

# FATHOMS

APRIL - MAY 2002

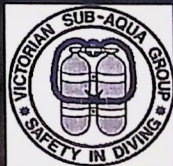
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Wilson's Promontory Seals - Easter 2002 - Photo by Mary Malloy

**VSAG**

**Victorian Sub-Aqua Group**



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*Committee meets the Second  
 Monday in the Month at the Leighoak Hotel (8PM)*

# FATHOMS

Official Journal of the Victorian Sub-Aqua Group

*In this April / May issue...*



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## VSAG General Meetings

## Bell's Hotel

157 Moray Street (cnr Coventry Street)  
South Melbourne, 8.00 pm  
The 3<sup>rd</sup> Thursday in the month

## Committee Meetings

## Leighoak Hotel

1555 Dandenong Road Oakleigh,  
8.00 pm - The 2<sup>nd</sup> Monday in the month

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**EDITORIAL****- JOHN LAWLER.**

With summer now over, we divers prepare for what some people say are the best diving conditions. In the bay, as the vis settles down to almost perfect clarity. It is not uncommon to be diving in 30mtrs vis during winter, providing the winter rains have not been too heavy. More and more dry suited divers are appearing on dives, and as costs of "drys" come down, it probably makes sense to change in to this gear during winter if the money can be found for such an investment.

This editorial is being written after my return from Easter at the great Tidal River. What a spectacular two days diving we had! Big thanks to Alan and Mary, who showed us a new dive site called "Twin Peaks" in the Anser Group. The twin peaks rise out of the water (similar to 40ft Rocks) but much lower and the dive is well below 45mtrs deep for those wanting to dive there. Even with a reasonable strong South wind, this dive site is a good possibility. Typical of Prom diving this site has it all and it will no doubt feature in articles to be submitted to Fathoms covering the Easter break.

Monday was right out of dive heaven...flat calm seas, easy launch and some awesome cave diving on the South side of the Glennies group....Thanks to Gerry for showing us this mind blowing dive site. Steve, Niall and I will re-live our dive for a long time!

On the social side, this Easter saw June Scott take on the role of Social Director by arranging a 5pm Happy Hour at their caravan (complete with a great range of dips and nibbles) to celebrate their 22<sup>nd</sup> anniversary, Steve Jacoby's 40<sup>th</sup> birthday (happy birthday Steve) and my 59<sup>th</sup>. June also conducted the now legendary Easter Egg hunt. Thanks to you June for this great effort, which is appreciated by all VSAGers. Tidal River and the care June gives to the kids is a very special effort and for the kids it makes their holiday so much more to remember.

Thanks also goes to the boat owners for providing vessels, Andy Mastrowicz, Gerry De Vries, Neville Viapre and Alan and Mary Beckhurst. To the compressor team of Bruce Dart, Pat Reynolds and Steve Jacoby...a very big thanks guys for your effort...no compressor...no filled tanks...no diving! Thank you to Priya Cardinaletti for a putting the event together and keeping the Rangers at bay over camp sites.

Marine parks are back on the agenda and the greens have moved in some heavy International celebrities to add voice to the local content. Seems the Ricketts Point area will again possibly be an issue for the fishing lobby as it is well and truly destined to be converted this time. One high profile fishing identity is waging a very strong campaign on the issue and it may not be enough to keep the area open to fishing!

It is interesting to note what appears to be the wonderfully healthy condition of our beloved bay. The scallop catch and supply is strong, the Snapper season is reported to be the best in 50 years with record sizes and catches being reported. From the diving point of view, crays have been plentiful and the fish life on the wrecks and around the reefs off Quenscliff is amazingly good.

We are so fortunate to have this!

Stay well - happy and safe diving.

**John Lawler**  
EDITOR.

#### Rebecca DiGrolamo

SCALLOP diver Paul Buckland was wearing an activated shark-repelling device during the savage shark attack that killed him.

The 23-year-old professional diver from Port Lincoln died in his diving partner's arms after being bitten almost in half 13km west of Smoky Bay in the Great Australian Bight on Tuesday.

Local fishermen believe the shark responsible for the attack was a 7m-long white pointer, seen in the area over the past fortnight.

It is understood Mr Buckland was wearing an activated Shark POD at the time of the attack — the same device used by the army and competitors in the Sydney Olympics.

Scallop diver Russell Barber witnessed the attack from a boat 800m away and said it occurred at the surface.

"He had his Shark POD on, and it was working because it was giving his diving partner shocks as he pulled him into the boat.

"He was dead within 30 seconds

## Shark repeller failed to save attack victim



Wore a POD: Mr Buckland

— he had no leg and no hip area left." The 22-year-old diver said his faith in the repelling device had been shattered.

Production of the Shark POD ceased in March after the launch of the Shark Shield by Adelaide company SeaChange Technology.

A spokesman said there could not be a safety guarantee, but there had been no known attack on anyone wearing a Shark POD.

"Thousands of people have used the technology in many parts of the world over seven years, and (in) a comprehensive scientific test

program several years before that," he said.

"Many, many lives have been saved by this technology and, frankly, the limited facts about this incident don't add up at this stage."

Port Lincoln abalone diver Norm Craig, speaking on behalf of the Buckland family, said: "Paul would have felt quite safe because he had the POD on."

Mr Craig said most divers felt the POD would save them from a cruising shark, but not from a white pointer aggressively hunting.

## Dive Report -17<sup>th</sup> March

Allan Beckhurst & Mary Malloy

Hi Guys!

Sunday 17th March. With the tide ebbing 'til after lunch, we had to test the waters of Bass Strait, affected by a night of strong winds. After a slow trip in one metre chop, we shotted the J1

sub in seemingly green water, and Trudi, Mark and Jeff went down. 25 minutes later they tried to convince us the viz was O.K., but as Mary and I desended

through the jellyfish green sea we had doubts.

Once on the wreck the viz was O.K., perhaps 10 metres.

We stayed around the bow, and had a good look at all the plates which had come off the sub. These sections are light and will be moved about in heavy seas. So will disappear in time. I foud two 3 pound crays in a ledge next to the hull, but as none of us had licenses they are still there.

We missed the slack water and had lunch while inside the bay, off Pt Lonsdale township. Trudi went snorkelling in search of catsharks and

found one! Our next dive was a slow drift off Shortlands Bluff. Mark wanted to find a marble bottle so I crewed and everybody went down to a sponge garden in 20 metres. The current was just moving making for a very laid back dive, Trudi exhibited her unique method of looking in ledges-with her legs skywards. They played with all sorts of fish and rays on the colourful

bottom for over 30 minutes, then Jeff won the job of collecting the drift rope on the ascent.

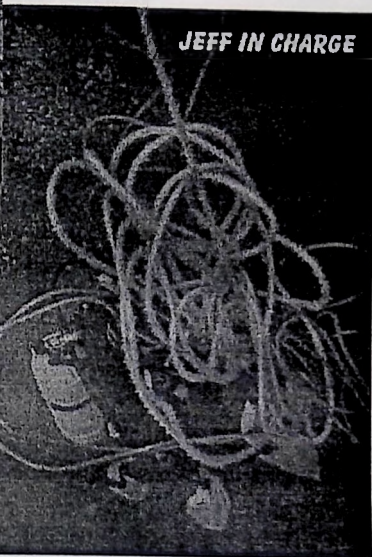
How tinnie is Mark! He surfaced

with a very good marble bottle complete with embossing and rubber seal.

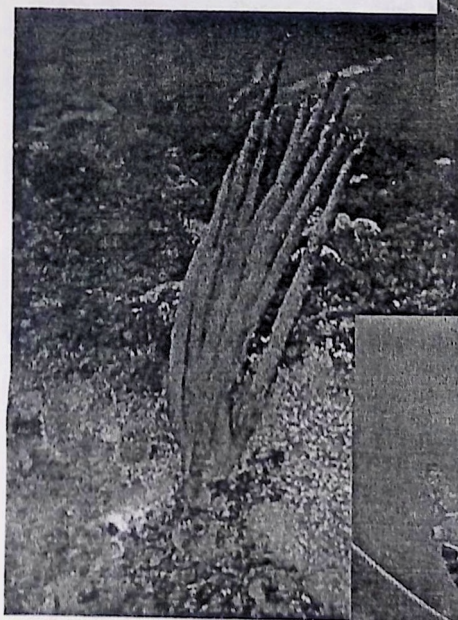
Mary showed everybody the photos she had taken on the digital camera as we motored back to the ramp. Mary and I had to get back to Melbourne so we didn't kick back for afternoon tea as usual.

Regards  
Alan and Mary





**JEFF IN CHARGE**



## VSAG FAMILY DAY AT HERRING ISLAND

Sunday 7<sup>th</sup> April dawned cool and overcast, but the weather forecast promised a clear and sunny afternoon. Two boats left from Newport at the prescribed time, loaded with the De Vries, Scotts and Brincats. Any lover of cosmopolitan, multicultural Melbourne ought to do this trip at least once in their life. If you've spent any time at the Portsea Pub, or had to scurry out of the shipping lanes whilst diving, you'll know that the Port of Melbourne is a very busy one. Two pilot boats passed us on their way out to meet incoming vessels.

Once under the Westgate Bridge, we headed up the Yarra, past Docklands and Colonial Stadium, the Casino and Southbank. I lost count of the number of bridges we went under, but the oldest is Princes Bridge, built in 1888. Once past here, we had all the rowers to contend with. The speed limit is 5 knots, but of course the rowing boats had right-of-way, even if they were broadside across the river!! (Doesn't leave much room for manoeuvring) There was plenty to see as we slowly motored up the river, the bike track being heavily patronized, and parties staking out the many BBQ's on the bank. At several places along the bank, including Southbank, private vessels can tie up for a maximum of 4 hours. It took about 90 minutes to travel to Herring Island, with a toilet stop for Jane, who flatly refused to use a bucket on board.

Lunch was a very civilized affair, we made use of the electric BBQ's provided, and of course enjoyed a drop or two of liquid refreshment. It's an interesting little island, maintained by volunteers and sponsors, mostly natural vegetation, with a few "sculptures" scattered around, and there is also an art gallery. Apparently, when in use for an exhibition, a pontoon-type footbridge is put in place across to the river bank. Round about lunch-time, coinciding with the arrival of the Large family, the last of the clouds disappeared, and it ended up a perfect autumn afternoon in Melbourne.

The return trip was filled with photo opportunities, and there is yet more footage to add to Charlie's video collection.

Thanks, Gerry, for organizing such an enjoyable day's boating. Alas, no crays!

*Gerry Brincat*

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## Dive Report - March 17<sup>th</sup> by Steve Jacoby

The weather forecast was ordinary as judged by the fact that only three divers had put their hands up on Saturday evening. John Lawler was DC and our scheduled location was Newhaven but with only the one boat and the possibility of a late cancellation we decided to try closer to home and Sorrento was to be our meeting place.

The morning was as expected with overcast skies and the wind strong enough to blow a brown dog off a chain. It was to be 9.30 at Sorrento and I doddled around waiting for a cancellation call which didn't come! There were too many chores at home that had my name on them and so I decided I might as well head on down to the ramp anyway.

Driving past Dromana, the wind seemed to drop off a bit, and the drizzle started - well rain is better than wind I thought and there seemed to be a half chance we might get out. Met up with JL, Bruce and Niall in the car-park as the rain settled in - we all looked at the weather (some thought about what was in store at home if we cancelled) and we decided the diving might be excellent!

Slack water ebb was at noon so we agreed that our first dive would be for some scallops at Rye. A short damp ride and we were there. I decided not to dive as I'd done very nicely on the scallops this year and still had a stack in the freezer - *it also looked a bit cold* and I knew I had some hot coffee in my bag - I needed some quality thinking time about those jobs at home....

The guys geared up to go in - we were very impressed with Niall - he had suffered a compound fracture in a finger playing footy and despite a splint and limited use in his hand was still diving! Not only had he cut a sleeve off his wetsuit so he could get his hand through, he had cut off the *correct* sleeve! Brave and smart... the future of VSAG is assured - now we just have to marry him off so he can stay in the country. Hmmm, more things to think about...

A good haul of scallops secured and it was time to get down to the Heads. The wind had been up from the South but was dropping right away and there were patches of blue sky coming through. We settled on Shortlands Bluff off Queenscliff, John and I dropped in first, viz was not fantastic - 25' or so but the terrain was incredible. We've been diving this area a fair bit recently and it rarely disappoints but this area was remarkable - good size gutters, ledges and bommies around 5-6 metres in height in water about 80' deep. Fish life was excellent - is it getting better? I don't know if it's the Marine Parks but

something seems to be working in this area of the bay. Large dusky morwong followed us through the dive, blue devils seemed to be in every other ledge, boar fish, leatheries, you name it, with the odd cuttlefish thrown in. The current had fallen right away so we were swimming a bit (note: plan dive better next time so I don't have to swim at all) and despite covering a lot of excellent ground the only disappointment was not sighting a cray between us.

All too soon it was over – Bruce and Niall had their go in the same vicinity – by this stage the sun was shining brightly and there was no breeze at all. A casual lunch in the sun with hardly any other boats on the water due to the earlier inclement weather. A sedate trip back to the ramp with no queues – a perfect afternoon!

It certainly didn't look too promising when we started out, but as they say '*if you don't go – you won't know*'. The only regret on a terrific day was getting home a little late to get stuck into things around the home – still, I suspect they'll still be there next weekend!

**SJ.**

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**Have you ever had a day like this? Hope he crossed his chains...**  
Thank-you to Mick for the photo.



## THE AE2.

### THE GALLANT LITTLE AUSSIE SUB.

ARTICLE BY JOHN LAWLER.

The month of April is very significant for Australia as on the 25<sup>th</sup>, we celebrate Anzac Day. An article which I read recently in relation to some wartime submarine action on that day, was very interesting. So to commemorate Anzac day, the following is an extract of the event. I hope you enjoy this short story.

Under the command of an Anglo-Irishman, Dacre Stoker, a little Aussie Submarine, the AE2, was responsible for one of the great feats of submarine warfare (at a time when submarines were still in the very early stages of military development). During the dark hours before the Anzac landing on April 25<sup>th</sup>, the sub penetrated the mined and hazardous Dardanelles beyond Gallipoli. The plan was to attack Turkish supply lines across the sea of Marmara, between Constantinople and the mainland of Turkey.

Dacre Stoker was given what is regarded as suicidal orders to run amok behind the enemy lines. The purpose of this was mainly to create a diversion from the landing at Gallipoli.

The sub was successful in dodging enemy mines and sank a Turkish cruiser in the dangerous and swirling waters of The Narrows, but not before running aground twice in the attempt!

The AE2 was under constant shelling from Turkish warships as it fled through to the Sea of Marmara, however after five days of constant harassing Turkish shipping lanes, the little sub was caught in cross currents and was hit by fire from a pursuing Turkish warship. The AE2 was then scuttled. Stoker and all the crew were rescued and spent the rest of the war in Turkish POW camps, but not before attempting several attempts to escape.

The significance of this gallant feat was huge, as previous French and British attempts to penetrate The Narrows had come to grief. As the first allied submarine to penetrate The Narrows, the AE2 showed that infiltration was possible. The result was this paved the way for several British submariners to eventually inflict heavy Turkish shipping losses. First Sea Lord, Winston Churchill called this "the finest feat in submarine history".

While the British submariners were highly praised and awarded VC's, Stoker's AE2 achievements went largely unnoticed, even in Australia. For 83 years the sub was a lost and rusting hulk in the Sea of Marmara. It seems that in 1998, a clever Turkish marine archaeologist Selcuck Kolay, after some exceptionally clever investigative work has located the wreck in 70m of water, but not much has happened since that time.

The Federal government registered its interest in the wreck, but there was never any proposal to raise and restore it. The Turkish Government at one point decided that the Sub was of no great historical value and it was suggested it might be put up for scrap!

Since then the Turkish Government now appear interested in the wreck and have realised the Commercial appeal of displaying the AE2 at Gallipoli for the thousands of Aussies and others who flock to this area each year. Following on from input from the Australian Ambassador, it seems an "action plan" to raise the sub is in place.

The action plan lays out three stages to raise the sub.

- Determine the most suitable place to display / conserve the AE2.
- Invite special Australian divers to assess the wreck site and implement non destructive testing methods to ascertain the state of the wreck for salvage.
- Signing the protocol between the applicable parties and the Federal Government to achieve the goal of displaying the AE2 at Gallipoli. This would cover the huge pool tank construction costs, the survey work, restoration, conservation and display.

Two divers from the Turkish Institute of Nautical Archeology, messers Kolay and Oguz Aydemir, have dived the sub and reported that while the hulk was suitable for salvage, it would remain so for only around another 15 years. In about 50 years it would disintegrate if left where it is in the mud.

To date there is still lethargy from most parties in the matter of the AE2. It may be the cost involved, \$20m approx. It could be that the timing is out with the (Aust) defence budget blowout, or the Navy attitude, which has carriage of the matters in the main, that the AE2 rot away as "a living natural museum".

So back to Gallipoli. The Turks have always been amenable to the Aussies treating Anzac Cove as a little bit of Australia, and that is what it is! It could now be said that the Federal Government needs to stay on the pace with the Turks on the Gallipoli Heritage Management and save the "gallant little Aussie Sub" if the rocky outcrop is to continue to be a little piece of Australia.

*J.L.*

### **ARTICLES FOR FATHOMS**

**Please don't be shy – we need your article, story or any item you think may be of interest to other club members!**

**REMEMBER – NO ARTICLES – NO FATHOMS!**

## **A short VSAG Dive Report - 24 March 2002** *By Bruce Dart (DC)*

The weather forecast for the coming Sunday was excellent with moderate northerlies expected, I was all fired up. The first dive scheduled was for the Nepean Wall on slack water in the heads and the second dive site was yet to be decided upon. On the early Saturday evening the phone was quiet apart from one boat owner JL ringing in. This was followed by about six divers wanting to become involved and enjoy the day. As we had more divers than boats, a phone call to Nifty who wanted to get the hours up on his new Yamaha motor solved the problem, and all was set. JL, BD, Niall, Nifty, Paul, Jack, Darren, Bazza and Andrew what a team.

The start at the Sorrento boat ramp saw three boats turn up JL, Nifty's and Bazza's a small fleet of Haines boats, divers were assigned and off we went after the normal efficient radio check between boats, the trip out to the heads was a bit lumpy. Unfortunately we were thirty minutes too late to dive the wall, outside was a low swell running, it was decided by all to go along the back beaches to investigate some new dive possibilities.

The swell was up a little too high to allow us to dive close to the coast, so we decided to pull the pin and head back to the outer Lonsdale area. We were running slowly on JL's boat off Sixteenth Beach when the sounder indicated a ten metre or more high bommie in about fifteen metres of water, down went the shot line without delay. The other two boats turned back to join us and we kitted up.

The visibility was average at the time, but the reef was nothing short of spectacular with plenty of fish life and sponges with good colour. The terrain was full of ledges, caves and plenty of swim-throughs, every one had a great dive and we all waited for Bazza to reappear at the shot line long after everyone had dried off! Sure enough he surfaced with his teeth chattering from the cold. Conditions were now near perfect, blue sky, warm sun and a warm wind.

We headed back to the Lonsdale area after paying a visit to the Malloy/ Beckhurst group looking pleased with themselves, out past the Arches. Lunch was readily consumed at the pier anchorage, with quite a wait for slack water about three in the afternoon; Niall filled in time by trying to ride a giant ray. During this period Nifty and crew bailed out back to Sorrento with Jack, jumping ship over to Bazza's boat.

The last dive was short-circuited by some speeding large ship fast approaching. Due to this would you believe it, jumping Jack was at it again! Fully kitted up disgracefully clawing himself onboard Signature One, with care and assistance by the crew. By this time, due to the lateness of the day, it was decided to head back to Sorrento and off home via the Rye dive shop.

A great day had by all, my thanks to all those divers who turned up!

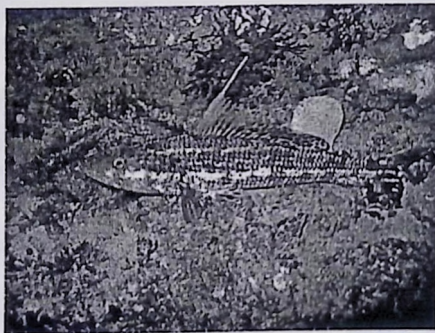
## Dive Report –23/24 March Allan Beckhurst & Mary Malloy

Hi guys!

We only had one shot at a night dive at Pope's Eye for this season, so Mary and I were joined by Josie, John, Ian, & Trudi, and headed off in choppy seas at 9.30 P.M. Trudi was first in, and found a dumpling squid under the boat. We made our way out of the eye, and down the west side, each of us stopping to play with a half asleep spotted stingaree near the entrance.

The traditional cowfish were common, as were goatfish in their flouro pink jamas. Sweep were still active, but very approachable, and there were lots of hermit crabs out foraging. At the first hint of the ebb tide, we ducked back inside over the sand, finding more dumpling squid, small flathead, and some large dusky morwong were patrolling the rocks.

It was midnight by the time we returned to Boarfish Lodge, and Josie crashed while the rest of us had a cuppa and reviewed the video of the dive.



Ian had to go home in the morning, and was careful to pack quietly, but still woke everyone! Frances D'arcy Tehin, a former regular on our boat, dropped in during breakfast, which was a great surprise. As the gear was still on the boat from last night, it was simply a matter of changing tanks, and we were off again!

Within an hour of breakfast, Josie, John, and myself were following the shotline down to the conning tower of

the 90ft sub (J4). This was

John's introduction to the Subs, so after a quick look around the break, we

headed towards the stern. I took the video inside the hull, which was

packed with more bullseyes and pike than I had ever seen before! We joined up near the stern and made our way back to the conning, past hatches with pike spewing out! A school of perch hovered just above the conning as we started up the line, making this one of the nicest dive I had done on the J4.

Mary was determined to locate a ledge full of Port Jackson Sharks at the Bommies, but when they found the ledge, the Porties had vacated. While

Mary and Trudi were cruising around this assortment of large limestone sculptures, they found the big Wobby, and the tame cuttlefish.

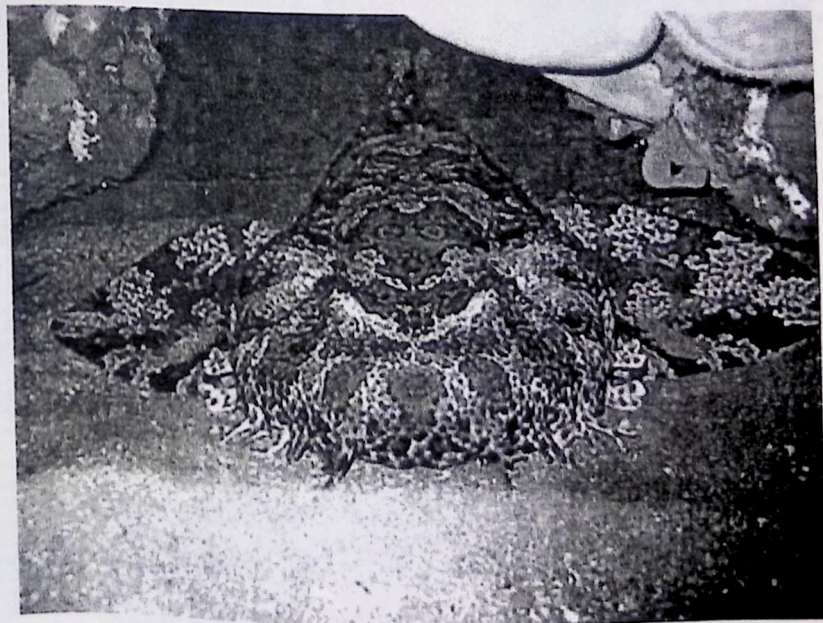
For our next dive, Josie, John and I explored the same area, and also found the big wobby. There are so many blue devils, and moonlighters in the area, you tend to overlook them, distracted more by the bright purple, free swimming nudibranchs, and the striking terrain.

I convinced Mary and Trudi to take me to the tame cuttlefish so I could get some video, and it was all they claimed it to be. Mary attracted it with a few finger movements, and it came out of its hole and was ready to play! It

grabbed playfully at her bare hands, and then siezed the digital camera before going right under Mary's tummy for a closer look. What a character! (The cuttle that is!).

Three VSAG boats dropped by after their successful back beach dives, then headed back into the bay while we waited for the girls to return. We made our way back to Boarfish for the traditional afternoon tea, and video review of another great diving weekend. We had won the trifecta - good weather, great diving, and an excellent crew!

Regards from Mary and Alan!



# Government urged to tighten fisheries defences

Andrew Dunbar

Pressure is mounting on the Federal Government to tighten the defence of Australia's rich Southern Ocean fisheries after two captured Russian long-liners were brought into Fremantle.

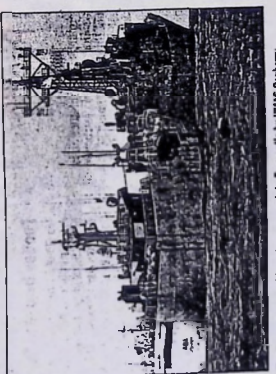
The government is being urged to consider the fish stocks, having been embarrassed when one of the long-liners, Lena, is alleged to have sailed away from an unarmed patrol boat earlier this year.

The other ship, the Lena, was stopped this month when the navy sent a two-ship mission to the local island fishery, south-west of Perth.

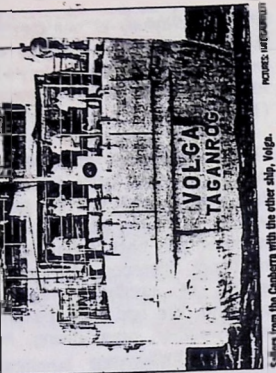
The ships were caught when armed Australian troops boarded the vessel. The crew, including a captain, Naval reservist, then took over the ship and, after 10 days sailing, reached Fremantle yesterday with captive multinational crews, totalling 85 men, and a catch worth up to \$2.5 million.

Australian licence to travel for fish at Heard Island said it was absurd to maintain unarmed patrols. "It's now really important that we tighten these loopholes," said David Carter, chief executive of Perth's Australian Fisheries.

The Russian- flagged Lena is escorted into Fremantle by HMAS Casper.



Salmon from the Customs with the other ship, Volga.



average \$6 a kilogram in whole weight, that loss amounts to \$129 million stolen from the fishery. It is one-third higher than the market value of salmon. The industry's chairman, Wendy Crank, said the operation would be subject to a review, "but I think it might be unwise to flag where we might be going, given that the amount of surplus is not known."

The government is also taking up the case with the Russian Federation, which has been

The Fisheries Management Authority said both ships were owned by Allias, a firm registered in Moscow, and were based at Taganrog, a port on the Black Sea. The boats are believed to be based in Hong Kong.

In Fremantle the boats were taken to a secure area for processing. The crews are expected to be repatriated to their home countries, said the officers. Penalties could include fines up to \$550,000 plus the loss of boats.

## Oysters and salmon do it, Now abalone are adding value to the aquaculture sector, Phillip Hopkins reports.

The idea behind the Victorian company Kildunda Abalone Farm is deceptively simple: breeding abalone is just like breeding pearls — let them grow in the sea, just as they do in the wild.

In that way, the final product is as close as possible to what Mother Nature intended.

It was enough to convince a marine biologist, Brett Stevens, to return to his native Victoria, having spent time in Darwin working in the pearl industry, in which seeded shells are left in cages on the ocean floor.

Mr Stevens is now the manager of KAP's small abalone nursery at Newhaven on Phillip Island, which along with open-sea aquaculture sites at Flinders (three hectares) and Kilkunda (21 hectares) on the South Gippsland coast, constitute the company's current area of operation.

The company hopes this will soon be complemented by a new hatchery and research and development laboratory at Port Welshpool further to the east.

The KAP's sea abalone breeding and growing system has been developed over the past decade by two partners, Steve Cooper and Serge Jacenko, who are commercially licensed abalone divers, and Mr Stevens.

Their motive is clear: with a declining global and local natural abalone resource — exacerbated by poaching — advanced techniques of aquaculture offer a viable long-term solution to growing demand.

Victoria's annual catch of wild abalone — 1400 tonnes a year — is valued about \$71 million, with 95 per cent exported to Asia, and prices are expected to exceed \$50 a kilogram in the next few years.

KAP has been operating its hatchery at Newhaven for the past seven years, where it produces abalone from selected wild stock. Mr Stevens said the ability to gain access to breeding stock at the right time of year had been a problem, but the company could now bring on spawning at any time.

Abalone sperm is frozen and kept in a tank. After eggs are fertilised, they are placed in tanks that can hold up to 10 million larvae.

After five to seven days of swimming in these tanks, the larvae are transferred to the nursery system, where they are fed various species of micro algae.

Once the abalone reach a certain size, they are transferred from the nursery to the offshore sites at Flinders or Kilkunda. There they are fed for three years before being harvested.

Mr Cooper said the company had about 90 tonnes of abalone in the sea, and the first harvest was due within 12 months. "We aim to produce about 100 tonnes

### Fish Facts

- Victorian aquaculture production (2000-01): \$19.8m (2.6% of the national total)
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  - Nine pels
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  - 58 all-water (in fish)
  - (Inland - Murray Cod)
  - 80 abalones
  - 33 abalones
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  - Eight ornamental
  - Four other

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With those sorts of figures, KAP would be earning more than \$15 million a year. The worldwide shortfall in seafood products has been estimated at 6000 tonnes.

The venture until now has been self-funded, but decision time is coming. KAP will need \$5 million to \$10 million a year for the next three or four years, and it aims to increase production by operating a managed investment scheme.

Mr Cooper said the initial managed investment scheme had been limited to fewer than 20 investors and would be sold

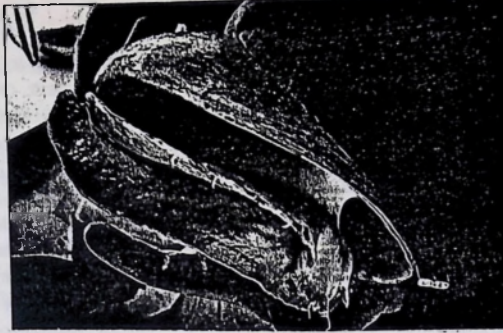
through word of mouth. Under the scheme, investors effectively become growers and the company manages and sells the product on their behalf.

Mr Cooper said that unlike schemes involving trees, for example, there was a turnaround time of only three to four years. "There is a proven demand and we think our product will be of great quality, given the way it's going to be grown," he said. "It's a premium product."

Most of the product will be exported, however Mr Cooper said the local market had many value-adding opportunities. These included various forms of processing — live, frozen, canned, meal packs, soups and sauces.

Mr Cooper said Newhaven had been a prototype location and had outlived its original purpose, hence the proposed move to Port Welshpool. This would create more jobs — and the venture could eventually become a tourism destination.

In the medium term, KAP sees potential in applying its proprietary aquaculture technology to other kinds of seafood, for example, mussels, sea horses and scallops. The company has also been involved in general environmental research — for instance, working for the Environment Protection Authority on the Western Port seagrass restoration project.



# Pearler of an idea for abalone



# Government urged to tighten fisheries defences

Andrew Darity

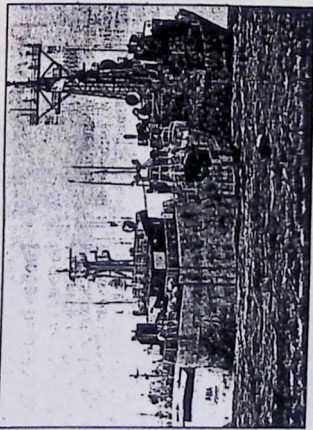
Pressure is mounting on the Federal Government to tighten the defence of Australia's rich Southern Ocean fisheries after two captured Russian long-liners were brought into Fremantle.

The government is looking at its options for defending the fish stocks, having been embarrassed when one of the long-liners, *Lena*, is alleged to have sailed away from an unarmed patrol boat earlier this year.

The *Lena* and her sister ship *Volga* were stopped this month when the navy sent a two-ship mission to the Heard Island fishery, south-west of Perth.

The ships were caught when armed Australian troops were lowered on to their decks by helicopter. Naval squads then took over the ships and, after 10 days' sailing, reached Fremantle yesterday with captive multinational crews, totalling 65 people, and a catch worth up to \$2.5 million.

Australians licensed to trawl for fish at Heard Island said it was absurd to maintain unarmed patrols. "It's now really important that we look beyond the hoopla surrounding these two boats," said David Carter,

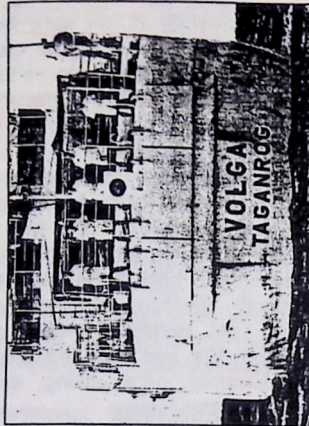


The Russian-flagged *Lena* is escorted into Fremantle by IMAS Cutters.

chief executive of Perth's Austral Fisheries.

A long-term charter for fisheries patrol work by the ship Southern Starliner is nearing its end. Mr Carter said a decision needed to be made in the federal budget deliberations for an armed replacement.

Since 1997 about 21,500 tonnes of Patagonian toothfish have been taken illegally from the Heard Island fishery, according to the Australian Fisheries Management Authority. At an



Sailors from the *Camberra* with the other ship, *Volga*.

average \$6 a kilogram in whole weight, that loss amounts to \$129 million stolen from the fishery. It is one-third higher again than the total legal catch.

The authority's chairwoman, Wendy Crank, said the operation would be subject to a review, "but I think it might be unwise to flag where we might be going, given that the element of surprise is so important".

The government is also taking up the case with the Russian Federation, which has been

embarrassed by the arrests. Last year it flatly denied that a ship under its flag could be using a loophole in international rules to poach in waters such as Heard Island's and claim the fish were caught elsewhere. "They probably are as concerned as we are about people flying their flags being engaged in illegal activities," said Dr Sharman Stone, parliamentary secretary for the Antarctic Division. "No doubt they will be wanting to speak seriously to those operators."

In Fremantle the boats were taken to a secure area for processing. The crews are expected to be repatriated. Charges may be laid against the officers. Penalties could include fines up to \$550,000 plus the loss of boats.

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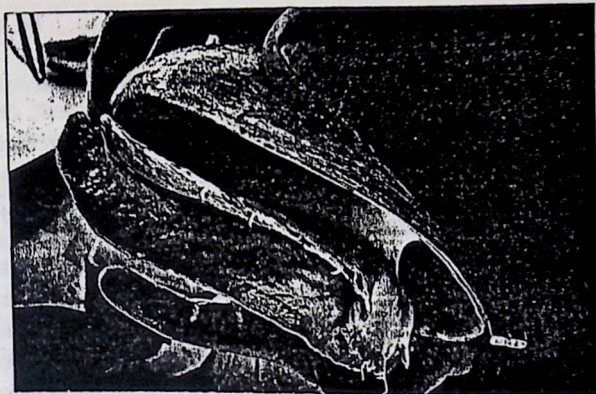
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# Pearler of an idea for abalone



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# BERMAGUI

by Judy Brincat

It was decided many months ago that the Brincats were going to Bermagui for their Christmas holiday. As it turned out, the decision had merit. Charlie and his mate Steve, also a member of Knox Boat Fishing Club, were determined to catch that elusive Marlin. Day after day, the mighty Southwind powered out to the Shelf, only to return after many fruitless hours, when weather conditions or imminent lack of daylight forced their retreat. Day after day, Judy and the girls went to the beach, went shopping, or went to the pub for lunch. Narooma and Nana are conveniently only 20 minutes north of Bermagui. There were also a few VSAG visitors who dropped in on their way back from Jervis Bay, namely Pat and the Vleugels. However, mutiny was brewing, until, finally, Judy was given the opportunity to go out fishing. To say that "Captain Steve" was dubious about his replacement crew is an understatement. His previous experiences with female crew members were less than reassuring, with them succumbing to severe seasickness, and abject terror. However, there was no choice, Charlie was on baby-sitting duties, and that was that!

We headed out of Horseshoe Bay, and turned south, hugging the coast. The action commenced in the vicinity of a small group of rocks called "The Three Brothers". Judy landed a king fish! It later transpired that boats had been travelling to Montague Island on a daily basis in the hope of catching such a fish, with no success. Round about lunch time, weather conditions dictated that it was time to call it a day. With a few salmon to add to the tally, we returned to Bermagui. (I don't think I even had two feet on dry land before the kids were wanting to know what was for lunch).

The days wore on, and still no Marlin. It looked very much as though Judy was going to hold the record of the only fish caught in the Brincat camp. Fortunately for Charlie's pride, he caught a couple of rock cod in Horseshoe Bay, on his last expedition before returning home.

The Marlin? Well, there's always March, and I still hold the record for the first fish caught!

---

*I came across this web site recently, hope you find it of interest - Steve Jacoby*  
[www.users.bigpond.com/HTNA/Locations/Alfred.htm](http://www.users.bigpond.com/HTNA/Locations/Alfred.htm)

### **Hyperbaric Technicians and Nurses Association Inc. (HTNA)**

The HTNA was formed in Australia on 29 August 1992 and incorporated on 4 March 1993. Its purpose is to provide and encourage the exchange of information, standardise practice and protocols within technical and nursing communities, educate and inform the recreational diving industry and to encourage hyperbaric research in order to advance the scientific basis of our practice.

#### **The Alfred Hyperbaric Service**

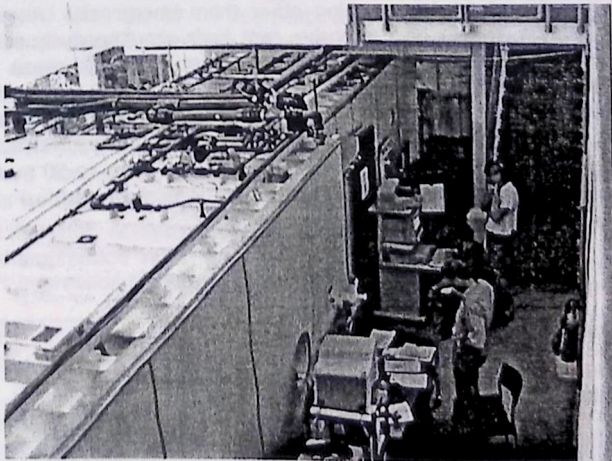
Commercial Rd., Prahran, VIC. 3181, Australia

Ph: 61 3 9276 2269, Fax: 61 3 9276 3052

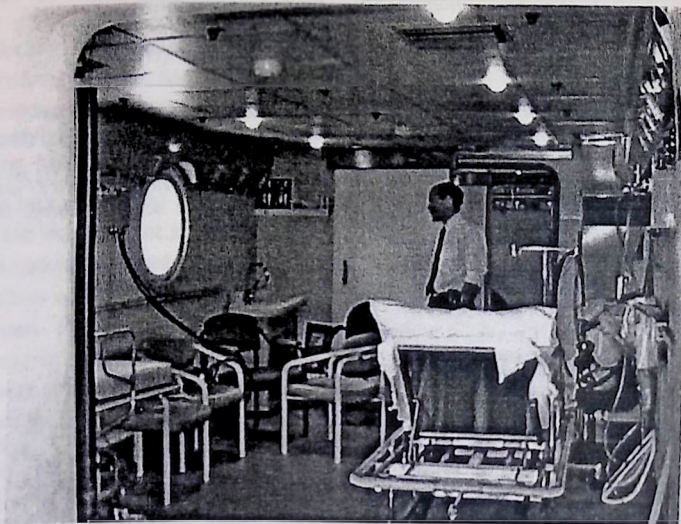
E-mail: [hyperbaric@alfred.org.au](mailto:hyperbaric@alfred.org.au)

#### **Chamber**

One of the new generation of rectangular chamber designs, this is a three-compartment system with pressurisation range of -70 to +500 kPa gauge. Installed in February 1999, the system replaces a complex of old diving-type recompression chambers, which were outdated and inflexible in the hospital setting. The main chamber floor area is 6 x 3 mtr with oxygen outlets for 14 patients breathing on hoods and an additional 4 on BIBS masks. Patient numbers



An overview of the outside of the chamber.



Inside the main lock with trolleys and chairs

vary between 6 and 10 for anything other than emergencies. Alternatively it allows for up to 4 trolleys or 2 intensive care beds simultaneously. Patient type varies from simple wound healing through to fully intubated ICU cases. The main chamber's range is from 0 - 200 kPa (that's 20 msw for the divers) and thus handles all but the most serious of cases. Two smaller chambers of approximately 2 x 3 mtr are capable of hypobaric ranges of equivalent of 10,000 mtr altitude and on the other side to 500 kPa gauge (equal to 50 msw). Not as yet operational, the hypobaric facility is intended for research and for aviation personnel altitude familiarization.

#### Specifications

Design Code AS1210 - 1997, ASME PVHO  
 Operating Pressure -70 - 500 kPa  
 Design Pressure -80 - 550 kPa  
 Vessel Classification Class 1  
 Hydrotest Pressure 825 kPa  
 Main Lock Capacity 14 seated patients

System Weight 40 tonnes  
 Overall length 12 mtr  
 Width - Main Lock 3 mtr  
 Width - Entry and Inner Locks 2.1 mtr  
 Volume - Main Lock 42 cubic mtr  
 Volume - Entry and Inner Locks 14 cubic mtr



A close up of the control panel

The main air supply from the hospital's recently upgraded system comprises 4 Broomwade oil-free, reciprocating LP air compressors. Backup comes from two oil-lube rotary screw compressors each with a set of domnic hunter filters to make the compressed air safe for breathing. A secondary backup comes from 2 banks of HP air maintained at 150 bar at all times. Although questionably necessary as pressurisation backup, the air banks are also used as a source for pilot air and other items. A 6 cubic mtr volume tank completes the air ring as a buffer bank. Special breathing mixes are supplied from a separate cylinder store where 4 mix banks are available for heliox or any other gases as required. Cylinders are arranged in banks of 4 with 2 actually on line and 2 on the other side of an automatic changeover regulator. Warning lamps are wired to the operator's control panel to indicate when a change of cylinders is required. The operator's console is a computer station showing chamber status on VDU screens for each compartment. Pressure is set to a target and rate is controlled by the operator. Analyser readings are displayed and alarmed at preset points. Set decompression rates take inaccuracies out of the treatment cycle. The visitor's impression is that modern science has at last reached chamber control.

### History

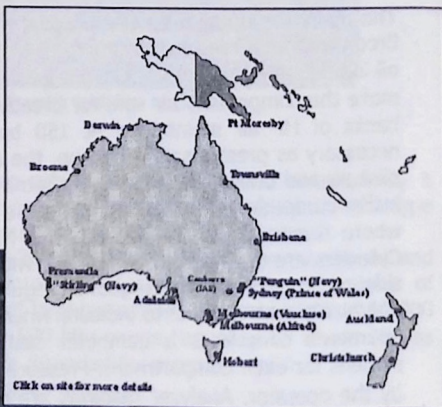
The Hyperbaric Medical Service opened at the Alfred in 1987 under the guidance of the National Safety Council of Australia (NSCA - now defunct), a privately operated emergency service organisation. The NSCA supplied equipment and operating staff. Initially treating Victorian divers for decompression illnesses, the unit set about expanding its problem wound focus over the years. There is now a

large turnover of wound healing cases for all the normally accepted conditions. From the start, the service has been available to the Victorian community on a 24 hour basis. In 1990, the unit's location changed from an old loading bay with little natural light to today's position overlooking parkland (see view from main lock window below) and adjacent to the helicopter landing pad, ready to accept any serious cases immediately. The proximity of this unit will allow even more critical cases to be wheeled into the chamber. Remote location and poor chamber access has certainly denied many patients the benefits of treatment in the past. The profile of the unit within the hospital itself has been raised with the installation of the current system. HBO is becoming more widely recognised in the medical community as a beneficial addition to other forms of treatment.

### Location

The hospital is situated in the leafy suburb of Prahran approximately 8 minutes drive from the centre of Melbourne. The Hyperbaric Service is on the first floor adjacent to the Road Trauma Helipad. Visitors interested in hyperbaric and diving medicine are always welcome to visit.

Location of chambers in the region



A view of the city through the chamber window

**"SOME MOTHERS DO HAVE 'EM!"      ARTICLE BY JOHN LAWLER**

On Sunday February 24<sup>th</sup>, we were on our way back to Sorrento ramp when we effected a diver rescue, approx 1km South of the Portsea Pier. Heading in a Northerly direction we noticed a charter boat slow and then move off again. As we came close to this point, we noticed two divers in the water, without a dive flag. Despite thinking they may have come from the charter boat, we pulled up and asked if they were ok. They replied positive, but came over as not too convincing.

We set off for the pier and just prior to turning in, Robert Birtles, who had become somewhat quiet, looked back and suggested that it was his opinion that there was a problem with these divers. We decided to return. We then questioned them again re their condition and then they told us they were missing a third diver who was, "somewhere down below". They had become separated and didn't know what to do. We immediately instructed them to leave the water and board my boat, which they were pleased to do now that their predicament was out.

We advised them we would take them to Portsea and inform the authorities of the lost diver. Moving on, we then noticed in the distance what appeared to a diver...we motored up to this person and signalled him to stay put. Just as we came to within two meters of this idiot, he deflated the BCD and descended!

Conditions were very calm and we could follow the bubbles, and the diver was heading North. We followed the bubbles till the diver finally came up well out from the Portsea Pier. Upon surfacing and seeing his buddies on the boat, he then proceeded to give them a tirade of abuse for separating from him!! We suggested he too should get into the boat but this stubborn person said no and proceeded to swim on the surface to the pier.

We motored into Portsea and the Dive Victoria charter came over and asked if these were the stranded divers he had passed. On a positive reply, he advised that he had called Rescue and the Water Police re the divers and that he would now inform them that all the divers were accounted for and safe, thanked us and left. We got to the pier and then asked these divers what they were doing so far out from land in a current heading for Tasmania...their reply.... they were attempting to swim out to the Portsea Hole. dive the hole and swim back to Portsea!!! Disbelief from all on board would be an understatement at hearing this.-worse still, they made this plan, apparently from information given from a dive shop!

The rest of the conversation is dialogue that could not be printed in Fathoms! The wisdom that comes from experience and interpretation of body language is credited to Rob Birtles, for his reading of a very dangerous situation, whereby these divers were on the water with no dive flag, in an outgoing current and separated from the third diver, and had not the common sense to spell out their situation when asked.

**"Some mothers do have 'em"**





## VICTORIAN CHANNELS AUTHORITY

1. SEISMIC WORK IN PORT PHILLIP AND GEELONG CHANNELS
2. VIBROCORING IN PORT PHILLIP AND MELBOURNE CHANNELS
3. DRILLING IN PORT PHILLIP

Mariners are advised that the following underwater operations are about to commence.

1. On 1 May 2002 until approximately 25 June 2002 Survey vessel "*Shearwater*" will commence seismic survey work in The Rip, Symonds Channel, West Channel, Pt. Richards Channel and Wilson Spit Channel between 07.00 hrs – 19.00 hrs.

Whilst carrying out seismic survey operations the "*Shearwater*" will be operating at approximately three knots.

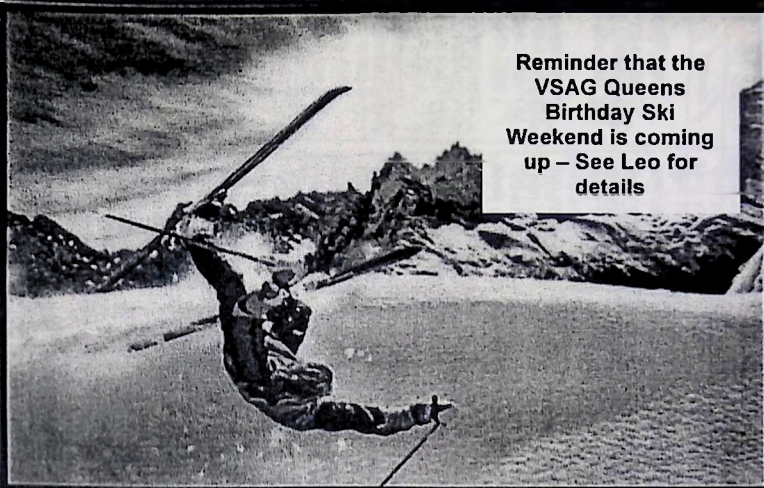
2. On or about 1 May 2002 at various positions within and around the South Channel, West Channel, Symonds Channel and River Yarra Channel until approximately 14 May 2002.

Two work barges, "*Donna*" and "*Denise*", 6.5m long rigged together as a twin hull unit, will be engaged in vibrocoring operations, between 07.00hrs and 17.00hrs

The operation requires the vessels to maintain position for approximately 30 minutes at various locations, between the toe line and a line parallel to but not closer than 50m off the centre line. For emergency reasons only, the vibrocoring gear can be recovered at short notice.

3. On or about 3 May 2002 at various positions within and around West Channel and Symonds Channel until approximately 14 May 2002.

"*Sideson 2*", a 16.0m broad jack-up barge, will be engaged in core sample drilling operations between 07.00hrs and 19.00hrs.



**Reminder that the  
VSAG Queens  
Birthday Ski  
Weekend is coming  
up - See Leo for  
details**

## **FOR SALE**

**2 Dive Tanks  
120 cu ft  
90 cu ft**

**\$500 for both**

**Contact Pat Reynolds  
0407 334 276**

**Buying or selling Dive Gear? Put a notice in  
Fathoms... very reasonable rates charged!  
*Subject to change at Editorial staff's discretion***

## Port Phillip Heads (Pt. Lonsdale)

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

Times and Heights of High and Low Waters.

May - 2002

| Time     | m  | Time      | m  | Time      | m  |
|----------|--|-----------|--|-----------|--|
| <b>1</b> | 0225 1.45<br>0825 1.06<br>1532 1.71<br>2056 0.51 | <b>9</b>  | 0232 0.64<br>0927 1.09<br>1440 0.66<br>2145 1.18 | <b>17</b> | 0246 1.33<br>0941 0.20<br>1543 1.59<br>2120 0.60 |
| <b>2</b> | 0307 1.44<br>0910 0.08<br>1617 1.66<br>2138 0.52 | <b>10</b> | 0350 0.59<br>1038 1.15<br>1602 0.71<br>2236 1.18 | <b>18</b> | 0325 1.32<br>0917 0.20<br>1623 1.56<br>2158 0.60 |
| <b>3</b> | 0349 1.40<br>0954 0.14<br>1700 1.58<br>2219 0.53 | <b>11</b> | 0453 0.51<br>1138 1.24<br>1718 0.72<br>2323 1.21 | <b>19</b> | 0404 1.30<br>0956 0.22<br>1703 1.51<br>2236 0.59 |
| <b>4</b> | 0430 1.34<br>1036 0.22<br>1743 1.49<br>2300 0.56 | <b>12</b> | 0540 0.43<br>1228 1.34<br>1813 0.70<br>2300 0.56 | <b>20</b> | 0446 1.28<br>1036 0.26<br>1745 1.46<br>2317 0.59 |
| <b>5</b> | 0515 1.27<br>1117 0.30<br>1826 1.40<br>2344 0.59 | <b>13</b> | 0007 1.24<br>0618 0.35<br>1310 1.44<br>1855 0.67 | <b>21</b> | 0555 1.25<br>1122 0.33<br>1832 1.41              |
| <b>6</b> | 0601 1.19<br>1159 0.39<br>1912 1.31              | <b>14</b> | 0048 1.28<br>0655 0.28<br>1348 1.53<br>1931 0.65 | <b>22</b> | 0004 0.57<br>0635 1.23<br>1214 0.43<br>1925 1.36 |
| <b>7</b> | 0030 0.62<br>0657 1.12<br>1243 0.49<br>2000 1.25 | <b>15</b> | 0129 1.31<br>0730 0.24<br>1426 1.58<br>2000 1.25 | <b>23</b> | 0100 0.54<br>0753 1.23<br>1315 0.54<br>2025 1.33 |
| <b>8</b> | 0123 0.64<br>0808 1.08<br>1334 0.58<br>2051 1.20 | <b>16</b> | 0208 1.33<br>0805 0.21<br>1504 1.60<br>2044 0.61 | <b>24</b> | 0207 0.48<br>0921 1.29<br>1426 0.64<br>2127 1.32 |

© National Tidal Facility - The Flinders University of South Australia

## Port Phillip Heads - Tidal Streams

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

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

May - 2002

| Time     | Start   | Time      | Start  | Time      | Start   |
|----------|---|-----------|--|-----------|---|
| <b>1</b> | 04:35 flood<br>11:22 ebb<br>WE 1822 flood<br>2355 ebb | <b>9</b>  | 05:58 flood<br>12:01 flood<br>TH 1735 ebb              | <b>17</b> | 04:39 flood<br>11:35 ebb<br>FR 1846 flood               |
| <b>2</b> | 05:16 flood<br>12:02 ebb<br>TH 1904 flood             | <b>10</b> | 00:02 flood<br>07:02 ebb<br>FR 1927 flood<br>19:24 ebb | <b>18</b> | 00:19 ebb<br>05:16 flood<br>SA 12:13 ebb<br>19:24 flood |
| <b>3</b> | 06:34 ebb<br>03:58 flood<br>FR 1242 ebb<br>1944 flood | <b>11</b> | 00:53 flood<br>07:51 ebb<br>SA 1433 flood<br>2024 ebb  | <b>19</b> | 00:53 ebb<br>05:57 flood<br>SU 1249 ebb<br>2000 flood   |
| <b>4</b> | 01:15 ebb<br>06:39 flood<br>SA 1319 ebb<br>2021 flood | <b>12</b> | 01:38 flood<br>08:31 ebb<br>SU 1526 flood<br>2117 ebb  | <b>20</b> | 01:30 ebb<br>06:43 flood<br>MO 1329 ebb<br>2035 flood   |
| <b>5</b> | 01:56 ebb<br>07:23 flood<br>SU 1357 ebb<br>2057 flood | <b>13</b> | 02:18 flood<br>09:09 ebb<br>MO 1610 flood<br>2201 ebb  | <b>21</b> | 02:13 ebb<br>07:39 flood<br>TU 1410 ebb<br>2112 flood   |
| <b>6</b> | 02:41 ebb<br>08:11 flood<br>MO 1436 ebb<br>2135 flood | <b>14</b> | 02:54 flood<br>09:45 ebb<br>TU 1650 flood<br>2240 ebb  | <b>22</b> | 03:05 ebb<br>08:50 flood<br>WE 1459 ebb<br>2153 flood   |
| <b>7</b> | 03:33 ebb<br>09:08 flood<br>TU 1519 ebb<br>2219 flood | <b>15</b> | 03:29 flood<br>10:22 ebb<br>WE 1730 flood<br>2315 ebb  | <b>23</b> | 04:13 ebb<br>10:17 flood<br>TH 1559 ebb<br>2242 flood   |
| <b>8</b> | 04:42 ebb<br>10:25 flood<br>WE 1615 ebb<br>2309 flood | <b>16</b> | 04:03 flood<br>10:59 ebb<br>TH 1808 flood<br>2346 ebb  | <b>24</b> | 05:34 ebb<br>11:56 flood<br>FR 1721 ebb<br>2336 flood   |

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### Port Phillip Heads (Pt Lonsdale)

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

Times and Heights of High and Low Waters.

#### June - 2002

| Time m      | Time m       | Time m       | Time m       |
|-------------|--------------|--------------|--------------|
| 1 0325 1.36 | 9 0349 0.48  | 17 0552 1.33 | 25 0534 0.22 |
| 2 1011 0.30 | 10 1150 1.37 | 18 1028 0.32 | 26 0600 0.19 |
| 3 0451 1.26 | 11 1237 1.46 | 19 0534 1.31 | 27 0045 1.35 |
| 4 1130 0.47 | 12 0613 0.29 | 20 0640 1.30 | 28 0739 0.20 |
| 5 0008 0.59 | 13 0654 0.24 | 21 0759 1.31 | 29 0825 0.24 |
| 6 0739 1.13 | 14 0734 0.21 | 22 0915 1.36 | 30 0908 0.29 |
| 7 1949 1.27 | 15 0224 1.33 | 23 0258 0.33 |              |
| 8 0247 0.54 | 16 0307 1.34 | 24 0403 0.27 |              |
|             | 17 0115 1.51 | 25 1126 1.51 |              |
|             | 18 1711 0.84 | 26 1023 1.43 |              |
|             | 19 0550 0.38 | 27 0615 0.18 |              |
|             | 20 1752 1.44 | 28 1408 1.63 |              |
|             | 21 0219 1.21 | 29 1929 0.68 |              |
|             | 22 2243 0.58 | 30 0134 1.36 |              |
|             |              | 01 0134 1.36 |              |
|             |              | 02 0621 1.00 |              |
|             |              | 03 0707 1.00 |              |
|             |              | 04 0758 1.00 |              |
|             |              | 05 0855 1.00 |              |
|             |              | 06 1407 0.64 |              |
|             |              | 07 1522 0.64 |              |
|             |              | 08 1621 0.64 |              |
|             |              | 09 1741 0.78 |              |
|             |              | 10 1934 0.64 |              |
|             |              | 11 2017 1.00 |              |
|             |              | 12 2117 1.00 |              |
|             |              | 13 2253 0.64 |              |
|             |              | 14 0327 1.00 |              |
|             |              | 15 0415 1.00 |              |
|             |              | 16 0604 0.64 |              |
|             |              | 17 0656 0.64 |              |
|             |              | 18 0744 0.64 |              |
|             |              | 19 0829 0.64 |              |
|             |              | 20 0912 0.64 |              |
|             |              | 21 0953 0.64 |              |
|             |              | 22 1033 0.64 |              |
|             |              | 23 1114 0.64 |              |
|             |              | 24 1432 0.64 |              |
|             |              | 25 1522 0.64 |              |
|             |              | 26 1626 0.64 |              |
|             |              | 27 1714 0.64 |              |
|             |              | 28 1826 0.64 |              |
|             |              | 29 1934 0.64 |              |
|             |              | 30 2043 0.64 |              |

### Port Phillip Heads - Tidal Streams

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

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

#### June - 2002

| Time Start    | Time Start    | Time Start  | Time Start    |
|---------------|---------------|-------------|---------------|
| 1 0019 ebb    | 9 0656 ebb    | 17 0045 ebb | 25 0044 flood |
| 2 0100 ebb    | 10 0017 flood | 18 0127 ebb | 26 0145 flood |
| 3 0707 flood  | 11 0106 flood | 19 0215 ebb | 27 0245 flood |
| 4 0758 flood  | 12 0912 ebb   | 20 0310 ebb | 28 1033 ebb   |
| 5 0855 flood  | 13 0241 flood | 21 0415 ebb | 29 0432 flood |
| 6 1407 ebb    | 14 0327 flood | 22 0520 ebb | 30 0007 ebb   |
| 7 1522 ebb    | 15 0415 flood | 23 0624 ebb | 0522 flood    |
| 8 1621 ebb    | 16 0604 ebb   | 24 0724 ebb | 1148 ebb      |
| 9 1741 ebb    | 17 0656 ebb   | 25 0829 ebb | 1849 flood    |
| 10 1934 ebb   | 18 0744 ebb   | 26 0907 ebb |               |
| 11 2017 flood | 19 0829 ebb   | 27 0952 ebb |               |
| 12 2117 flood | 20 0912 ebb   | 28 1033 ebb |               |
| 13 2253 ebb   | 21 0953 ebb   | 29 1112 ebb |               |
| 14 0327 flood | 22 1033 ebb   | 30 0007 ebb |               |
| 15 0415 flood | 23 1114 ebb   | 0522 flood  |               |
| 16 0604 ebb   | 24 1432 ebb   | 1148 ebb    |               |
| 17 0656 ebb   | 25 1522 ebb   | 1849 flood  |               |
| 18 0744 ebb   | 26 1626 ebb   |             |               |
| 19 0829 ebb   | 27 1714 ebb   |             |               |
| 20 0912 ebb   | 28 1826 ebb   |             |               |
| 21 0953 ebb   | 29 1934 ebb   |             |               |
| 22 1033 ebb   | 30 2043 ebb   |             |               |

## Port Phillip Heads (Pt.Lonsdale)

Lat 38° 18'

Long 144° 37'

Time Zone 1000

Times and Heights of High and Low Waters.

July - 2002

| Time m   | Time m  | Time m   | Time m   |
|--|---|--|--|
| <b>1</b> 0347 1.29<br>MO 1645 1.50<br>2226 0.55              | <b>9</b> 0339 1.38<br>TU 1621 0.88<br>2219 1.20               | <b>17</b> 0438 1.39<br>WE 1710 1.53<br>2302 0.35 | <b>25</b> 0543 0.24<br>TH 1819 1.48<br>1300 1.48 |
| <b>2</b> 0430 1.26<br>1036 0.42<br>TU 1715 1.45<br>2304 0.53 | <b>10</b> 0438 1.33<br>1202 1.41<br>WE 1727 0.85<br>2323 1.22 | <b>18</b> 0535 1.38<br>TH 1749 1.49<br>2350 0.31 | <b>26</b> 0025 1.27<br>FR 1350 1.51<br>1915 0.66 |
| <b>3</b> 0515 1.22<br>1102 0.49<br>WE 1748 1.41<br>2343 0.51 | <b>11</b> 0532 0.27<br>11254 1.48<br>TH 1821 0.79             | <b>19</b> 0642 1.37<br>FR 1832 1.44              | <b>27</b> 0117 1.28<br>SA 1432 1.51<br>2003 0.59 |
| <b>4</b> 0603 1.20<br>1141 0.56<br>TH 1816 1.36              | <b>12</b> 0022 1.25<br>0622 0.22<br>FR 1342 1.53<br>1909 0.72 | <b>20</b> 0039 0.28<br>SA 1249 0.67<br>1921 1.38 | <b>28</b> 0205 1.29<br>SU 1509 1.51<br>2047 0.54 |
| <b>5</b> 0021 0.49<br>0700 1.19<br>FR 1222 0.68<br>1854 1.31 | <b>13</b> 0116 1.30<br>0710 0.19<br>SA 1427 1.57<br>1955 0.64 | <b>21</b> 0132 0.28<br>SU 1345 0.76<br>2015 1.33 | <b>29</b> 0249 1.29<br>MO 1541 1.49<br>2127 0.49 |
| <b>6</b> 0102 0.47<br>0601 1.20<br>SA 1309 0.75<br>1936 1.27 | <b>14</b> 0207 1.34<br>0758 0.18<br>SU 1510 1.59<br>2042 0.56 | <b>22</b> 0032 0.28<br>MO 1451 0.81<br>2115 1.29 | <b>30</b> 0330 1.29<br>TU 1609 1.47<br>2203 0.45 |
| <b>7</b> 0147 0.45<br>0904 1.23<br>SU 1403 0.83<br>2024 1.23 | <b>15</b> 0256 1.37<br>2845 0.21<br>MO 1551 1.59<br>2128 0.48 | <b>23</b> 0338 0.28<br>TU 1635 0.82<br>2224 1.26 | <b>31</b> 0411 1.28<br>WE 1637 1.44<br>2237 0.42 |
| <b>8</b> 0240 0.42<br>1006 1.26<br>MO 1509 0.87<br>2119 1.21 | <b>16</b> 0345 1.38<br>0933 0.26<br>TU 1630 1.57<br>2215 0.41 | <b>24</b> 0444 0.26<br>WE 1716 0.79<br>2326 1.26 |  |

## Port Phillip Heads - Tidal Streams

Lat 38° 18'

Long 144° 37'

Time Zone 1000

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

July - 2002

| Time Start   | Time Start  | Time Start  | Time Start  |
|--|---|---|---|
| <b>1</b> 0047 ebb<br>0608 flood<br>MO 1223 ebb<br>1917 flood | <b>9</b> 0557 ebb<br>1436 flood<br>TU 1954 ebb                | <b>17</b> 0119 ebb<br>0706 flood<br>WE 1309 ebb<br>1939 flood | <b>25</b> 0122 flood<br>0848 ebb<br>TH 1559 flood<br>2141 ebb |
| <b>2</b> 0126 ebb<br>0655 flood<br>TU 1256 ebb<br>1944 flood | <b>10</b> 0004 flood<br>0751 ebb<br>WE 1527 flood<br>2100 ebb | <b>18</b> 0209 ebb<br>0808 flood<br>TH 2009 flood             | <b>26</b> 0233 flood<br>0936 ebb<br>FR 1640 flood<br>2229 ebb |
| <b>3</b> 0204 ebb<br>0743 flood<br>WE 1329 ebb<br>2011 flood | <b>11</b> 0105 flood<br>0843 ebb<br>TH 1612 flood<br>2147 ebb | <b>19</b> 0302 ebb<br>0917 flood<br>FR 1425 ebb<br>2043 flood | <b>27</b> 0334 flood<br>0918 ebb<br>SA 1716 flood<br>2311 ebb |
| <b>4</b> 0243 ebb<br>0835 flood<br>TH 1403 ebb<br>2039 flood | <b>12</b> 0206 flood<br>0930 ebb<br>FR 1651 flood<br>2229 ebb | <b>20</b> 0359 ebb<br>1034 flood<br>SA 1516 ebb<br>2121 flood | <b>28</b> 0427 flood<br>1056 ebb<br>SU 1747 flood<br>2349 ebb |
| <b>5</b> 0325 ebb<br>0938 flood<br>FR 1441 ebb<br>2109 flood | <b>13</b> 0307 flood<br>1016 ebb<br>SA 1728 flood<br>2308 ebb | <b>21</b> 0457 ebb<br>1151 flood<br>SU 1620 ebb<br>2207 flood | <b>29</b> 0514 flood<br>1130 ebb<br>MO 1815 flood             |
| <b>6</b> 0413 ebb<br>1059 flood<br>SA 1527 ebb<br>2141 flood | <b>14</b> 0408 flood<br>1059 ebb<br>SU 1803 flood<br>2349 ebb | <b>22</b> 0557 ebb<br>1304 flood<br>MO 1745 ebb<br>2303 flood | <b>30</b> 0024 ebb<br>0552 flood<br>TU 1202 ebb<br>1840 flood |
| <b>7</b> 0505 ebb<br>1224 flood<br>SU 1628 ebb<br>2219 flood | <b>15</b> 0508 flood<br>1140 ebb<br>MO 1836 flood             | <b>23</b> 0658 ebb<br>1412 flood<br>TU 1927 ebb               | <b>31</b> 0052 ebb<br>0641 flood<br>WE 1233 ebb<br>1904 flood |
| <b>8</b> 0500 ebb<br>1335 flood<br>MO 1601 ebb<br>2307 flood | <b>16</b> 0032 ebb<br>0607 flood<br>TU 1220 ebb<br>1908 flood | <b>24</b> 0009 flood<br>0756 ebb<br>WE 1509 flood<br>2043 ebb |   |

Swop ebb + flood

## Emergency Contact Information Mornington Peninsula Area

|                                     |              |
|-------------------------------------|--------------|
| Police - Ambulance - Fire .....     | 000          |
| <b>Rosebud Hospital</b>             |              |
| 1527 Nepean hwy Rosebud .....       | 5986 0666    |
| <b>Frankston Hospital</b>           |              |
| Hastings Road Frankston .....       | 9784 7777    |
| <b>The Bays Hospital</b>            |              |
| Main Street Mornington .....        | 5975 2009    |
| Mornington Bay Rescue Service ..... | 0419 233 999 |
| Southern Peninsula Rescue .....     | 5984 4555    |
| Diving Emergency Service .....      | 1800 088 200 |
| Coast Guard (Hastings) .....        | 5979 3322    |
| Coast Guard (Safety Beach) .....    | 5981 4443    |
| State Emergency Service (SES) ..... | 26 14 68     |
| Water Police .....                  | 9534 2983    |
| Melbourne Ambulance .....           | 11440        |

### Diving Doctors

|                                    |           |
|------------------------------------|-----------|
| Dr Guy Williams (Rosebud) .....    | 5981 1555 |
| Dr J De BJ Dade (Mornington) ..... | 5975 5288 |

**VHF Emergency Channel.....16**

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The Victorian Sub-Aqua Group  
**Presents**

**“THE SINKING OF HMAS  
PERTH”**

by John Lawler

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A Special Presentation at the VSAG  
General Meeting

Thursday May 16th

Bells Hotel – South Melbourne

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**THE FORMER HMAS PERTH - DG 38 - WAS PURPOSELY SUNK IN ALBANY ON NOVEMBER 24TH 2001, AT 8AM, AS AN ARTIFICIAL REEF AND DIVE SITE.**

**THIS PRESENTATION IS A THREE PART VIDEO COVERAGE OF THE SINKING FROM: A LAND BASE; AN ON WATER COVERAGE; AND AN INFORMATIVE AND MOVING PRESENTATION AT THE GALA BALL AFTER THE SINKING, FROM THE DIRECTOR OF CHANNEL 7, THE ALBANY COUNCIL AND MOST IMPORTANTLY THE PRIME MOVER BEHIND THIS 5 YEAR PROJECT, RON MOORE.**

**A GROUP OF STORY BOARDS WILL HIGHLIGHT THE EVENT WITH PRESS CLIPPINGS AND COLOR PHOTOS.**

**THIS EXCITING EVENT NEARLY BECAME A DISASTER. YOU WILL WITNESS AN AMAZING SIGHT IN THE ON WATER COVERAGE OF THE SINKING OF THE FORMER HMAS PERTH!**

***NB: This Meeting will start at 8PM Sharp!!!***

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# VSAG DIVE & MEETING CALENDAR

| Date          | Location                         | Dive Captain | Phone     | Meeting Point      | Time       |
|---------------|----------------------------------|--------------|-----------|--------------------|------------|
| <b>APRIL</b>  |                                  |              |           |                    |            |
| 7             | Yarra / Herring Is               | Gerry DV     | 9725 2381 | See Notice         | Lunch      |
| 14            | Nepean Wall                      | John L       | 9589 4020 | Sorrento           | 9.00       |
| 18            | <b>General Meeting</b>           |              |           | <b>Bells Hotel</b> | <b>8PM</b> |
| 28            | 90' Sub                          | Peter V      | 9787 1298 | Sorrento           | 9.00       |
| <b>MAY</b>    |                                  |              |           |                    |            |
| 5             | 120' Sub                         | Andy M       | 9809 0984 | Sorrento           | 9.00       |
| 18            | <b>General Meeting</b>           |              |           | <b>Bells Hotel</b> | <b>8PM</b> |
| 19            | 130' Sub                         | Leo M        | 9727 1568 | Sorrento           | 9.00       |
| <b>JUNE</b>   |                                  |              |           |                    |            |
| 8,9,10        | Queens B'Day Ski Trip            | Leo M        | 9727 1568 |                    |            |
| 9             | Ships Graveyard                  | John L       | 9589 4020 | Sorrento           | 9.00       |
| 20            | <b>General Meeting</b>           |              |           | <b>Bells Hotel</b> | <b>8PM</b> |
| 23            | Photography Day & Treasure Hunt! | Gerry DV     | 9725 2381 | Sorrento           | 9.30       |
| <b>JULY</b>   |                                  |              |           |                    |            |
| 7             | Nepean Wall                      | John L       | 9589 4020 | Sorrento           | 9.00       |
| 14            | Lonsdale Wall                    | Leo M        | 9727 1568 | Sorrento           | 9.00       |
| 18            | <b>General Meeting</b>           |              |           | <b>Bells Hotel</b> | <b>8PM</b> |
| 21            | 90' Sub & Popes Eye              | Peter V      | 9787 1298 | Sorrento           | 9.30       |
| <b>AUGUST</b> |                                  |              |           |                    |            |
| 4             | Deep Wreck Dive                  | Leo M        | 9727 1568 | Sorrento           | 9.30       |
| 15            | <b>General Meeting</b>           |              |           | <b>Bells Hotel</b> | <b>8PM</b> |
| 18            | Pinnacles / Kermode              | Gerry DV     | 9725 2381 | Newhaven           | 10.00      |

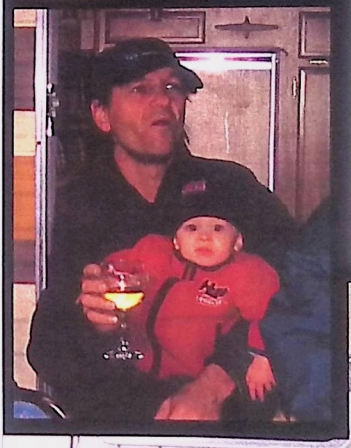
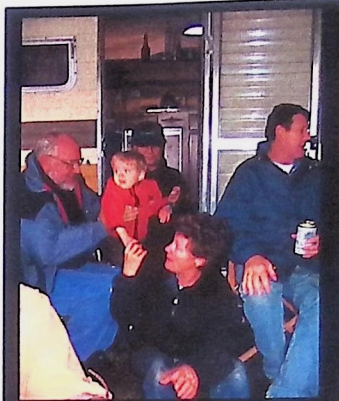
*Dive Calendar is subject to change – Please check details with Dive Captain*

### DIVE CHECK IN TIMES

**Boat Owners** 5.00 to 6.00pm    **Divers** 6.00 to 7.00pm

**BOOKINGS CLOSE AT 7.00pm. DO NOT PHONE AFTER THAT TIME. THE DIVE CAPTAIN IS RESPONSIBLE FOR THE ALLOCATION OF DIVERS TO BOATS**





Photos  
Courtesy of  
Mary Malloy