village hotel parked high in the treetops of the rainforest. After a shower and a change of clothes, some of the boys suggested we should go to see the ruins of Nan Madol.

To the Pohnpeians, its no mystery, its part of their history and culture. Located deep in the heart of Micronesia lies some of the most stunning archaeological ruins which have for centuries lured visitors and VSAGers alike. In Pohnpei, capital island of the federated states of Micronesia, numerous ancient sites give testament to the grandure of the island's rich and complex culture but none exceed the architectural magnificence of nan Madol. Nan Madol which translates to mean "places in between", is an archeological achievement of 92 artificially created basalt islets located on the south-east coast of Madolenihmw municipality. Built on the reef known as Sounahlen- reef of heaven - and separated from the main island, the islets cover nearly 200 acres. Each islet served a specialised role to make Nan Madol the religious and political centre of Pohnpei and Eastern Micronesia.

Recognised by National Geographic Society as one of the worlds 20 foremost mysteries, Nan Madol is a reminder of a once powerful empire that included Kosrae and outliving atolls. Prismatic basalt logs - some weighing as much as 50 tons - lie crisscrossed to form 25 foot tall walls that enclose royal tombs or the residences of the Saudelcur nobility. Separating each islet are canals where outrigger canoes during high tide once hauled food, supplies, and people from the west.

"The site tells us a lot about Pohnpei's past, how the people lived and worked, and of the Sandeleur dynasty that ruled for over 500 years".

According to many oral historical accounts, Nan Madol's construction and site location was planned and supervised by two brothers - Ohlosohpa and Ohlosihpa - who initially sailed from the west at the beginning of the 12th century and

settled in Sokehs, a sheer cliff of a landmark recognised for centuries by mariners.

Carrying sacred knowledge, the brothers who founded the Saudeleur dynasty, decided to build a religious centre to worship Nahnisohtsapw, "the honoured spirit of the land". They chose the outlying reef in the southeast portion of the island. Initially, they erected a rock called Periahni to serve as the starting point for the massive construction.

Saudeleur magic and power - As the brother's vision was realised, Pohnpeians from Sokehs, Net, and Kitti municipalities helped gather huge prismatic basalt logs from as far away as several miles. Heating the rocks and cooling them with seawater, they split the volcanic stone into logs and transplanted them on rafts to their final destination.

There - meticulously laid in rows to form a variety of structures: walls, platforms, ceremonial buildings, and houses for the nobility - the rocks served as protection from invading forces and the natural elements.

Ahmara, Pohnpeian magic used to make heavy objects feel light, was used by teams of men to carry the heavy stones. They started from the west and moved east to the final building site, Nan Douwas. Nan Douwas is the most impressive of all the structures and had great significance to the reign of the Saudeleurs.

Nan Douwas, one of the last structures to be built some 800 years ago, was an important religious site used by the priests as a burial centre. Three royal tombs and a one-room underground prison cell encased by impenetrable walls tell a remarkable tale of the Saudeleur's power.

The Saudeleur rulers at first were kind to the people but with the second phase of Pohnpeian history - known as Mwehin Saudeleur - their rule became one of absolute power and was characterised by increased suffering and cannibalism were practiced; additional tribute was forcefully extracted from the people.

It wouldn't be until the early 17th century when the Pohnpeian folk hero, Isohkelekel, and 333 warriors from Katau - possibly Kosrae - invaded the religious centre and deposed the last of the 12 Saudeleur rulers.

Once Isohkelekel destroyed the Saudeleurs, he installed himself as ruler and started the Nahnmwarki dynasty which lasts to this day. Nan Madol was left

uninhabited, but the legacy of its importance lives on. Many people do not like to go to Nan Madol because of the presence of spirits and what took place there centuries ago. Today, it stands as a reminder of our past.

We all had a terrific afternoon, it was quite a long boat ride to the ruins from our hotel, but we finished the day off with a snorkel on the reef in 30 degree water. It was a short stop-over but quite an incredible experience seeing ruins and imagining the situation as it was in its day. Murray Black, our local historian, told us a completely different story but at the time we believed him. The history above, after searching my history books, seems to be the genuine story. Well worth the visit if you get the opportunity.

### ***NON FINANCIAL MEMBERS***

We regret to advise that the following members who had not paid their 1996/97 subscription of \$50.00 as at September, are now reading their last **FATHOMS** unless payment is made by the November general meeting (21.11.96).

***Jim Turner***

***Peter Harkin***

***Jeanette Large***

***Mike Weber***

***Anthony Finnegan***

***Jack Namiota***

***Peter Jones***

***Fiona Solly***

***Graeme Blanchard***

***Neville Viapree***

***Greg Boyles***

***Leo Maybus/Andrew Maybus***

***David Machen***

***Gerry De Vries***

**NOTE:** Members who may not be able to pay the subscription at the present time should contact Treasurer Doug Catherall.

Subscriptions barely cover the cost of **FATHOMS**, so please pay immediately.

**Editor**

## *SPECIAL NOTICE*

# NO DECEMBER GENERAL MEETING

Members please note we are unable to secure our normal meeting room at Bell's Hotel for December.

Accordingly, there will be no Official General Meeting held on Thursday 19 December, 1996. However, for those wanting to maybe meet for a meal or some good cheer on the evening please come along to Bills for a meal/social get-together before Christmas. This was a resounding success last year.

Your Committee has decided to hold a General Meeting on the 16th January 1997 to compensate and maintain the norm of 11 meetings per year, a reminder notice to this effect will appear in the December/January Fathoms.

### COMMITTEE MEETING DATES/VENUES 1996/1997

October 22	Mick Jeacle	April 22	Doug Catherall
November 26	John Lawler	May 20	Leo Maybus
December	No Meeting	June 24	Des Williams
January 21	Pat Reynolds	July 22	Andy Mastrowicz
February 25	Bob Scott	August 26	Gerry De Vries
March 25	Chris Llewellyn	September 23	Don Abell

### NEW COMMITTEE LINE UP

There have been a few changes in the Committee for the ensuing year, the most notable of which is the return of Don Abell as President.

Priya Cardinaletti joins the ranks for the first time and has taken on the position of Secretary. Welcome Priya.

Chris Llewellyn takes on the job of Points Scorer, and with it the promise of re-vamping the system and lifting the profile of the year award.

Leo Maybus is now Social Secretary, and Gerry De Vries occupies the newly formed position of Assistant Social Secretary.

Another new position is that of meeting Co-Ordinator ( for want of a better name) and Des Williams will occupy this post.

For further details, please refer to Page2

V.S.A.G PRESENTS  
Author/Diving Historian  
**JEFF MAYNARD**

at

NOVEMBER 21st GENERAL MEETING

with his story of

## **NIAGARA'S GOLD**

Jeff's recently released book about the remarkable recovery of eight tons of gold from the sunken liner NIAGARA was a sell out!

The book is now in its second printing and you will have the opportunity to hear Jeff address V.S.A.G about this amazing World War 2 salvage job in 600ft of water.

Jeff will also have some memorabilia and relics from the wreck, along with copies of his book for those interested.

**DON'T MISS THIS VERY EXCITING STORY**  
FAMILY AND FRIENDS VERY WELCOME!



**RMS NIAGARA 13,000 TONS**

# ***HAVE YOU DIVED THE SHIPS GRAVEYARD?***

No!!!!

Then join VSAG for the Cup Weekend

## **November 1st - 5th**

at the Ocean Grove Caravan Park

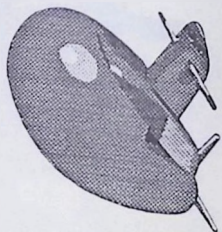
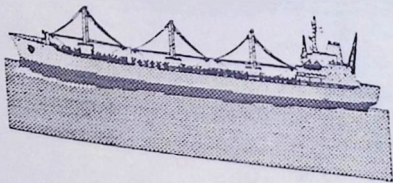
Cabins have been fully booked

but plenty of tent sites are available.

You should make your own arrangements  
for the sites

For further details contact

Andy Mastrowicz on 9318 3986.







**ANNUAL  
VSAG  
TENNIS DAY  
AND MILE RUN  
SUNDAY 10  
NOVEMBER 1996**

Don't miss this great family day. The Tipping brothers will once again organise this event with all sorts of prizes for tennis prowess and running skills

**Location:** Cranbourne South Tennis Courts  
Brown's Road (just past Bazza's place)

**Time:** 10am onwards

**BYO:** Grog and food. BBQ available on site

**SPECIAL NOTE:**

As usual June Scott will be organising some novelety events for the kids.

## SPECIAL NOTICE

At the General Meeting on October 17 VSAG will have the pleasure of the Company of **BARRIE HEARD**.

Barrie is a well known Victorian Diver and Instructor, and what he doesn't know about the caper isn't worth knowing.

Some may remember Barrie's presentation on GPS units some years ago, prior to the club purchasing its own unit.

Barrie will talk on the current hot subject of NITROX DIVING which should be very interesting indeed. I for one know nothing about this diving medium and am keen to hear his address.

As Barrie lives in Gippsland, it is intended that his presentation will commence at 8.00pm sharp and the meeting will immediately follow.

As stated previously, these speakers are arranged for your enjoyment so please show them the support they deserve.

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 17 October

Thursday 21 November

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



# VSAG CHRISTMAS DINNER

**VENUE** MICHELINO'S  
69-73 PELHAM STREET CARLTON  
BYO & LICENSED  
(PAY AS YOU ORDER PLEASE)

**DATE** SATURDAY 14TH DECEMBER 1996

**COST** \$35 HEAD  
(DEPOSIT OF \$15 HEAD REQUIRED ASAP)

Micheliono's is a bright roomy Italian restaurant in downtown Carlton offering a large choice of entrees, mains and desserts.

**Prizes** - Last year we raffled off over \$1000 worth of prizes and this year we hope to do the same if not better!

**Mystery Prize** - Once again we will ask for one wrapped mystery gift per head of no more than \$2 value. This was great fun last year so get those imaginations working early!

**Contact** - Chris Llewellyn A.H. 9431 1650 B.H. 9464 1599

## MEDIA WATCH

# Dolphins foil shark attack

**STRUGGLING** with a shark in the Red Sea, an English diver believed his last moment had arrived.

But as the fearsome creature tore into Martin Richardson's flesh again and again, three dolphins moved in to save him.

The bottlenose dolphins, with whom he had been playing moments before, circled the wounded man, flapping their fins and tails to scare away the attacker.

Friends on a boat nearby heard his screams as the shark bit his stomach, shoulder and back, puncturing a lung.

They went to the aid of the 29-year-old and the dolphins continued to circle until he was hauled on board.

Mr Richardson, from Colchester, who had been swimming with the dolphins off the Sinal Peninsula in Egypt, said by phone from hospital in el-Tur: "Something took a

bite of my side. I started panicking. Then it took another chunk of my upper arm."

He punched the shark in the face to try to keep it away. Although he was not then aware of the action of the dolphins, which was reported by his friends, he knew "something kept that shark away".

The dramatic rescue came as no surprise to Mark Simmonds, head of special projects at the Whale and Dolphin Conservation Society. He explained that the dolphins regarded humans as natural allies.

"In this case it was a natural response for the dolphins to scare away the shark," he said.

"Dolphins do not bite but have enormous physical strength with their mouths shut." - **DAILY MAIL**

*Herald-Sun 26.7.96*

# Worth a mint

**LONDON** — Australian coins will be among the most prized items at an auction of treasure worth \$3 million from a 19th century shipwreck.

**RMS Douro** sank in 1882 after colliding with a Spanish vessel. Forty-seven people died.

The wreckage rested off Spain and the treasure was not found until last year.

More than 10,000 gold sovereigns, including Australian coins from the 1870s and early '80s, will be sold by London dealers Spink in November.

*Herald-Sun 11.9.96*

## MEDIA WATCH

### Don't collect reef charge, tourism operators told

The Tourism Task Force has called for tourism operators to refuse to collect the great Barrier Reef access charge which rose 500 per cent in the Federal Budget.

Task force chairman Mr John Brown, a tourism minister in the former Labor government, said tourists should contribute to the environmental protection of the nation but this cost was ridiculous.

"If the Federal Government wants to fleece tourists in this heavy-handed way, then let them set up floating toll booths, pay the collectors and do their own dirty work," he said in a statement. "Tourism operators should have no part in this inequitable scheme."

In the Budget, the Government announced that the reef access charge would rise from \$1 to \$6.

That has prompted cries of outrage from tourism operators and threats from the Opposition and minor parties to reject it in the Senate. Closer to home, the Government reportedly faces a revolt from Queensland Coalition MPs and senators.

AAP ■

Financial Review 2.9.96

### Global fishing watchdog

BRISBANE: An international body to oversee the world's \$70 billion fishing industry will be established in the wake of the Second World Fisheries Congress here.

Congress chairman and NSW Fisheries director John Glaister said a draft of a constitution had been prepared for the body, which would include Australia, China, Mexico, US, Japan, Norway and Denmark.

Dr Glaister said the board of the world body would represent the concerns of marine scientists, the commercial fishing and environmentalists.

It would serve a two-fold purpose, to monitor the world's disappearing fisheries while making recommendations to fisheries managers using the latest scientific data and to ensure such data was available freely to all countries.

AAP

Daily Commercial News 7.8.96

## MEDIA WATCH

# Fish policy 'outdated'

BRISBANE: Australia's fisheries management policies came under embarrassing fire today as a US expert warned the World Fisheries Congress here that oceans were no longer the inexhaustible resource many believed.

World Wide Fund for Nature (WWF) director of conservation Dr Ray Nias said the Australian Fish Management Authority (AFMA) was heavily weighted with commercial fishing industry representatives and this could influence its decisions.

Dr Nias told journalists an Australian National Audit Office (ANAO) report this month was scathing in its criticism of AFMA operations, listing six main areas where it was falling down, including the development of appropriate management policies.

WWF chief executive officer Dr David Butcher said it was clear the authority needed urgent overhaul.

"WWF is concerned no environmental impact study has ever been carried out on Commonwealth fisheries," he said.

Dr Butcher said the 40 recommendations of the ANAO report included calls for appropriate management policies, and a review of the outdated fisheries policy.

The report also stressed the need to ensure conservation was considered and urged that the failings in the determination of fish catches be addressed.

"The report makes disturbing reading and we urge the government to act immediately," Dr Butcher said.

But Resources and Energy

Minister Senator Warwick Parer, who opened the congress, said he had complete confidence in AFMA.

AFMA managing director Richard Stevens told journalists it was embarrassing that the WWF had chosen the world congress to raise its criticism.

Mr Stevens said much of the criticism in the ANAO report had not been substantiated by details.

"I believe we are heading on the right course," he said.

Marine biologist Dr Peter Young, head of the CSIRO's fishery division, told the conference pressure was intensifying to save fast diminishing fish stocks around the world.

Marine scientists and fishing industry representatives from 55 countries are attending the five-day conference.

AAP

**DIVE/SOCIAL CALENDAR**

<b>DATE</b>	<b>EVENT/LOCATION</b>	<b>DIVE CAPTAIN</b>	<b>MEET AT</b>
17 Oct	General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne		8.00pm Sharp!
20 Oct	Lonsdale Wall (one tank dive)	Bob Scott 059 712206	11.00am Sorrento
2 Nov	Cup Weekend - Barwon Heads	Andy Mastrowicz	(see separate notice)
10 Nov	VSAG Tennis Day	Tony Tipping 9817 4956	(see separate notice)
17 Nov	Flinders (Cray Opening)	John Lawler 9589 4020	9.30 am Flinders
21 Nov	General Meeting Bells Hotel Cnr. Moray & Coventry Streets, Sth Melbourne		8.00pm Sharp!
1 Dec	Heads Area Nepean Wall	Gerry De Vries 9725 2381	9.00am Sorrento
14 Dec	Christmas Dinner Michelino's - Carlton	Chris Llewellyn 9431 1650	(see separate notice)
26 Dec to 9 Jan	Christmas Trip Coffs Harbour NSW	Tony Tipping 9817 4956	
11 May 97 (1 week)	President Coolidge Vanuatu	Don Abell 9889 4415	(see separate notice)

**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 Port Phillip Heads is a maximum, each time approximately one hour before the tide starts to flow in or out. The direction of the flow is indicated by the words "flood" and "ebb" in the column "start". 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 143° 37' E TIME ZONE -1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

## NOVEMBER - 1996

Time	m	Time	m	Time	m	Time	m	
1	03:43	1.57	9	02:47	0.65	17	04:04	1.57
FR	09:13	0.43	SA	09:32	1.15	SU	09:30	0.40
	19:27	1.36	SA	15:33	0.46	SU	15:59	1.35
	21:27	0.17		22:37	1.18		21:48	0.13
2	04:19	1.51	10	04:08	0.67	18	04:45	1.52
MO	09:52	0.44	SA	10:30	1.17	MO	10:25	0.39
	16:05	1.31	SU	16:41	0.38	MO	16:45	1.32
	22:05	0.23		23:34	1.29		22:34	0.20
3	04:53	1.41	11	05:16	0.64	19	05:20	1.46
SU	10:30	0.46	MO	11:24	1.20	TU	11:12	0.39
	16:44	1.25	MO	17:30	0.29	TU	17:39	1.29
	22:42	0.29		23:23	0.30		18:59	0.14
4	05:29	1.37	12	05:25	1.40	20	06:19	1.40
MO	11:10	0.49	TU	11:57	0.59	WE	12:03	0.39
	17:25	1.19	TU	12:15	1.25	WE	18:44	1.15
	23:20	0.36		13:15	0.20		19:43	0.14
5	05:07	1.30	13	06:11	1.49	21	00:15	0.42
TU	11:50	0.51	WE	12:51	0.54	TH	13:01	0.39
	18:11	1.14	WE	13:02	1.30	TH	14:23	1.33
				18:55	0.13		20:07	1.21
6	00:00	0.44	14	01:56	1.56	22	01:15	0.53
WE	06:49	1.24	TH	07:23	0.49	FR	08:17	1.31
	12:55	0.53	TH	13:47	1.34	FR	14:08	0.37
	19:06	1.09		19:37	0.08		21:23	1.29
7	00:45	0.52	15	02:29	1.60	23	02:26	0.62
TH	07:39	1.19	FR	08:15	0.45	SA	09:20	1.29
	13:27	0.53	FR	13:31	1.36	SA	15:17	0.33
	20:15	1.08		20:00	0.07		22:30	1.36
8	01:40	0.60	16	03:22	1.60	24	03:43	0.65
FR	08:34	1.16	SA	09:57	0.42	MO	10:20	1.20
	14:29	0.51	SA	15:16	1.36	SU	16:23	0.27
	21:30	1.11		21:03	0.08		23:32	1.45

## PORT PHILLIP HEADS (PT. LONSDALE)

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

TIMES OF SLACK WATERS

## NOVEMBER - 1996

Time	Start	Time	Start	Time	Start	Time	Start	
1	00:09	flood	9	00:04	ebb	17	00:40	flood
FR	05:48	ebb	SA	05:28	flood	MO	07:11	ebb
	12:15	flood	SA	11:57	ebb	SU	12:45	ebb
	17:58	ebb		19:49	flood		19:21	ebb
2	00:45	flood	10	01:32	ebb	18	01:21	flood
MO	07:25	ebb	SU	07:36	flood	MO	07:51	ebb
	12:53	flood	SA	12:47	ebb	MO	13:35	flood
	18:35	ebb		20:38	flood		19:15	ebb
3	01:21	flood	11	02:43	ebb	19	02:04	flood
SU	08:00	ebb	MO	08:31	flood	TU	08:32	ebb
	13:33	flood	MO	13:36	ebb	TU	14:32	flood
	19:13	ebb		21:20	flood		20:14	ebb
4	01:59	flood	12	03:37	ebb	20	02:48	flood
MO	08:34	ebb	TU	09:19	flood	WE	09:15	ebb
	14:17	flood	TU	14:24	ebb	WE	15:40	flood
	19:51	ebb		22:00	flood		21:20	ebb
5	02:38	flood	13	04:24	ebb	21	03:35	flood
TU	09:09	ebb	WE	10:00	flood	TH	10:02	ebb
	15:03	flood	WE	15:11	ebb	TH	16:58	flood
	20:35	ebb		22:40	flood		22:39	ebb
6	03:20	flood	14	05:08	ebb	22	04:29	flood
WE	09:44	ebb	TH	10:40	flood	FR	10:53	ebb
	15:17	flood	TH	15:57	ebb	FR	18:15	flood
	21:29	ebb		23:19	flood		20:06	ebb
7	04:10	flood	15	05:49	ebb	23	05:53	flood
TH	10:23	ebb	FR	11:19	flood	SA	11:48	ebb
	17:10	flood	FR	16:44	ebb		19:23	flood
	22:37	ebb		23:37	ebb		20:46	ebb
8	05:13	flood	16	00:00	flood	24	01:32	ebb
FR	11:07	ebb	SA	05:30	ebb	SU	06:49	flood
	18:52	flood	SA	12:00	flood	SU	12:46	ebb
				17:30	ebb		20:20	flood