

FATHOMS

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APR-MAY 2000



VSAG

VICTORIAN SUB-AQUA GROUP

FATHOMS

Official journal of the *Victorian Sub - Aqua Group*

In this issue:

APRIL/MAY 2000

V.S.A.G. Committee Members	2
Editorial	3
Deal Island	4
Sunday 20 Feb	8
Family Day	10
Ode to Wednesday	12
Melbourne Aquarium Dives	13
The Lady	15
Historic Shipwreck Report	17
Semi-Atmospheric Diving	19
Ship of Gold	20
Safety Notice	22
Scuba market	23
Sunken Assets	24
Media Watch	25
Dive/Social Calendar	27
Tide Tables	29
Emergency Contact Information	32

Next General Meetings:

Bells Hotel
157 Moray Street (cnr. Coventry Street)
South Melbourne - 8pm sharp!
Thursday 16th December 1999 (Drinks)
Thursday 16th March 2000
Thursday 13th April
Thursday 18th May

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Thursday 9th March
Thursday 6th April
Thursday 11th May

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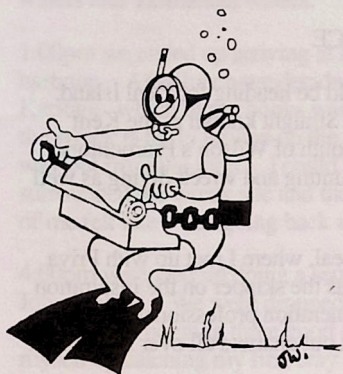
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EDITORIAL



VSAG finished off the year at Robe and saw in the new year (new millenium to some), with a memorable BBQ and hat/mask party. Unfortunately the bad weather prevented much diving and saw some cray bins going home empty, but a relaxing time was had by all. A couple of members came home with bins full, however, as in desperation from the weather, some crays were picked up amongst the rocks right below the camping ground!!!

Diving on the Deal Island Trip on the Australia Day weekend was fantastic. Darren has written a report on this memorable trip. The family day in February was a popular event, with two reports included in this magazine. Also included are some social events, a book review by Don, a report

on the terrible situation of "The Lady" and some notices.

A correction to my last editorial; I would like to say thankyou to Kim Mastrowicz for organising the Christmas Dinner venue and looking after VSAG on the night. It was great service, good food and lots of fun had by all. Thankyou Kim.

I would like to give a reminder to anyone sending in newsletter articles. With so many versions of word processing packages around compatibility problems are becoming more common and this causes delays with production of the newsletter. The printer can only receive text documents. When documents saved in any other format are opened in a text programme, a combination of jumble is shown on the screen. Unless a hard copy is provided at this point, it is impossible to guess what some of the strange symbols mean. Double spacing may appear in part or all of some documents also. The best way to send in articles is to paste them into the main body of an email. If this is not possible, send them as a text document only, but please open up your document after saving it as a text only, just to make sure there isn't any strange symbols or formatting appearing in your document.

Enjoy the reading and happy diving.

Editor - Priya Cardinaletti.

DEAL ISLAND 2000

BY DARREN PEARCE

Tuesday 25th January 2000 I could not believe I would be heading for Deal Island. Deal Island is part of a group of small islands in Bass Straight known as the Kent Group of islands, which is located 50 nautical miles south of Wilson's Promontory. These islands alone are world class for diving, cray hunting and wreck diving as well as the clear water visibility

Tuesday night I arrived at Foster pub for a counter meal, where I met up with Priya and John Mills, John Lawler and Alan Cripps who was the skipper on the Inspiration 2. That evening I found out that Alan was a third generation professional fisherman with salt water, not blood, in his veins. He has taken out charters all over Bass Strait for over 20 years and a very interesting person.

Later on that evening we headed down to Port Franklin where for the first time I saw the live aboard boat we would be staying on for 4 days called the Inspiration 2. At first when seeing the Inspiration 2 I could not believe my own eyes as this boat just looked to good to be used as a diving boat for these waters down here.

The Inspiration 2 was originally built in Western Australia and was built in 1968 as a fishing trawler. In the late 1980 was rebuilt into luxurious 76 foot motor launch, Inspiration II, has a large forward deck, flybridge, is fully carpeted, has 6 cabins, 240 volt 24hr power, air conditioning, 20cfm air compressor, 3 toilets/showers, a large dining room, a large carpeted saloon with bar, integrated sound system, 26inch TV, CD player, video player, fully fitted out kitchen with dishwasher and freezer. As you would expect she has all modern navigation, communication and safety gear. Everything you need for the ultimate diving adventure.

The first night I could hardly sleep at all, as I was so excited about the trip across bass straight to Deal Island. The boat did not leave until early next morning at about 5am, as we needed to catch the tide to leave Port Franklin River. Later on that morning when I woke I got a shock as I found myself to be in the middle of Bass straight. My plans for waking up at 5am when the boat leaves for Deal Island had all disappeared.

The boat ride across bass straight was as like a millpond with a slight southwest swell.

10:00am we arrived at the Hogan Island, which marks the state border of Victorian waters and Tasmanian waters.

1:00pm we ended up arriving at Deal island where we had lunch in a sheltered harbour. After lunch we decided to do our first dive on one of the wrecks called the Karitane which in my books was a great introduction dive to Deal Island. Although the wreck is fairly broken up the boilers and part of the stern of the ship stand up fair way out from the sand. I could not get over the marine life and the growth that surrounded the wreck site and the swim through as well on the wreck were magic part of me felt like I was going back and touching a part of our own history.

4:00pm we ended up doing a second dive, which was a cray hunt, my dive buddy was John Lawler. We were dropped on a nice patch of reef John did remarkably well as he ended up bagging three good size crays for his first dive and ended up surprising myself by catching my first cray for Deal Island that measured in just on size.

7.00pm we had dinner, which was quite nice, and shortly after dinner I fell asleep in my cabin.

The next morning I woke up early at 6.30am. The weather outside did not look to inviting for diving as it was slightly overcast and the wind was blowing 25knots South East. So this meant that we could only dive certain parts of the island that were sheltered from the wind.

8:00am I had breakfast. Later the group discussed with Alan where we would be diving we decided as a group to do some reef diving. I ended up doing a double dive that day and was diving on top reef where I saw the odd cray hiding under the rock ledges. The reef I was diving on was fairly shallow and was very rugged with a lot of thick cray weed growing on the reef which you had to dig under to find where the crays were hiding.

Late in the afternoon after having a rest some of us decided to go ashore and have a look at the museum which was on Deal Island. I found this to be real interesting as the museum was set out in a different way to a normal museum. There was a lot of information regarding the wreck sight around Deal Island as well as some artefacts that were also recovered by divers from the wrecks scattered around the Island.

I also found it to be interesting reading the guest log book at the museum and seeing

what other yachts had visited Deal Island before and the comments they wrote on their trip down to Deal Island

After we had finished looking through the museum the care taker of the Island came over to us to say hello and found him to be a easy person to talk to and found out he and his wife were originally from Waratah bay. They had been only living on the island for a month and were volunteers working in with the Australian bush heritage foundation which currently hold the lease to Deal Island from the Tasmanian government.

The next day was another early start although the weather did not seem to be improving much and wind had changed direction to the south west and was still blowing strong.

First dive we did in the morning was a well known wreck on the island called the Bulli. This wreck I found the hull to be more intact then the first wreck I dived on around Deal Island and the wreck sat on a sandy bottom. The best part I liked about the Bulli wreck was the stern and you could also still see the huge ruder and propeller. I was lying down on the bottom and looking up at the stern it really looked magic. Also along most parts of the sandy bottom while I was digging through the sand I came across huge blocks of coal which were thrown over the side to try and slow down the Bulli from sinking.

The next dive I did after the Bulli was a cray hunt dive, which was on a really good patch of reef. I ended up doing really well for myself as I bagged my biggest cray I have ever caught so far as it would have had to at least, weigh about four pounds, also ended up bagging another smaller Cray on that dive. When I came up from the dive I felt good having caught two crays on the one dive.

After dinner when it got dark, some of us decided to go for a night dive and this turned out to be different. I found when I was on the bottom my bright dive light seem to attract these sea lice which were in their hundreds and it felt really uncomfortable passing through these huge schools of sea lice as they were crashing into my face.

Although being a night dive I was hoping to see more cray fish out as it being a night dive but was surprised I did not see any cray's at all. This must have meant we were not diving in a very good spot.

The next day was the day we had to head back from Deal Island to Port Franklin. The weather that morning had seemed to improve and the southwest wind had dropped off all together and none of us wanted to go back home that day.

8.00am we left Deal Island heading for Hogan Island arriving 1200pm. We had lunch and some of us did a dive.

This dive, I ended up missing two reasonably sized Crays which were in too far for me to grab. Although I still enjoyed the dive, when I got back I was told I was the only one who had seen any Cray fish. In a way when it comes to Cray hunting there also luck that comes into it, as well as coming across the right spot where the Cray's are hiding. I thought John Lawler seemed to have a lot of luck on his side on the Deal Island trip when it came to catching a Cray.

All in all I had a really great time aboard the Inspiration 2 and also got to meet some people from the M.A.A.V who I found to be a good group of people to go diving with. I would also like to specially thank Priya and John Mills for their efforts in organising the dive trip with Alan Cripps to Deal Island and the rest of the diving crew for coming along as well on the dive trip.

The diving crew:

John Lawler, John Mills, John Munro, John Osmond, Frances D'Arcy-Tehan,
Malcolm Venturoni, Tony Gregory, Russell Stewart, Priya Cardinaletti, Darren Pearce

SUNDAY 20TH FEBRUARY FAMILY DAY

BY DES WILLIAMS

A large black spider ran out of my diving gear, as I loaded my kit onto Andy's boat at the Rye ramp. I hoped it didn't have a partner, as I tucked the family jewels into my new Pinnacle semi-dry suit!! "Been a while since you were in the water then, Dessy?" said Andy, as I tried to ignore the tasty aroma of rotting fish bait, lodged somewhere down deep in the shag pile carpet on board.

Andy was right, this was my first dive with the good ol' VSAG for many months, and it was a great feeling to be out with my best friends again. We were to journey out to the scallop beds and be back for a BBQ family luncheon around noon. The weather was overcast, the sea was flat and it was a lot cooler than the 38 degrees of the previous day.

Plenty of visitors on this dive too and we had four boats belonging to Andy, Neville, John and Mick. Thanks to the boys for providing the water transport.

Gail and Andy were soon over the side searching for scallops off Tootgarook, whilst Josie's nephew Rhet and the lovely Tania kept me company in the boat to follow the buoy towed by Andy down below.

On their return, the report was very few scallops to be seen and Andy suggested we move directly out from the Rye pier. At this point, I joined them to continue the dive, as Andy's air was low and Gail and I planned to spend more time together hunting on Andy's departure.

We were in about 15M of water and saw plenty of the usual wildlife, with small sleeping rays everywhere. Spider crabs are back in the Bay en masse again and we encountered plenty of them. One pair thinking about producing more crabs tried to perform as Gail and I paused to watch how spider crabs DO IT. Unfortunately, the audience must have been off putting and the urge for the male passed. I know the feeling!

We collected several scallops between us at this point and after viewing the missile-like escape of a small octopus in our company, we surfaced together to the boat

waiting above us.

Andy was still keen for some more Bay tucker, when I suggested we visit the old South Channel pile light structure, for a bag of mussels. I was soon descending to the bottom once again and returned with a "heavy bag" amongst a swarm of buzzing seals.

Tania and Rhet were suited up for a splash with the seals by that time, as the tide flow was on its last pant before high tide. Tania looked a little nervous as we approached the old wooden structure and came up underneath it to be eyeball to eyeball with about a dozen dozy balancing male seals. The females leaped off their perches to join us in the water and it wasn't long before Tania and Rhet were surrounded with rocketing seals! They really are wonderful creatures and were enjoying the visitors immensely. Tania and Rhet had a lot of fun, as indeed did I.

Thanks very much to Andy for being Dive Captain for the day and to the other boys for the boats. The family luncheon was very relaxed, but unfortunately I had to leave early to join a family gathering.

ALL AT SEA

As a lifeboat coxswain on an ocean oil rig, I looked forward to launching the boats once a week for routine tests. One day we had an elderly safety inspector on board. I invited him to take the helm, patiently explaining the compass and controls.

"Turn to port" I said, adding, "That's left to you." Another time I said, "Starboard - that means right-hand-down-a-bit."

Having circled the rig, I tapped the inspector on the shoulder and said in mock exasperation, "Give the boat back to the driver."

Later that day at lunch, I asked him about his career.

"Royal Navy," he said. "Twenty years. Submarines."

As I went pink with embarrassment, he added, "I was the driver."

- Bruce Millar

FAMILY DAY PSEUDO "CATCH N' COOK"

BY JOSIE

Like most other VSAG members, I didn't have much idea of what the new family Day was going to involve. From the snippets I had picked up at the last two meetings, I assumed that family and friends would be given a berth on the dive boats and providing they could swim, would be allowed to jump in the water to have a snorkel with the seals.

I kept promising myself that I would phone Andy (Dive Captain) days before the event to get some information about the day but as usual, didn't get around to it until the night before. By this stage, I had convinced Phil, my mum, my nephew Rhett and his girlfriend Tania, to join us on the day. I didn't have very high expectations of Phil getting out of bed early enough to join us though as we had been to a party the night before and Phil had been drinking all day Saturday. He was seriously pissed and I expected the hangover to keep him in bed late Sunday. However, he proved me wrong and did fall out of bed at sparrow #@\$&. My mother had to cancel at the last minute, much to her chagrin, as old age, ill health and our recent heat wave took their toll on her.

When I spoke to Andy, he said we were doing a scallop dive then throwing the non-divers overboard with the seals, then heading back for lunch. Sounded fine to me. Just like catch n cook. My mother, in spite of feeling unwell, had put in an order for some scallops and mussels. Actually, more than some, she wanted as many as we could lay our hands on. Some things just don't change!

Bodies were allocated to boats and the boats were finally launched slightly later than expected. Rhett didn't get out of bed early enough to cook Andy's breakfast and allow him to get to Rye by 9:00 am. Shame on you Rhett!!

Four boats headed out into the Bay and it was decided to pick four separate places to collect scallops. Nice theory but didn't quite work in practice. However, Mick, Pat and I did manage to collect enough for a meal and decided to head out to one of the channel markers for mussels. It was so warm in the water and the

viz was great so we all got in and the boys hauled in a dive bin full of mussels, thinking that everyone would join in the cleaning and eating. Wrong! I ended up with a dive bin still full of mussels. My mum not only ate mussels to her hearts content, she fed her daughters (except me), brother, cousins, second cousins, third cousins etc etc etc.

After collecting all these mussels, we motored over to Andy's boat where the seals were playing around and Rhett and Tania had just climbed back on board. Mick took Phil in for a swim with the seals and Rhett and Tania didn't need to be asked twice if they wanted to get back in. The seals were in a particularly playful mood and kept the non-divers amused for quite a while. They were all suitably impressed and want to do it again soon. We divers pretended to be quite blasé about the whole thing of course, having been there, done that, but it's still a great buzz to see the seals and be in their environment with them.

Back at Rye foreshore, the boats were hauled in and everyone started organising food. All my camping gear was hauled out of the car except the chairs which I left in my shed. Some mussels were cleaned and steamed in white wine, the scallops were cleaned, skewered and barbecued (Phil's were served on a bed of lettuce with fresh mushrooms), the gear was cleaned and it was time to have a little relax in the hammock.

All in all it was a very pleasant day with the fish and chip shop across the road doing very good business from those VSAGers who didn't actually bring a picnic lunch or cook their catch. The grog shop did a roaring trade because VSAGers are VSAGers and my mum had a very good day when she saw all those damned mussels.

A good day was topped off with a bag full of milk bottles being very quickly devoured but I did manage to get one from the whole packet.

Thanks VSAG !!

ODE TO WEDNESDAY

The weekends - they just come and go
They're gone before we even know.
When Monday morning comes around
We're always sleeping safe and sound.

So off to work we trudge along
Monday can be oh so long.
Then comes Tuesday - much the same
Enough to send a man insane.

Then it's Wednesday -half way there.
Plan the weekend - but have a care.
There's still two days of work to go
And don't they just go oh so slow.

We get through Thursday then through Friday.
Off to the pub -Oh hell - it's Saturday!
Sober up - see the missus.
Tell her there's diving Sunday - oh Geezus!

So as we paint and pave and ponder belly buttons
Spare a thought for those diving gluttons
Who skive off work in the middle of the week
When the weather's warm and never bleak
And skite and brag at VSAG meetings
Of the crays and abs that thay've been eating.

Anon.

MELBOURNE AQUARIUM DIVES

BY JOSIE

Diving Headquarters in High Street Prahran have been appointed the "Tour Operators" for diving at the new Melbourne Aquarium. No dives can be booked directly through the aquarium. As Diving Headquarters is my local dive shop, I thought I'd call in to get some details and make a booking for VSAG.

The details have only just been finalised (mostly) and are as follows:-

Only 4 divers are allowed into the tank at any time to avoid stressing the fish.

Times allocated for diving are 3:00 pm, 3:45 pm and 4:30 pm.

A total of only 12 divers per day!

The cost is usually \$90 but VSAG will get a 10% discount. This brings the cost down to a mere \$81 each. Diving Headquarters will provide tanks and weight belts - all other gear is BYO.

The aquarium is approximately 7 mtrs deep and divers will be swimming with the sharks and fishes (not walking around the bottom of the tank as in Sydney).

There will be a discount price for non-divers who want to come along and watch their family / friends tempt fate by climbing into the water with sharks but at this stage DHQ are not certain what the cost will be. The normal entry price to the aquarium is \$17.50 per adult but I can get tickets for \$14.50 through the Casino (my sister works there). DHQ think that price will be better than they can negotiate but will let us know when they find out. I can also get a discount on a family ticket (2 adults and up to 3 children) if anyone needs it.

As I don't expect too many VSAGers to be out in the bay in winter, I thought 4 June would be a good time to book the aquarium. We beat the GST by a few weeks, we'll have time to save for the dive and we'll have something to talk about when we get away to Beechworth the following (long) weekend.

If you need any more information, feel free to contact me. See you in the drink !

MELBOURNE AQUARIUM DIVE

SUNDAY 4 JUNE 2000

3:00 pm (4 divers)

3:45 pm (4 divers)

4:30 pm (4 divers)

Total of Only 12 Divers

Cost \$81.00 each(usually \$90.00)

(includes tank and weight belt)

Swim with the sharks, rays and fish
in the all new 7 Mtr Tank

Discount entry for non-divers

*Application Forms available from Josie
Deposit for Divers Required at
March General Meeting*

THE LADY PRESIDENT COOLIDGE

G'day all...

I found this on the aus.sport.scuba newsgroup and I thought people might be interested. The Coolidge is definately one of dives I want to get to before I eventually hang up the fins, so I'm pleased to hear the lady is O.K.

I just received this e-mail from Vanuatu and would like to share it with my fellow divers. Message follows.....

Dear Friends,

Sometime in the early morning of the 26th January the "LADY" took a dive.

That part of the smoking room where the lady stood was getting old and finally gave way after 57 years & 4 months, she could not hold herself up any longer. Luckily however the lady is tougher than we thought and we believe greater powers were at work and as she fell, she somehow managed to fall on an angle and through a doorway, out of the wreck and was embedded in the mud and silt under the Promenade deck 90% untouched. Imagine the fright on approach to the lady and seeing she was gone. For a while it was not known if she had broken into small pieces or undamaged in the silt. Allan Power was first to inspect the area in the afternoon to clarify that she was in fact still intact, all but a section of the porcelain frame surrounding the LADY. Kevin dived at night to also inspect her. She was lying in 56m half in half out of the silt on the bottom side of the

Promenade deck., Allan Power and his team, Dave Cross from Pro Dive, and Kevin & I had emergency meeting to discuss the rescue operation of "The Lady". We decided "The lady" should be rescued to prevent any further possible damage due to other parts of the wreck falling on top of her. The Lady needed to be taken out of the ship, put somewhere safe, repaired, then placed back in an appropriate position away from danger. This morning the 27th, Allan, Tony and Tim from Allan's, and Kevin and I met together at the beach, had quick discussion of a dive plan and what would be done. We went down together(the

first time ever!). Allan's team took a wooden pallet, and we took rope, hacksaw.... We swam down out side of the wreck, passed the sky lights. She was in the silt lying on a rail. Kevin had to cut through a cable rail with the

hacksaw so we could get the lady through the opening and slowly onto the wooden pallet, Allan went inside to get her out of the ship. After that, I can't do or see anything, so I try to go up little and away from silt, Then Kevin, Tim and Tony walking on the bottom(60meters) carrying "The Lady" away from the ship. They found a spot, and tied her to the pallet with more silt around. I kissed her forehead and told her you'll be ok, and we left. Allan, Kevin and I talked after the dive, and we are going back again tomorrow morning to shift her to the top of the ship. Tomorrows rescue will involve the combined efforts of Santo Dive Tours, Pro Dive Santo, & Aquamarine businesses and staff. We have come together to combine efforts and ideas to rescue the LADY in the interests of protection and restoration of the Coolidge, diver safety, diving tourism in Santo.

After that we will raise her to the surface and out of the water. After that we will discuss restoration and consider where to put her back as a group. Whilst we feel this has come close to a national disaster we feel we have it all in good hands and all efforts will be made to complete the job safely and professionally. We thought we would give you the curtsy of finding out what has happened, what we have done, and what we intend to do BEFORE the coconut telegraph gets to work and stories get exaggerated and phones start ringing. No one operator is trying to attract glory and I am pleased for once we are working together for a common goal. End of message.

Cheers & Beers,

Alex Ip

<ipai@mpx.com.au

HISTORIC SHIPWRECKS ADVISORY COMMITTEE MINUTES OF MEETINGS 1.7.99 & 2/10/99

BY DES WILLIAMS

- (a) Website for the CITY OF LAUNCESTON wreck is operating through the Heritage Victoria link at www.heritage.vic.gov.au
- (b) Two steamboat wrecks in the Murray River were inspected by members of the M.A.A.V.
- (c) Discussed a letter from New Zealand relating to the ex-Yarra steamer EXPERT which has been reported intact and submerged in a fresh water lake in NZ. The writer believes the vessel could be restored to working order.
- (d) Water police are now on 12 hour roster, thus more coverage by police and better chance of wreck violation detection. New boats are coming which will have Recompression chamber facility.
- (e) Piece of timber found in the beach at Warrnambool is of European origin and could flotsam, or part of a deck cargo or part of f the Mahogany ship. More tests to be made and ground penetrating radar to be brought in to further examine the site soon.
- (f) The Bayside City Council commissioned report, regarding the viability of corrosion stabilisation of the CERBERUS wreck suggests it to be unviable. If the importance of the ship is brought to the attention of the Commonwealth, there may still be a chance for Federal funding of preservation work. She was the RAN's first capital ship, was its largest and served in World War 1 as a supply ship./
- (g) Projects which have priority for 1999-2999 MHU budget are Great Ocean Rd trail and signage, City of Launceston work, Port Albert, Point Lonsdale to Cape Otway and Port Fairy to SA border regional surveys.
- (h) D. Williams and M. Venturoni suggested that Protected Zones be lifted on some of the seven wrecks in this category, but MHU rejected this request.

Current protected zones are Wm. Salthouse, Clarence, Hurricane, Clonmel, City of Launceston, Will O The Wisp and Joanna.

(i) Suggestion that existing lifeboats at Queenscliff and Portland be put on the Heritage Register, which make them eligible for funding assistance to ensure their further preservation.

(j) Peter Sone's suggestion that the CLONMEL book be distributed to Gippsland school children together with a visit to the Port Albert Museum was warmly received. 1000 copies of the book will be made available for this project.

(k) Next meeting was held at Portarlington on 3rd November to coincide with City of Launceston field work. I spent the previous weekend assisting the MHU survey the wreck, so was unable to attend the meeting due to work commitments. Will provide a report on the meeting for the next SDF-V Meeting.



SEMI-ATMOSPHERIC DIVING SYSTEMS

SPUMS Journal Volume 29 No. 3 September 1999

This month's article review covers the application of semi-atmospheric diving systems, which are a unique, but important part of the development of modern diving techniques. The article is found on page 167, and the author of the article is *John Bevan*.

Semi-atmospheric diving systems are those where a part of the diver's external body is maintained at atmospheric pressure and he breathes air at atmospheric pressure, while the remainder of his body is exposed to ambient water pressure. Two principle methods were used to achieve these ends. First, a self contained system where the diver took his air supply with him to the sea bed. These are mainly the "barrel divers" whose arms were the only part of their body not enclosed within the barrel at atmospheric pressure. And second, a surface supplied system, where the diver received his air supply from the surface via open tubes. With this type of method, the diver usually had the use of their legs (to varying degrees) and arms, and could walk about on the sea bed. It was also possible to speak directly to someone on the surface via the open tubes.

It doesn't take much to analyse these methods and immediately recognise the inherent problems (and dangers) associated with the pressure imbalances in such systems. The author highlights the fact that the arterial blood pressure in a fit young man is about 120 mmHg and the hydrostatic head of pressure below a depth in sea water of 1.6 m is more than 120 mmHg. Therefore it follows that when adjacent parts of a human body are exposed simultaneously to atmospheric pressure on one side and water pressure in excess of 1.6 m depth on the other side, the tendency will exist to collapse the veins, to prevent arterial blood circulation and to force the blood back up the arteries. At the same time, there would obviously be an increasing tendency for water to leak into the suit as the pressure differential between the inside and outside of the atmospheric compartment of the diving suit increased. Any major structural failure of the seals would be followed by an instantaneous and complete flooding. Seals around the arms and legs were therefore very tight bindings, or in effect, tourniquets.

It is therefore surprising that despite the inevitable pain, physical trauma and risk of a horrible death, semi-atmospheric diving suits were used for several centuries, from the 1600s to the early 1800s. The significant opportunities presented by salvaging material from sunken ships were thought to be the driving force behind the continued use of (and suffering with) these types of suits. They could only be comfortably used in shallow water, although there are reports of dives to 22 m - but only with "great difficulty".

The recovery of treasure chests from the wreck of the ROYAL GEORGE at Portsmouth around 1801 is the last known successful application of this type of diving system. The familiar diving helmet and dress was introduced in 1829 and the problems associated the differential pressures on a diver's body were solved once and for all.

SHIP OF GOLD IN THE DEEP BLUE SEA

BY GARY KINDER

REVIEWED BY DON ABELL

Until I read *Sip of Gold in the Deep Blue Sea* over Christmas I would never have thought to write a book review for fathoms. But I did and i have and here it is.

What really attracted me to this book ws that it is a true story. It starts with a shipwreck in 1857 and then tells the story of a boy who was born in Ohio in 1952 and grows up as a boy who likes to fix things or tearing things down so that he could build them again.

The book really is the story about Thommy Thompson. He studied as an engineer but had one of those incredibly questioning minds. While at university one of his professors became a mentor and when Thommy was only 20 he asked Thommy "how are we going to work in the deep ocean". He was talking about 1 or 2 miles under water.

To some degree this had been attempted. the US government has spent hundreds of millions of dollars on a number of projects but had never been very successful. In Thommy's mind even the discovery of the Titanic was not his idea of successfully working in the deep ocean. They could see the Titanic but working on the ship was cumbersome, awkward and lacked the precision that was required to achieve real success in any scientific or commercial pursuit.

This issue continues to intrigue Thommy over the next decade or so while he continues to think through the issues and learn everything about the subject. He becomes one of the few persons accepted to work at Battelle - a privately funded research institute in the US that takes the best brains and then finds out a way to use them to their best potential. This is the sort of attitude and approach that makes the scientific research in the US what it is . It was 500 scientists from Battelle that worked on the Manhattan Project and developed the atom bomb. In 1961 Battelle licensed a process they developed to a company call Haloid, which then changed its name to Xerox. Their achievements go on and Thommy was working with them - but still thinking about the deep ocean.

Finally he decides that he can develop a machine that will work in the deep. To raise the funds he needs he proposes a that a private syndicate of investors et together to find a shipwreck, develop the equipment needed and go get the treasure. He had done a very large amount of homework on the wreck and believed that he new that would give sufficient rewards. The problem was that no one believed he could find it and the best brains of the time said he could no develop the equipment needed to successfully recover anything at that depth. This was all in the mid 80's so we were all around while this was happening.

Eventually he found a group of wealthy individuals who were willing to put in some seed capital of US\$200,000. And so it started and progressed. He kept convincing them to put in more and more. He did eventually find the wreck but not at first and almost by accident. He did develop the equipment never seen before that could do tasks at 8000feet under wter despite being told it was not possible. He did find some treasure and he did recover it with his underwater vehicle in 1989.

The wreck he was looking foe was the SS Central America that was lost in an incredible gale in 1857. The ship had 500 passengers that were returning from the California gold rush. Most people on the ship were lost but 149 of the passengers and crew survives to tell the story. It was reported at the time and Thommy was able to do a great deal of successful research. The story of the storm, the struggle to save the ship and lives and the tragic end told in much detail in the book. It is a very interesting read.

So to the end result. After meticulously studying the ship and making precise records of the detail of what lay on the ocean floor the recovery commenced. When the returned to Norfolk harbour in 1989 the carried over ten tons of pioneer gold recovered from the ship. The real value had not been determined at the time of writing the book. It was thought that the value probably not reach a billion dollars. The total investment \$12 million. The return will therfore not quiet reach 100 times their investment.

This is a great read. I have nor given away the story because that is always known. I suspect that any diver would find this story of working underwater and chasing shipwrecks extradinary and exciting.

SAFETY NOTICE

JOHN LAWLER SAFETY OFFICER

Recently a potentially dangerous situation occurred around the Southern end of Port Phillip bay wherein a VSAG diver became separated from his buddy. This occurred on an outgoing tide in very choppy conditions. As the boat captain could not see the diver a call for help to another VSAG boat went out. The diver could not be seen, as he was **NOT CARRYING A SAFETY SAUSAGE!** By just good luck the Pilot boat was heading up the bay, spotted the diver and slowed, which in turn alerted the boat captain to his position.

This avoided what could have been a very serious search through the Rip area and probably well beyond due to a very fast current.

CLUB POLICY.

It is therefore timely to remind all members of VSAG that the Club has two safety policies which are conditional for all divers.

ALL DIVERS MUST CARRY A SAFETY SAUSAGE.

ALL DIVERS MUST CARRY AN OCTOPUS REGULATOR.

Please ensure that these two conditions are met for **YOUR SAFETY!**

SCUBA MARKET.

**STARTING OUT INTO THE GREAT WORLD OF
SCUBA DIVING??
NEED SOME NEAR NEW GEAR OR BACK UP GEAR??
LOOK AT THIS!!!**

1. ORIGINAL "SCUBA PRO" BUYONACY VEST. SIZE SMALL. ORANGE COLOUR.IN TOP CONDITION. ECCELLENT VALUE AT JUST \$499
2. TUSA FACE MASK: \$50
3. MARES GRAPHITE "POWER PLANA" FINS: \$69
4. FIRST AND SECOND STAGE REGULATOR SYSTEM.TEKNA REGULATOR,US DIVERS "OCY REG". ALSO INCLUDED APOLLO DEPTH GUAGE,APOLLO COMPASS,AND APOLLO PRESSURE GUAGE.ALL TESTED,SERVICED AND READY TO GO DIVING SAFELY!!! \$699
5. WET SUIT. BRAND NEW.5ML.SIZE FOUR AND A HALF.ONE PIECE SINGLE FRONT ZIP.COLOURS BLUE/BLACK. BEST BRAND. BEST WET SUIT!! \$280.
6. CARRY BAG FOR ALL THIS: \$20.

CONTACT JOHN LAWLER.(AH) 95894020.

The RMIT Underwater Club is proud to host the

SCUBA Divers Federation of Victoria

presentation of

Sunken Assets 2000

A day exploring our magnificent
underwater heritage in Victoria

Enjoy a day of talks and presentations from divers and maritime archaeologists
about shipwrecks and our fascinating maritime history.

Advance Information

Open to the public
Sunday 28 May

9am - 4.30pm
Auditorium

RMIT Storey Hall
Swanston St, Melbourne.

A date not to be missed !

Space and catering is strictly limited.
Pre-registration is essential.
Tickets not available at the door



For further information contact:

John Hawkins (SDFV/RMITUC) phone (bh): 03-9764-2001
(ah): 03-9752-7091
Priya Cardinaletti (SDFV) fax: 03-9764-2611
(ah): 03-9761-0960

MEDIA

White shark rams diver

AN abalone diver huddled against an underwater ledge after a giant white pointer shark charged him and cut off his air supply in an incident on the Mornington Peninsula yesterday.

Greg Staples, 37, said the 7m shark knocked the wind from him as it rammed him into a rock. He escaped by climbing into his companion's boat.

Shark warning for Western Port

Divers and surfers should take care in Western Port Bay after three reports of a six-metre white pointer shark hanging around Seal Rocks and near Flinders pier over the past two weeks.

A Department of Natural Resources and Environment spokeswoman, Ms Lisa Borthwick, said the shark, which is the length of a bus, was probably attracted by an abundance of food with the seal breeding season under way.

She said white pointers in the area were uncommon, but that the shark was likely to stay for a while since there was plenty of food and little competition.

"We would not advise anyone to attempt to deliberately go near it under any circumstances," she said.

CLAIRE MILLER

Russia agrees to halt whaling

MOSCOW. For the first time in 13 years, international trade in whales resumed last week when a Russian ship arrived in Japan carrying 13 tonnes of meat and blubber. But the United States Government joined a campaign to pressure Russia into stopping commercial whaling immediately. Apparently, the message got through. A day after the shipment arrived in Japan, Russian officials agreed to order a halt this week to further hunting of beluga whales.

QUICK READS

Help clean the bay

FRANKSTON boat owners, divers and volunteers are sought to help clean Port Phillip Bay during Environment Bay Day next February. Foreign pests like Japanese kelp, giant sea worms and the Pacific starfish will be removed from local waters and sent to research laboratories. Details: 9544 9111.

Man fined over Port Phillip Bay dolphins

By **STEVE BUTCHER**

In the first prosecution under Victorian legislation to protect dolphins, a Queenscliff boat charter operator was yesterday fined \$4000 for interfering with the creatures in Port Phillip Bay.

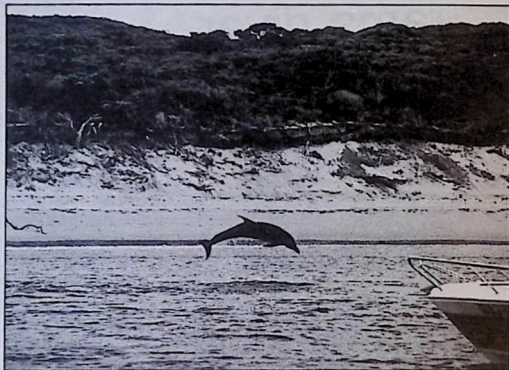
David Brett Golightly pleaded guilty to two charges of interfering with whales and faced a maximum fine of \$10,000 when he appeared in Frankston Magistrates Court.

Golightly, 39, was charged under the Wildlife (Whales) Regulations 1998 after incidents in January and February last year when his boat, *Impulse*, was seen less than 10 metres from dolphins.

Mr Ian Gray, prosecuting, told the court the first incident occurred at 3.20pm on 22 January when the *Impulse* was observed following a pod of between six and eight dolphins.

Mr Gray said the boat was in the area of the Ticonderoga Bay Sanctuary Zone between Police Point and Cattle Jetty Ruins near Point Nepean and as Golightly had no permit to conduct dolphin swims he could not approach them there within 200 metres.

Impulse came from behind to within less than 10 metres of the dolphins, which were between the shore and the vessel, then overtook the creatures and



A Port Phillip Bay dolphin.

Picture: CRAIG SILLITOE

stopped about 10 metres ahead of them, he said.

Mr Gray also said that at about 3.25pm on 10 February, witnesses from the Dolphin Research Institute saw the *Impulse* off Point King, near Sorrento, when it came within about 10 metres of a pod of dolphins.

Mr Gray said six swimmers entered the water and swam towards the dolphins who moved away and that Golightly was forbidden to approach them there within 150 metres.

Mr Matthew Harvey, defending, said Golightly, who has no prior convictions, did not intend to approach the dolphins and did not realise they were so close to his boat.

Mr Harvey said Golightly had invested many thou-

sands of dollars in his dolphin swim charters, but halted the dolphin swims after the second incident.

He said no dolphin was harmed and the interference was at the lower end of the scale.

Mr Harvey submitted that the purpose of the legislation was to catch "hoons" and that it was not appropriate to make an example of Golightly.

The magistrate, Mr Lionel Winton-Smith, fined Golightly \$2000 on each charge, without conviction, and ordered him to pay \$5191 in costs.

Mr Winton-Smith said the offences were serious and that his sentence should send a strong message to the community.

DIVE/SOCIAL CALENDAR

DATE	EVENT/LOCATION	DIVE CAPTAIN	MEET AT
6 Feb	Heads Area	Shane Martin 9772 8881	Sorrento 9.30am
12 Feb	Night Dive, Pope's Eye	Leo Maybus 9727 1568	Sorrento TBA
13 Feb	Courier	John Mills 97610960	Sorrento 9.30am
17 Feb	General Meeting, Bell's Hotel Cnr, Moray and Coventry Sts. South Melbourne		
20 Feb	Family Day	Andrew Mastrowicz 9318 3986	RyeBoat Club 9am
27 Feb	Westernport drift dive	JohnLawler 9589 4020	Flinders 9am
4 Mar	Night Dive	Leo Maybus	TBA
5 Mar	Heads Area		Sorrento TBA
11-13 Mar	Labour Day weekend Refuge Cove	Andrew Mastrowicz	Port Welshpool
12 Mar	Local Diving	John Lawler	SorrentoTBA
16 Mar	General Meeting, Bell's Hotel Cnr, Moray and Coventry Sts. South Melbourne		
26 Mar	Warwick's dive	TBA	TBA
2 April	Night Dive	Leo Maybus	
9 April	Nepean Wall	Sorrento	9.30am
21-25 Apr	Easter weekend, Wilson's Prom	Don Abell 0889 4415	Tidal River
May 13-20	Vanuatu - Teh President Coolodge	Don Abell 9889 4415	Melb Airport

18 May	General Meeting, Bell's Hotel Cnr, Moray and Coventry Sts. South Melbourne		
28 May	Sunken Assets, Dive Seminar	Storey Hall	RMIT Melbourne
9-12 Jun	Queens B'day weekend	Gerry Devries 9725 2381	Beechworth
Xmas '00	Tasmania	Leo Maybus 9727 1568	

NOTICE: BOAT OWNERS INTENDING TO BRING THEIR BOATS PLEASE RING THE DIVE CAPTAIN BEFORE 6.00 PM ON EVENING PRIOR TO THE DIVE.

DIVERS PLEASE RING BETWEEN 6.00 PM - 7.00 PM.

FOR NIGHT DIVES (USUALLY SATURDAYS) PLEASE RING BY 8.00 PM ON EVENING PRIOR TO DIVE.

GREAT DIVE? NO DIVE SCHEDULED? RING NEVILLE VIAPREE - 9551 1547 (H)

TIDE TABLES

Add one hour to times during daylight saving.

Port Phillip Heads - Tidal Streams

Lat 38° 18' Long 144° 37' Time Zone -1000

Times of Start of Flood and Ebb (Stuck) Water. Add one hour for Official Summer Time

March - 2000

Time Start	Time Start	Time Start	Time Start	Time Start
1 0302 flood WE 0839 ebb 1546 ebb 2254 ebb	9 0302 flood TH 1100 flood 1659 ebb 2315 flood	17 0358 flood FR 1701 flood	25 0541 ebb 1209 ebb SA 1845 ebb	26 0605 flood SU 1241 flood 1921 ebb
2 0349 flood TH 1638 flood	10 0514 ebb FR 1745 ebb 2348 flood	18 0017 ebb SA 1100 ebb 1829 flood	27 0057 flood MO 1312 flood 1956 ebb	28 0129 flood TU 1343 flood 2032 ebb
3 0001 ebb FR 1001 ebb 1746 flood	11 0643 ebb SA 1832 ebb	19 0130 ebb SU 1245 ebb 1955 flood	27 0635 ebb MO 1312 flood 1956 ebb	28 0701 ebb TU 1343 flood 2032 ebb
4 0115 ebb SA 1119 ebb 1906 flood	12 0024 flood 0611 ebb SU 1247 flood 1920 ebb	20 0229 ebb MO 1419 ebb 2102 flood	29 0202 flood WE 1416 flood 2113 ebb	30 0238 flood TH 1453 flood 2159 ebb
5 0217 ebb SU 1254 ebb 2016 flood	13 0100 flood MO 1320 flood 2010 ebb	21 0937 flood TU 1531 flood 2157 flood	29 0730 ebb WE 1416 flood 2113 ebb	30 0800 ebb TH 1453 flood 2159 ebb
6 0305 ebb MO 1414 ebb 2113 flood	14 0137 flood TU 0711 ebb 1412 flood 2103 ebb	22 0400 ebb WE 1630 ebb 2242 flood	30 0800 ebb TH 1453 flood 2159 ebb	31 0319 flood FR 1537 flood 2254 ebb
7 0343 ebb TU 1517 ebb 2200 flood	15 0215 flood WE 1500 flood 2200 ebb	23 0437 ebb TH 1720 ebb 2200 ebb	31 0319 flood FR 1537 flood 2254 ebb	
8 0414 ebb WE 1510 ebb 2239 flood	16 0300 flood TH 1554 flood 2304 ebb	24 0511 ebb FR 1805 ebb 2353 flood		

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Port Phillip Heads (Pt.Lonsdale) - Tides

Lat 38° 18' Long 144° 37' Time Zone -1000

Times and Heights of High and Low Waters. Add one hour for Official Summer Time

March - 2000

Time m	Time m	Time m	Time m	Time m
1 0028 0.57 0645 1.18 WE 1254 2.06 2004 1.27	9 0208 0.30 TH 0600 1.18 1425 2.36 2014 1.86	17 0747 1.20 FR 0915 1.81 1545 2.91 2132 0.30	25 0317 1.43 SA 0915 1.81 1545 2.91 2132 0.30	26 0350 1.40 SU 0952 1.16 1637 1.48 2208 0.42
2 0113 0.64 0720 1.12 TH 1340 0.33 2102 1.13	10 0245 1.43 FR 0836 0.22 1509 1.44 2052 0.36	18 0227 0.64 SA 1502 0.32 2253 1.26	26 0350 1.40 SU 0952 1.16 1637 1.48 2208 0.42	
3 0207 0.69 0826 1.06 FR 1437 0.37 2206 1.12	11 0321 1.44 SU 0914 0.16 SA 1551 1.47 2131 0.33	19 0353 0.61 MO 1035 1.19 SU 1630 0.34 2337 1.31	27 0422 1.35 MO 1028 0.17 1712 1.48 2244 0.46	
4 0317 0.71 0935 1.03 SA 1553 0.38 2208 1.15	12 0357 1.42 SU 1633 1.48 2212 0.37	20 0514 0.52 MO 1148 1.26 MO 1745 0.33	28 0455 1.31 TU 1102 0.21 TU 1746 1.36 2319 0.91	
5 0442 0.68 1043 1.05 SU 1711 0.37	13 0432 1.40 MO 1031 0.69 MO 1718 1.45 2253 0.43	21 0034 1.35 TU 0518 0.41 TU 1253 1.32 1845 0.32	29 0530 1.25 WE 1137 0.25 WE 1824 1.30 2357 0.35	
6 0602 1.21 0648 1.28 MO 1154 1.11 ● 1810 0.33	14 0510 1.36 TU 1113 0.10 TU 1807 1.49 2236 0.49	22 0123 1.41 WE 1349 1.44 WE 1934 0.32	30 0608 1.19 TH 1213 0.30 TH 1909 1.23	
7 0748 1.28 0642 0.50 TU 1250 1.30 1856 0.20	15 0553 1.31 ● 1810 0.33 TU 1157 0.13 WE 1903 1.34	23 0206 1.44 TH 0757 0.22 TH 1439 1.50 2017 0.34	31 0037 0.61 FR 0653 1.12 FR 1252 0.36 2001 1.18	
8 0130 1.35 0723 0.50 WE 1245 0.19 1536 0.29	16 0622 0.56 0552 0.66 TH 1245 0.19 2010 1.28	24 0244 1.44 FR 0838 1.10 FR 1523 1.32 2057 0.36		

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TIDE TABLES

Add one hour to times during daylight saving.

Port Phillip Heads - Tidal Streams

Lat 38° 18'

Long 144° 37'

Time Zone -1000

Times of Start of Flood and Ebb (Slack) Water.

April - 2000

Time Start	Time Start	Time Start	Time Start	Time Start
1 04:15 flood	9 09:03 ebb	17 00:39 ebb	25 00:37 flood	
SA 09:32 ebb	MO 11:00 flood	MO 11:22 flood	TU 05:57 ebb	
SA 16:33 flood	SU 16:30 ebb	SU 18:26 ebb	TU 12:50 flood	
			WE 19:26 flood	
2 05:48 ebb	10 00:14 flood	18 01:39 ebb	26 01:10 flood	
SU 10:58 ebb	MO 05:30 flood	TU 06:22 flood	WE 05:25 ebb	
SU 17:53 flood	MO 12:20 flood	WE 18:41 flood	WE 12:20 flood	
			TH 20:02 ebb	
3 01:01 ebb	11 00:52 flood	19 02:30 ebb	27 01:45 flood	
MO 07:29 flood	MO 06:14 flood	WE 05:35 ebb	TH 05:37 ebb	
MO 12:38 ebb	TU 13:04 flood	WE 12:38 ebb	TH 12:38 ebb	
	● 20:04 ebb	○ 21:36 flood	● 20:37 ebb	
4 01:58 ebb	12 01:32 flood	20 00:15 ebb	28 02:20 flood	
TU 08:26 flood	MO 06:53 ebb	TH 06:28 ebb	FR 07:06 ebb	
TU 14:04 ebb	WE 13:49 flood	TH 16:28 ebb	FR 13:49 flood	
	20:39 flood	20:51 ebb	21:15 ebb	
5 02:40 ebb	13 02:15 flood	21 02:54 ebb	29 03:00 flood	
WE 09:08 flood	MO 07:39 ebb	FR 07:12 ebb	SA 14:45 ebb	
WE 15:11 ebb	TH 14:38 flood	SA 20:00 flood	SA 14:45 ebb	
● 21:36 flood	21:40 ebb	23:00 flood	21:57 ebb	
6 03:18 ebb	14 03:04 flood	22 04:29 ebb	30 03:51 flood	
TH 09:44 flood	FR 08:35 ebb	SA 06:54 ebb	SA 14:55 ebb	
TH 16:06 ebb	FR 15:28 flood	SA 17:50 ebb	SU 15:30 flood	
	22:24 ebb	23:32 flood	22:45 ebb	
7 03:54 ebb	15 04:10 flood	23 05:00 ebb		
FR 10:19 flood	SA 09:48 ebb	SA 11:27 flood		
FR 16:56 ebb	SA 16:30 flood	SU 18:26 ebb		
	23:00 flood			
8 04:29 ebb	16 05:49 flood	24 00:04 flood		
SA 10:57 flood	SU 17:44 ebb	MO 05:29 ebb		
SA 17:52 flood	SU 17:52 flood	MO 11:59 flood		
	23:35 ebb	18:58 ebb		

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Port Phillip Heads (Pt. Lonsdale) - Tides

Lat 38° 18'

Long 144° 37'

Time Zone -1000

Times and Heights of High and Low Waters

April - 2000

Time	Time	Time	Time	Time	Time
1 01:25 0.66	9 02:53 1.43	17 03:44 0.55	25 03:48 1.34		
07:48 1.07	08:45 0.10	MO 10:33 1.24	TU 10:33 0.23		
SA 13:39 0.42	SA 15:39 1.61	MO 16:11 0.82	TU 16:38 1.50		
21:03 1.15	21:15 0.43	23:05 1.33	23:58 0.52		
2 02:25 0.68	10 03:31 1.42	18 04:57 0.47	26 04:23 1.30		
08:58 1.05	MO 09:28 0.08	MO 11:43 1.32	WE 10:28 0.26		
SU 14:41 0.47	MO 16:23 1.59	TU 17:26 0.53	WE 17:12 1.45		
22:09 1.15	21:57 0.45		22:53 0.55		
3 03:40 0.65	11 04:11 1.40	19 00:00 1.33	27 00:00 1.25		
MO 10:17 0.08	MO 10:11 0.09	WE 05:56 0.37	TH 11:01 0.30		
MO 16:00 0.50	SU 17:07 1.54	WE 12:44 1.42	TH 17:48 1.39		
23:10 1.19	● 22:39 0.48	○ 18:26 0.52	● 23:30 0.58		
4 04:59 0.57	12 04:53 1.37	20 00:48 1.37	28 05:39 1.20		
TU 11:29 1.16	WE 10:56 1.13	MO 06:44 0.29	FR 11:35 0.30		
TH 17:23 0.49	WE 17:55 1.47	TH 13:36 1.51	FR 18:30 1.33		
	23:23 0.52	19:14 0.50			
5 00:02 1.26	13 05:40 1.32	21 01:30 1.39	29 00:07 0.61		
WE 05:56 0.46	TH 11:42 0.20	FR 07:26 0.23	SA 12:14 1.15		
WE 12:59 1.28	TH 18:50 1.40	FR 14:21 1.56	SA 19:16 1.27		
● 18:22 0.46		19:55 0.50			
6 00:49 1.32	14 00:11 0.56	22 02:07 1.39	30 00:49 0.63		
TH 06:30 1.41	FR 06:35 1.26	SA 12:00 0.20	SA 12:00 0.20		
TH 13:21 1.41	FR 12:31 0.29	SA 15:00 1.58	SU 12:55 0.46		
19:08 0.43	19:53 1.33	20:31 0.50	20:11 1.23		
7 01:32 1.38	15 01:07 0.59	23 02:41 1.38			
FR 07:21 0.24	SA 13:30 0.39	SA 13:30 0.39			
FR 14:09 1.51	SA 17:21 0.24	SU 15:34 1.57			
19:51 0.42	21:00 1.29	21:07 0.50			
8 02:14 1.41	16 02:19 0.59	24 03:15 1.37			
SA 08:02 0.16	SU 09:15 1.19	MO 09:17 0.20			
SA 14:55 1.99	SU 14:45 0.48	MO 16:06 1.54			
20:32 0.42	22:05 1.28	21:42 0.51			

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TIDE TABLES

Add one hour to times during daylight saving.

Port Phillip Heads - Tidal Streams	
Lat 38° 18'	Long 144° 37'
Time Zone -1000	
Times of Start of Flood and Ebb (Slack) Water.	
May - 2000	

Time Start	Time Start	Time Start	Time Start
1 0500 flood	17 0045 ebb	25 0005 flood	31 0422 flood
MO 1047 ebb	WE 0752 flood	TH 0957 ebb	MO 0913 ebb
MO 1634 flood	WE 1434 flood	TU 1908 ebb	MO 1038 ebb
2339 ebb	2008 flood		TU 1533 flood
2 0623 flood	18 0139 ebb	26 0129 flood	29 0328 flood
TU 1805 flood	TH 0933 flood	FR 1301 flood	MO 0913 ebb
	TH 1530 ebb	FR 1931 ebb	MO 1038 ebb
	○ 2114 flood	○ 2007 ebb	TU 1533 flood
3 0034 ebb	19 0208 ebb	27 0205 flood	30 0422 flood
WE 1354 ebb	FR 0909 flood	SA 1331 ebb	MO 0913 ebb
1951 flood	FR 1616 ebb	SA 2038 ebb	MO 1038 ebb
4 0126 ebb	20 0310 ebb	28 0244 flood	31 0526 ebb
TH 0815 flood	TH 0942 flood	SU 0405 flood	WE 1214 ebb
TH 1502 ebb	SA 1656 ebb	SU 0905 flood	WE 1653 flood
○ 2106 flood	2238 flood	2117 ebb	2320 ebb
5 0215 ebb	21 0346 ebb	29 0328 flood	
FR 0659 flood	SU 1713 flood	MO 0913 ebb	
FR 1503 flood	SU 2311 flood	MO 1038 ebb	
2200 flood	2311 flood		
6 0300 ebb	22 0420 ebb	30 0422 flood	
SA 1549 ebb	MO 1051 ebb	TU 1533 flood	
2242 flood	MO 1651 flood	TU 2230 ebb	
	MO 2344 flood		
7 0344 ebb	23 0452 ebb	31 0526 ebb	
SU 1737 flood	TU 1835 ebb	WE 1214 ebb	
2319 flood	TU 2346 ebb	WE 1653 flood	
8 0427 ebb	24 0518 flood	31 0526 ebb	
MO 1111 flood	WE 1321 ebb	WE 1653 flood	
MO 1823 ebb	WE 1906 ebb		
2358 flood			

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Port Phillip Heads (Pt. Lonsdale) - Tides	
Lat 38° 18'	Long 144° 37'
Time Zone -1000	
Times and Heights of High and Low Waters	
May - 2000	

Time m	Time m	Time m	Time m
1 0142 0.63	9 0309 1.44	17 0430 0.44	25 0355 1.30
MO 0828 1.11	TU 0905 0.10	WE 1139 1.38	TH 0957 0.32
MO 1351 0.55	TU 1511 0.52	WE 1855 0.10	TH 1955 0.50
2111 1.22	2140 0.52	2321 1.32	2229 0.59
2 0245 0.60	10 0354 1.43	18 0525 0.37	26 0434 1.27
TU 0946 1.15	WE 0954 0.14	TH 1227 1.47	FR 1029 0.36
TU 1501 0.62	WE 1658 1.61	FR 1721 1.46	FR 1721 1.46
2213 1.23	2228 0.52	○ 2304 0.59	○ 2304 0.59
3 0354 0.52	11 0441 1.39	19 0010 1.33	27 0515 1.23
WE 1622 0.64	TH 1042 0.20	FR 0512 0.31	SA 1101 0.41
2312 1.27	TH 1746 1.54	FR 1315 1.54	SA 1759 1.41
	○ 2314 0.53	1846 0.66	2341 0.59
4 0458 0.41	12 0533 1.34	20 0052 1.34	28 1137 0.47
TH 1204 1.39	FR 1130 0.30	SA 0853 0.27	SU 1841 1.37
TH 1737 0.63	FR 1839 1.47	1928 0.64	
5 0005 1.32	13 0005 0.54	21 0130 1.35	29 0020 0.59
FR 1300 1.52	SA 1221 0.41	SU 1634 1.60	MO 1222 0.55
1834 0.60	1935 1.40	2005 0.62	1928 1.33
6 0055 1.37	14 0104 0.55	22 0207 1.35	30 0107 0.56
MO 0641 0.20	FR 0757 1.25	MO 0802 1.19	TU 1316 0.53
SA 1350 1.62	SU 1317 0.52	MO 1506 1.59	2020 1.30
1953 0.57	2033 1.35	2041 0.62	
7 0141 1.41	15 0214 0.54	23 0243 1.35	31 0202 0.52
FR 0729 0.13	MO 0915 1.26	MO 0846 0.26	WE 1421 0.71
SU 1438 1.68	MO 1425 0.62	TU 1538 1.57	2117 1.29
2009 0.54	2131 1.32	2117 0.59	
8 0235 1.44	16 0326 0.60	24 0318 1.33	
MO 0627 0.09	TU 1025 1.31	WE 1611 1.54	
MO 1525 1.70	TU 1541 0.68	2163 0.58	
2055 0.53	2228 1.31		

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