

FATHOMS

FEBRUARY - MARCH 2002

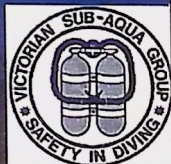
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VSAG - Easter at the Prom!

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

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VSAG General Meetings

Bell's Hotel
157 Moray Street (cnr Coventry Street)
South Melbourne, 8.00 pm
The 3rd Thursday in the month

Committee Meetings

Leighoak Hotel
1555 Dandenong Road Oakleigh,
8.00 pm - The 2nd Monday in the month

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EDITORIAL**- JOHN LAWLER.**

Hard as it to believe, this is your MARCH issue of Fathoms and Easter is not too far away! The Prom... here we come again. Let's all send our weather prayers to the weather gods for good weather over Easter!

The December/January issue of the mag was another bumper issue and thanks to all who submitted articles and photos. Thanks to Steve Jacoby for putting it together and Bruce Dart for getting it out right on time.

Over the past few weeks, the subject of sunken wrecks Internationally has been in the press, and at the risk of gross plagiarism, the stories will be edited down for inclusion in the next issue. Very exciting reading..Very big bucks involved!

Whilst on the subject of wrecks, the presentation at the February general meeting on the "Ships Graveyard" by Rowan Stevens from the Red October Group was just sensational. The meeting was filled to capacity and overflowing out the door. Without doubt VSAG,ers were treated to a very professional, detailed presentation in great and exacting detail, on the Graveyard wrecks and other wrecks sites. The comments after the presentation were very complimentary, and I have since been informed that Rowan was very impressed with our club members

Rowan still has a lot more additional photos and details to show and the club has invited him back again in the next twelve months to do "part two". I am also working with Rowan in my search for a wreck, which started two years ago. On Rowan's agenda is a new search for the "Coramba" which was lost in November 1934, off Phillip Island.

And still on wrecks, I have had an update on the sunken former HMAS Perth, which was sunk in Albany last November. Ron Moore advises me that the "big old girl" is showing amazing growth and already has fish life in and around the wreck...all after just four months. Response to the dive site has been very good with divers from Perth (naturally) and the Eastern states doing the Perth. As I mentioned last issue, I will be arranging a VSAG trip to Albany in 2003.

The dive scene was up and down weather wise in February, with two dive events cancelled due to poor conditions and two going ahead. Dive reports will give all the news on the two great dives.

Congratulations to VSAG boat owners Neville Viapree and Robert Swoffer who have upgraded the motors on their boats with new units.

Finally, on the way home from our dive on Sunday Feb 24th, my crew and I effected a rescue of some divers South of the Portsea Pier. This rescue avoided the involvement of the Water Police and Peninsula Rescue who had been contacted by Dive Victoria and were about to swing into action. The unbelievable story of stupidity, ignorance and potential danger will appear in the next issue of Fathoms!

Stay well - happy and safe diving.

John Lawler
EDITOR.

EASTER - Wilsons Promontory

Easter is nearly here (Good Friday is the 29th March), so there is only one VSAG meeting left to book AND PAY for the Prom. The club has 25 sites booked from the 28th (Thursday) through to the 1st April (Monday). The cost is \$35 per adult, and kids are free. Further details from Priya on 9761 0960.

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!

THE "J CLASS" SUBMARINES OF MELBOURNE.

History and stories from the past.

BY JOHN LAWLER.

It goes without saying that Victorian divers have some of the best wreck diving available and right on our doorstep. Only around 90 minutes from Melbourne and a quick 45 minutes from the Sorrento boat ramp, has divers on any one of a number of great wrecks out through the heads and west of Point Lonsdale. Of course the Southern end of Port Phillip Bay has several wrecks inside on offer to divers as well as outside.

Phillip Island and Port Campbell also offer good wrecks as well.

Whilst the SS Coogee, Courier, Milora, Rotamahana etc, located in the "Graveyard" are all great wreck dives, the four "J Class" submarines are always favourite wreck dives for many divers. These four wrecks offer diving to differing depths and wreck structure penetration conditions.

Many of our wrecks are laying in what is known as the "Ships Graveyard" (foul grounds). The four submarines are an exception as they didn't make it to this dedicated area, possibly due to time, weather or even costs.

The history of these Submarines is very interesting as to just how Australia and in particular Melbourne, become the last resting place of the six Submarines, four of which were scuttled off the Victorian coast.

The J Subs were given to the Australian Government by Great Britain, and arrived in Sydney in July

1919, 83 years ago! All had numbers designated by the Navy at the time they were commissioned. Refitting was carried out several times by the Defence Dept as the submarines were in very poor condition. The ongoing refit costs were very expensive and the decision was taken to dispose of them.

In 1926, J1/J2/J4/J5 were towed out through the heads and used for bombing practices by the Defence Department. The J4 (shallow Sub) was hit and is broken at the bow. The J2 (broken sub) was hit also and is broken behind the conning tower. The other two are resting intact. The J3 was located off Swan Island and after some years generating power to the Military base, she was sunk there as a breakwater. The J7 was sunk at Sandringham and also used as a breakwater. This sub is now enclosed inside the Sandringham Yacht Club.

All the J's have been given many names by various dive groups, most notably the "Scratchers Sub" which

was located by the Melbourne Bottom Scratchers dive club, who didn't let go of their find and mounted a plaque on the conning tower to that effect! his memento of the famous "Scratchers" is still easy to read.

Some other names are the Deep Sub, New Deep Sub, 90 Footer, New New Sub, Shallow Sub, Winged Sub, Intact Sub, Broken Sub...very confusing!

VSAG STORIES.

All the subs were stripped, however, I have two vivid memories of my very early days with VSAG, as divers were really into the search and win of portholes from these wrecks. On one expedition, a porthole was found on the 130 ft, sub and the effort to remove this beauty was huge. After many attempts and many dives, with chisel and hammer, this thing just would not move from the brass pins. The challenging job of loosening this porthole fell to yours truly and Dougie Catherall...with a crow bar! We both held on to the rod and descended to the side of the wreck under buoyancy and levelled at the porthole. The crow bar was positioned between the porthole and the body of the wreck. We then both positioned our feet against the wreck and pulled and pulled and then managed one mighty jerk!! The porthole started to come away! This exercise took about twenty minutes but it was exhausting and we were near to running out of air but the job was done.

A second group of divers then went down, collected the bar from the sea bed and with a couple of well positioned belts the porthole came away and the prize was lifted to the surface. The proud owner of this piece of history has the polished porthole mounted for all visitors to see.

There are other stories of retrieving the portholes from inside the wrecks.

My second expedition was much closer to home for me. I was diving on a submarine with a Canadian visitor, and near the end of the dive we looking over one side and noticed a big square brass ballast window swinging gently in the water. On closer inspection all that was holding this thing was two brass bolts with pins at the base. I managed to get the top pin out (I still have the pin) easily, but the second was more difficult and we were well overdue to return to the surface.

Being very naive in those early days of diving with VSAG I made mention of this exercise to a couple of people. As I was diving off Mick's boat, he assured me we would return next Sunday to finish the job. We arrived on the site only to find another VSAG member's dive boat there and on the floor was my brass window. What a cad of an act!

However I felt all was fair in diving and war and so had to put the adventure down to experience. From time to time I have visited the home

where my brass window rests and looked very longingly at it. (Name withheld to protect the innocent!!)

Over the past twenty years of my diving with VSAG, we have dived these great wrecks many, many times in

conditions that were mind blowing to simply bloody dreadful. But always we had good stories to relate about the experiences of the J Sub dives.

J.L.

"J" Class Submarine Technical Details.

Records show that the J7 was apparently a modified K class submarine as the conning tower is positioned further towards the stern. It also has less displacement when it is submerged than the original submarines. The J7 was a replacement for the J6, which was lost in the North Sea.

Length: 87. 3m.

Displacement: 1204 tons/Surface... 1820 tons/Submerged.

Engines: 3600 Triple Screws.

Speed: 19knots/Surface

Study of whales embraces a new stool of thought

A breakthrough by Australian scientists could further erode Japan's long-disputed claim that it has to kill whales to study them.

They have developed a method to determine whale stomach contents, by DNA testing after sifting through the giant mammals' bodily waste for their evidence.

The DNA shows what prey the whales have eaten, gives an individual signature for each animal and even shows what

intestinal parasites they carry.

"We will be telling the International Whaling Commission that this is a robust, non-lethal method for studying whales," said Dr Nick Gales, a principal research scientist at the Federal Environment Department's Antarctic Division.

Despite repeated votes against Japan's whaling program at the commission, it kills more than 500 minke whales each year under a self-awarded scientific permit.

Dive Report - Australia Day Weekend

Alan Beckhurst & Mary Malloy

Hi Gang!

Mary had to work on Sat. 26th, so we could only fit in some snorkelling at Pope's and a visit to the seals. The wind came up to over 25 Knots which made the trip back a bit rough though. It was great to have Frances back on the boat, and see her get in at Pope's. Sunday 27th. The forecast was for strong northerlies, going southerly at similar strength, but there was no wind and flat seas when we launched. John and Trevor were looking to dive the J1 sub (Trev hoping to find his lost catch bag), so we crossed the Rip at 25 knots, and dropped the shot on the wreck.

After Trevor swam back to the boat to collect his weightbelt, he and John descended, and returned with stories of good vis, few fish, but no catch bag! Mary wanted lots of fish, so we opted to dive the Courier wreck. Spinner dolphins interrupted our travel to the Courier as they surrounded us. Mary jumped in, but her trusty Nikonos jammed, so she had to come back to the boat and grab the digital camera before the pod moved on. We shotted the stern of the Courier, and, as usual, it was alive with fish swimming through the

framework. I swam down to the boilers, following a number of very pale beardies. The video light brought up all the colours of the jewel anemone and sponges, and Mary's strobes were flashing every few seconds. One pretty dive!

For our next dives we looked for some lumpy bottom nearer the west coast, and had lunch at anchor. Trev and John planned to catch crays, but returned to the boat with empty bags and stories of bottomless ledges (and similar excuses). The reef they described was spectacular, so Mary and I dropped in to find their claims to be true. Bommie after bommie rising from the kelp, with swim thrus, caves, deep ledges, and fish everywhere. A monster smooth ray cruised through to top of a great



dive on an excellent site which now on our G.P.S. called "The Bommies".

We wound up another top day back at Boarfish with a cuppa and video review as the gear drip dried. The oily smooth seas were only ruffled during our last dive, so it was not quite a perfect day! Monday 28th (Thanks Bracksy!!) The strong wind warning didn't worry us as it was westerly, and the sea off Queenscliff was flat. We dropped Mary, Santosh, and Jeff in deep water off Shortlands for a slow drift. Clear water, lots of fish kept them entertained, and Mary suggested I put this spot in the G.P.S. too. Trudi, and I were hoping to get a similar experience, but not long after we hit the bottom we heard the diver recall signal. (Bloody Ships!) We completed our dive closer to Shortlands over very pretty country with ledges, kelp, and lots of fish. Trudi spotted a reef anchor as we started our ascent, and it was added to our collection. We did lunch at the Pilot Station, and Trudi tried out Mary's freediving fins, finding her third catshark for the day! I grabbed the other pair of Picassos, and jumped in with the digital camera, but all I found were toadies! The wind was swinging to the south, and it was getting lumpy



by the time we dropped the shot on Lonsdale Wall. The flood slack was late, but Mary, Jeff, and Santosh enjoyed a typically spectacular dive on the wall, and found some really nice reef on top of the wall. They all made their way back to the shot, unlike the dozens of other divers popping up everywhere.

Trudi and I dropped in on Bell reef for an ebb drift over kelp and ledges. There were plenty of fish and a lot of dusky morwong. Trudi played with a large Banjo shark, and soon we dropped into an amphitheatre of ledges with a large admiralty anchor as its centrepiece. We tied off on the anchor, and investigated the ledges finding 2 large crays 1 1/2 arm lengths in. We are truly blessed with some awesome dives on our doorstep!

The delayed slack, and some difficulty retrieving the boat in the

wind made us an hour late finishing up, so we abstained from the usual afternoon tea at Boarfish, but everyone went home knowing we had pinched another good days diving despite a strong wind. We intend to run dives on Freediver on the 3rd and 10th of February before we head north for a couple of weeks. The water is around 18

deg, and pretty clean, so we are in the premium period for diving. Mary and I will miss the next A.P.I. & VSAG meetings due to our trips, but we have quite a bit of video and some great stills to show when next we catch up with everyone.

Regards Mary and Alan

JACK THE FLASHER.

We all know that in this very modern world, "Big Brother" is always watching and waiting to "get ya". None is more evident than on a trip to or from Geelong. This piece of road is now housing no less that seven (7) speed cameras that are fixed! The location of these are as follows:

- 1... Top of Westgate Bridge
- 2... The first Werribee exit
- 3... The exit at Little River
- 4... At Point Cook
- 5... At Point Wilson
- 6... At Corio
- 7...Just before the Waterslide in Geelong.

So...as the cameras are located in both the in-bound and out-bound lanes, hey are very tricky to detect. Each camera is capable of detecting speeds as low as 5kms over the limit!

If a vehicle did 10kms over the speed limit all the way from Melbourne to Geelong, expect up to \$125 fine on each one, a total of \$875, and a loss of 1 point on each fine. Ouch!!!!!!!!!!

This information was kindly supplied by Des Williams. Thanks from all at VSAG Desie.

DIVE REPORT - 27th JANUARY 2002 BY PETER VLEUGEL

This day was predicted to be hot and windy and there was a strong wind warning for both bays. Saturday night, the phones ran hot. Chrissy and I had to go out for a meal so I left a recorded message to call my mobile. The only late call was Jose and I had no boats left with spaces for divers. As we were out, I suggested that she phone around to muster another boat. She was successful and Neville Viapree offered his boat and his services.

There were 4 boats and 18 divers. I also made an executive decision to leave from Rye boat ramp in lieu of Sorrento owing to the acute shortage of parking and launching facilities at this pathetic facility. After launching the boats, we headed towards the heads for our scheduled dive on Nepean Wall. Once at the heads, we all noticed how very little swell there was. As dive captain, I conferred with all the divers on all the boats and it was a unanimous decision to head down the coast and dive some reef which is normally inaccessible, due to large swells.

We dropped anchor just before Rye back beach on some reasonably shallow reef directly under the cliffs. It was the most fabulous country that held an abundance of crustaceans. We had a ball! A total of 9 big crays were taken between 18 divers (That only works out to half a cray each!!!) After lunch, a few of us had another dive but there was a change looming so after extracting the last diver (Gerry), out of the water, we all did a runner back to the heads. The wind looked like it was going to have a big blow, but it just didn't happen. So all of the participants decided to do the next item on the scallop beds. Two of the boats bagged out big time and in just 16 mins (Ted), all the others did 30 to 40 mins and only took about 30 scallops, but they were still fantastic, full and juicy WOW.

After retrieving the boats, everyone headed to the pub in lieu of washing boats it was really busy at the boat ramp, taking about half an hour to queue up for our turn. We all had a great day in true VSAG fashion, thanks to all the divers who participated on the day and thanks to the boat owners for making their boats available for our club to use.

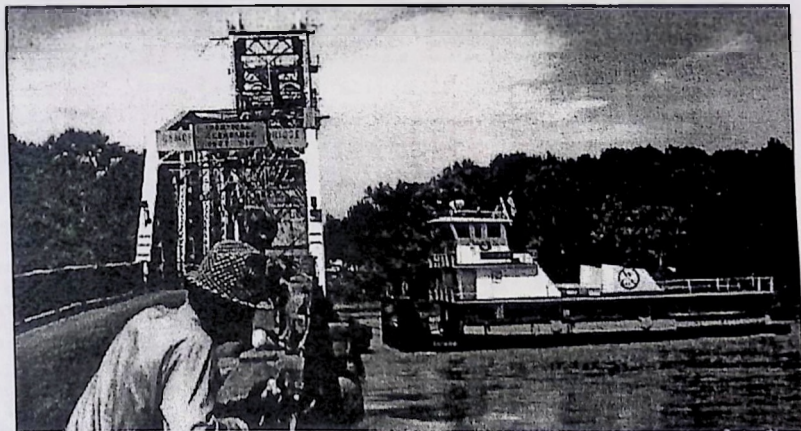
If you missed out, try to come along and enjoy it next time.

Thanks – Peter.

WEBSITE WITH A TUG!

For those with access to the Internet, the following link contains a really interesting event to watch...quite amazing really!

Hope you enjoy this:



Oh CRAP!!! The bridge didn't open and the boat can't stop. Notice that the tug has released the barges. He is backing as hard as possible to try and avoid a collision with the bridge.

<http://koti.mbnet.fi/~soldier/towboat.htm>

Information courtesy of Des Williams (who likes to see things crash!).

Research takes a bite out



A great white traveller. Picture AP

By **ANDREW DARBY**
HOBART

The movements of one of the world's most feared predators are being unravelled, with confirmation that great white sharks not only have coastal "ranges" but make the open ocean their home, too.

A study published yesterday in the journal *Nature* records for the first time long ocean journeys by great whites, who leave ranges off the west coast of the United States in unexplained migrations.

Until this research using satellite-linked tags, the University of California scientists had expected their whites to be coastal animals that migrated only a few hundred kilometres.

Their work follows the satellite tracking of great whites by Australian scientists, most recently in 1991. A four-year-old male named Neale was tracked by California scientists around eastern Australia, down to Tasmania, then the east coast to northern New South Wales before he was lost.

According to CSIRO scientist Barry Bruce, the American team confirmed how little was known about great whites, endangered species protected in Australia despite being blamed for three fatal attacks on people in 2000.

"We're starting to realise primitive is this basic view whites have a territory in which they are seen repeatedly," Mr

TOURISM

Dive companies failing on checks

An audit of Queensland diving companies has found many are still failing to do head counts, despite the disappearance of two American tourists four years ago, Queensland's parliament was told yesterday.

Industrial Relations Minister Gordon Nuttall said the first audit since a code of practice for the Queensland diving industry was introduced had found there were still problems. The code was introduced after the disappearance of Thomas and Eileen Lonergan off the Great Barrier Reef in January, 1998.

"In the last two years there has still been 10 deaths in the industry both in the diving and snorkelling areas," Mr Nuttall told parliament.

Opposition Leader Mike Horan said it was hard to believe some dive companies were not doing head counts. "Head checks is the most important thing they (dive companies) can do and should do, and they should be standard and mandatory," he said.

Life un

Penny Fannin
Science Reporter

The first comprehensive survey of Victoria's marine life revealed about 120 animal species living in 100 kilometres of the coast.

For 25 years, scientists have searched for platforms and mudflats as the canyons, and muddy plains of

Tourist



Bite marks: Andrew Ronnlund shows the damage

A MAN swallowed by a shark while diving on the Great Barrier Reef has shown the damage done to his face after he was staked by the shark's teeth.

Swedish diver Andrew Ronnlund was going to show the damage to his face while diving on the Great Barrier Reef in Townsville.

"In the end, he was the first to be staked. " buddy had a big fish

of great white knowledge

said. "In fact, they may have moved enormous distances and come back to the point where they are seen again."

"What's really interesting is that a common pattern is emerging that whites of all different sizes are perhaps a lot more mobile than people give them credit for. When they're not there, they can be a bloody long way away."

The world's largest predatory fish, the great white can grow up to seven metres in length and weigh two tonnes.

The scientists attached the tags to the backs of six adult sharks as they fed near seal rookeries in coastal California, and tracked them as they initially stayed inshore, near the surface in temperate waters.

Then, in winter, four of the tagged sharks headed away from the coast. One migrated from Islands near San Francisco to near the Hawaiian Island of Maui, a 3800-kilometre journey. It stayed there in warmer waters until spring, then swam back.

Three others migrated to subtropical waters in the eastern Pacific open ocean, hundreds of kilometres west of Baja California. "What they were doing out there is a mystery," said University of California scientist Burney Le Boeuf. The trips could have been part of a mating process, or a search for prey, he said.

Unlike the near real-time satellite tracking tags used by the CSIRO, the American scientists

used "pop-up" archival tags, designed to break away from the tagged fish after a period and download data through a satellite.

The CSIRO plans to persevere with its tracking methods, and revealed yesterday that it wants to try putting tags on mature great white sharks, much bigger than the 2.4-metre Neele. Neele was hoisted on to a fishing boat for the tagging operation. Mr Bruce said the CSIRO was developing technology to dart larger whites off South Australia with a tracking tag.

Meanwhile, CSIRO researchers are also planning to put tags on smaller great whites, which usually congregate in Bass Strait on snapper schools in Bass Strait off eastern Victoria.

with REUTERS

Under the ocean waves

catalogued the distribution and abundance of marine creatures.

Museum Victoria's senior curator of marine invertebrates Tim O'Hara spent five years collating the information so that future marine parks may protect as many species as possible.

Most species are invertebrates, but about 1000 plant and 700 fish species make up the count. If deep-sea creatures were included the total would

"rocket up", Dr O'Hara said. He said the surveys revealed animals and plants known only from a small area. They included ghost-shrimps from Port Phillip Bay and Western Port, a small spider crab near the Ninety Mile Beach, and tiny sea-cucumbers. One remarkable find was a star only five millimetres wide.

Dr O'Hara will speak at the Melbourne Museum tonight at 6.30. Bookings: 1300 130 152.

Lives to tell fishy tales

By FRANK THORNE

"It came right up to within inches of our faces and followed us everywhere we went. I felt it was a little bit threatening and didn't like it."

Running short of air, Mr Ronlund decided to signal his diving mate that he was going to surface.

That's when the 100kg grouper, a local legend called Grumpy estimated to be 80 years old, made his move.

"I was hit from underneath and everything suddenly went black. My breathing gear was

shredded. I was inside the mouth of this big fish and I blacked out," he said.

"At first I thought it was a shark I didn't see it coming. I didn't know what hit me."

"I was as helpless as a pawn on the proverbial bar-betle and I thought, 'This is it, and I would end my days as fish food."

"I was stuck in its mouth and it was squeezing pretty hard. I felt the blood running down my neck and I couldn't move. I was in great pain. Just waiting to die."

Mr Ronlund was about

20m down when he was attacked. "It came from underneath me. I never saw it coming," he said. "Then it was just 'Bang' in my mouth. It ripped off my regulator but my mask was still on and then, just as suddenly, it let me go."

As he reached for his emergency air supply, Mr Ronlund had to put the book in as Grumpy came back for another bite.

"I gave him a kick between his eyes and he swam back towards the bottom."

Mr Ross been blas the dans wildlife, t only pe grouper Dive t gert, of pany, si lucky to "Olar power have i like a : his ru why I haime

ensive survey life has plant and within five years' coast. marine scienc-beaches, rock grooves as well amounts and the sea as they

was partially a fish while Great Barrier how he was creature that a meal of him. packer Andre thought he was with his head in giant grouper at Yonaguni, off month. nning. It was speaking for of his bizarre and my diving never seen such

The Seven Fathom Tragedy

- from www.scubadiving.com

The Night Before

A group of American divers had been diving the clear, warm waters of the tropical island for an entire week. Weather was great, and the group had jelled into a cohesive, fun-loving bunch. In fact, by the next-to-last night of the trip, camaraderie was especially high, enhanced by illegal drugs and abundant alcohol.

7:30 a.m. / At the Docks

The morning's dives, the last of the trip, got off to a slow start with misplaced gear, hungover people arriving late, transportation to the boat thrown off schedule, and one divemaster sent to the dive store to sort out problems. After several hours of confusion, another divemaster said, "Let's just go, with whoever and whatever gear we have, or we'll never get these dives done. It's an easy, shallow drift dive on Seven Fathom Reef." So off they went, with missing gear and some divers still hurting from the night before.

10:00 a.m. / Gearing Up

Weather and sea conditions continued to be fine, but a light surface chop combined with hangovers to make some of the divers ill as the crew brought the boat into position over the reef. An excessively long gearing-up process began, as divers fumbled to assemble their equipment. A few divers who opted to sit out the first dive allowed others to borrow missing gear. During this time, the boat continued to drift over the reef, since boats are not allowed to anchor in this area.

10:45 a.m. / The Dive

Finally, a ragged procession of eight divers entered the water: the group's leader and local divemaster, plus three buddy pairs of two women, two men, and a father and son. Each diver began a normal feet-first controlled descent to the reef supposedly only 40 to 50 feet below them. Suddenly, the group leader and divemaster realized there was no reef, just the deep blue of the abyss. Worse, in the current the three buddy pairs had drifted apart and were descending fast, oblivious to the lack of a bottom. The group leader swam at full speed for the nearest buddy pair, the father and son, and frantically signaled them to surface, staying long enough to ensure they were buoyant and ascending. When he looked for the others, the male buddy pair was well below him. In a race against death, the group leader plunged down to the pair. Getting their attention, he started them on their way to the surface. After the dive, the group leader's computer would read a max depth of nearly 250 feet.

In the meantime, the divemaster had gone after the two female divers. Apparently at some point they made contact, attempted to share air without an alternate air source, and began

ascending. But it will never be known exactly what occurred since neither woman's body was ever recovered and the divemaster arrived at the surface with most of his gear missing, signs of a struggle, and dead from a massive air embolism. Of the other divers, two suffered decompression sickness and were successfully treated.

Outcome

Three dead and two injured

Submitted to Fathoms by Niall Somers

Xmas Dinner 2001 Prize Donations

On behalf of the VSAG Committee and members I would like to acknowledge and thank the following individuals and companies for their generous support of VSAG's Annual Raffle, which was held during the 2001 VSAG Xmas Party at Milano's on December 2001.

The evening was a huge success and enjoyed by a total of 52 attendees.

A big thank you to all who came along and joined in the festivities and celebrations. I hope you all enjoyed yourselves as much as John and I did.

Contributions generously donated by:

Sonar Wetsuits
Chris Llewellyn
Steve Jacoby
Peter Jones

Lawler Food Brokers / VSAG Committee
Robin Woods (Allwoods)
Josie Mare

Wetsuit
Dryzabone and Leather Goods
3 Melways Street Directories
Port for each table at the dinner
3 Food Hampers
Tank Hydro Tests
Electric Toothbrush

Also of course, VSAG generously donated an overnight accommodation package including breakfast for two and valet parking at Le Meridian at Rialto.

A big thank you to Peter Jones for a wonderful venue and for looking after VSAG on the night. I'm sure it was a challenge, juggling eating a meal with your mates and managing all other activities at the venue!

Thankyou. Have a very safe and Happy New Year.

Priya Cardinaletti
Treasurer

DAS BOOT!

A story by Filthy Mac Nasty - an Irish Diving legend (RIP)

I can never forget that sunken Morris Minor, or the secret of its boot. I was living inland when I became a diver, and the nearest bit of coast worth diving was 100 miles away. This did not deter the members of our club, however. We were so keen I swear we used to pray for rain so that we could stand in the puddles!

Sea dives were financially rationed to one or two a month but we still managed to get in a lot of open-water diving.

Every Sunday morning and late some summer evenings, groups of rubber-clad fanatics could be seen sliding down the muddy banks into the swirling eddies of the nearby river and its associated gravel pits and lakes.

It was gloomy down there but you never knew what you might find.

One member became so hooked on digging up bits and pieces that he threw in his job and went back to college. Today he is a leading marine archaeologist.

Several of our group were members of the local Garda (Police) so we were often asked to assist with underwater searches, for all manner of items. One day we learned that the police were

anxious to locate a Morris Minor they believed had been dumped in the gravel pit near the river. As usual we were not privy to any information about the car's significance; we were just asked to find and mark it. This time, however, the chubby, red-faced sergeant who was briefing us imparted one further instruction. "If you should be lucky enough to find it," he said, glaring from one face to another, "on no account open the boot. Is that clear? On no account whatsoever open the boot." He treated us to a last stern look before dispatching us to our task. I paired off with Geoff as usual. The pit was large and no one had any idea where the car had entered the water. The sides plunged almost sheer to 6m or so, and a car could have been shoved in just about anywhere. Clearly the place to start looking was around the edge. Even the stalwart Morris Minor was surely incapable of driving on for any distance underwater!

A few rough tracks ran up to the edge but they had already been claimed by other divers. Geoff and I settled on a spot between two of the tracks and slid in. The viz was not bad, as I recall - 2 or 3m.

We finned up and down and came across an awful lot of gravel and little else. Getting bored we turned away from the bank to follow the gently sloping bottom towards the middle of the lake. We had gone only yards when I saw a ghostly shape ahead and to the right.

I didn't get too excited, aware that eyes that have been searching in half-light can play tricks, but Geoff had obviously seen it too. As we approached it took on the familiar outline of a car and then a Morris Minor.

The grey paintwork and windows were already covered in a fine layer of silt. The driver's window was open; we peered in. At least there were no bodies, but neither was there anything else. We made our way over the famous bull-nose bonnet, down the other side and round to the back.

I let my hand rest lightly on the chrome handle. "On no account open the boot" - the words echoed through my head. "Well," I thought. "whatever the police are looking for must be in there. Surely one peep won't hurt? Quick look, shut the boot again and who'll ever know!" I turned to face Geoff. I could tell he had been thinking along similar lines and as I tapped on the boot handle he nodded vigorously. Without more ado I twisted the

handle. A powerful force from within threw back the boot-lid, wrenching the handle from my grasp. At the same instant, amid a cloud of bubbles, an unidentifiable but solid body hurtled over my shoulder like a Polaris and came close to decapitating Geoff, who had been hovering just behind me. We both sank to the bottom and waited until the trembling had stopped and the pulse and breathing had returned to normal. All we could do now was close the boot, make our way back to the bank, report our find and say nothing!

There was quite a reception committee waiting for us and in the middle was the red-faced sergeant. "Despite all I said," he bawled, "you opened the boot!"

"N-no," we replied as innocently as we could manage.

"Yes you bloody did!" he retorted.

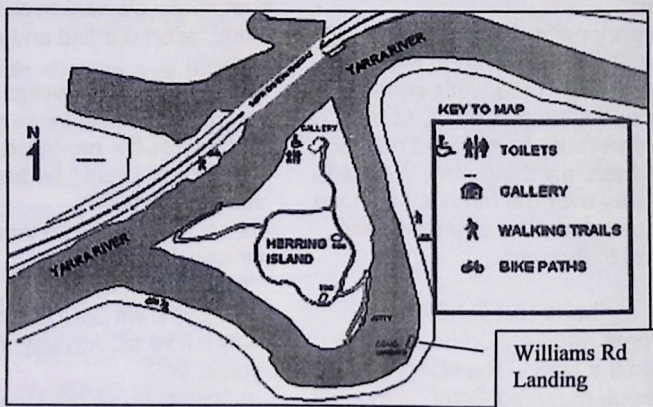
"Well, yes, we did," I admitted, "but only a little bit. Anyway, how did you know?"

In answer he pointed to the water and there, bobbing around about 20 yards offshore, was the car's spare wheel and tyre! He could suppress it no longer - for the next few minutes the pit and surrounding fields echoed to his raucous laughter!

NOTICE

Herring Island VSAG Family Day

VSAG is having a family day, river cruise and BBQ lunch ending up at Herring Island (Yarra River). It's planned for boats to leave from Newport boat ramp in the morning – meeting at Herring Island around noon for lunch. If you would like to do the cruise you will need to book in with our DC for the day – Gerry. Otherwise meet us at the Island, which is opposite Como Park oval (Melway 2M C2). VSAG boats will (if you've been good) ferry you across to the Island from the Williams Rd landing (nb, there is no foot bridge).



When: from noon Sunday 7th April

Where: Herring Island (Melway 2M C2)

BYO Everything!

Facilities: Free electric BBQs, water, toilets, seats, tables, shelter

Boat owners please book in with Gerry by Thursday 4th

Boat Passengers please book in with Gerry on Friday 5th

Gerry – 0417 324 608 / 9725 2381

Cooks' Corner

Have you got a favorite seafood recipe featuring scallops, cray, mussels or abalone? All of which we are fortunate to find (sometimes!) in the southern reaches of Port Phillip. We know you won't share the catch – but how about sharing your recipes? Send them in and we'll feature them in Fathoms.

Coquilles St. Jacques

A famous, and delicious, entree dish.

*60 g (2 oz) butter
60 g (2 oz) mushrooms, sliced
1/2 cup dry white wine
250 g (8 oz) scallops
1 cup cream
cayenne pepper
salt and pepper
grated tasty cheese
lemon slices
parsley*

Melt butter in a saucepan, add mushrooms and cook 1 minute. Add wine and boil gently until reduced by about half. Add scallops, simmer for 2 minutes only. Add cream, a dash of cayenne pepper, and salt and pepper to taste. Mix well and reheat.

Do not boil.

Pour mixture into scallop shells or ramekins, top with a little grated cheese and place under a hot griller until melted and slightly browned.

Serve immediately, decorated with lemon and parsley.

Serves 4-6

Thai Lobster Salad

*1 cooked lobster
juice of 2 limes
1 teaspoon sugar
1 shallot, sliced very fine
2 red chillies, seeded and sliced
1 teaspoon rice flour
250ml/8fl oz/ one cup canned coconut milk
1 tablespoon fish sauce
2 fresh kaffir lime leaves, slivered*

Cut through membrane on underside of lobster tail, and remove meat from tail. Cut across into rounds. Reserve claws and legs. Place lobster meat in a bowl. Stir

together lime juice and sugar and pour over lobster. Scatter with a few slices of shallot and half the chillies. Mix gently. Mix rice flour with a tablespoon of coconut milk. Heat remaining coconut milk in a small saucepan. Stir in rice flour mixture and cook until slightly thickened. Pour into a bowl to cool. Drain liquid from lobster and stir liquid into coconut milk. Add fish sauce. Pour coconut milk dressing over base of serving dish. Arrange lobster slices on top. Garnish with remaining shallot and chilli slices and thread fine slivers of kaffir leaf. Lobster claws and legs may be placed around the meat. Serve cold.

IMPORTANT NOTICE**VICTORIAN SUB AQUA GROUP****SPECIAL GUEST SPEAKER****Mr John Noonan****MARCH GENERAL MEETING****Thursday, 21 March, 2002**

The committee of VSAG is pleased to advise that John Noonan will be the very special guest speaker at our General meeting on Thursday 21st March at Bells Hotel. John is a Life Member of VSAG and is one of the very first club members. John will tell a lot about the diving adventures in the early days with many of the members who are still diving today. Memorabilia, some rare photos and some rare artefacts will also be provided on the night of this talk. John Noonan's diving history, stories and achievements make this a very rare opportunity to visit the great past of VSAG.

THIS IS A PRESENTATION NOT TO BE MISSED!!!!!!

Port Phillip Heads (Pt. Lonsdale)

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 - 2002

Time m	Time m	Time m	Time m
1 0649 0.41	9 0654 1.22	17 0214 1.33	25 0033 0.63
FR 1320 1.34	SA 1300 0.21	SU 1434 1.34	MO 1246 1.15
1912 0.15	2030 1.23	2027 0.35	2020 1.21
2 0203 1.46	10 0118 0.63	0243 1.36	26 0128 0.66
7 0744 0.45	0749 1.13	0845 1.25	0755 1.17
SA 1417 1.26	SU 1354 0.30	MO 1510 1.39	TU 1347 0.27
2004 0.17	2130 1.18	2059 0.37	2135 1.20
3 0246 1.50	11 0221 0.68	0313 1.36	27 0240 0.66
8 0833 0.14	0856 1.07	0915 0.20	0920 1.11
SU 1512 1.52	MO 1501 0.36	TU 1545 1.42	WE 1505 0.32
2052 0.20	2235 1.16	2132 0.39	2246 1.23
4 0327 1.51	12 0343 0.69	0345 1.35	28 0403 0.59
9 0920 0.06	1011 1.04	0946 0.18	1052 1.18
MO 1603 1.54	TU 1620 0.38	WE 1619 1.42	TH 1633 0.34
2137 0.26	2337 1.18	2205 0.43	2348 1.30
5 0406 1.49	13 0508 0.64	0415 1.32	29 0521 0.45
10 1036 0.01	1120 1.06	1016 0.17	1208 1.31
TU 1655 1.53	WE 1731 0.37	TH 1657 1.40	FR 1753 0.34
2221 0.33	2137 0.26	2239 0.47	1931 0.34
6 0445 1.45	14 0030 1.22	0448 1.28	30 0042 1.37
1050 0.02	0615 0.56	1046 0.16	0624 0.30
WE 1746 1.47	TH 1222 1.11	FR 1737 1.36	SA 1312 1.45
2303 0.40	1828 0.35	2314 0.53	1856 0.33
7 0525 1.39	15 0111 1.26	0521 1.24	31 0130 1.43
1132 0.06	0702 0.47	1119 0.17	0717 0.17
TH 1838 1.40	FR 1314 1.19	SA 1823 1.31	SU 1409 1.57
2345 0.48	FR 1914 0.34	2350 0.58	1947 0.34
8 0607 1.31	16 0144 1.30	0600 1.19	24 0600 1.19
1215 0.13	0740 0.38	1159 0.18	1159 0.18
FR 1932 1.31	SA 1357 1.27	SU 1916 1.26	SU 1916 1.26
	1952 0.34		

Port Phillip Heads - Tidal Streams

Lat 38° 18'

Long 144° 37'

Time Zone 1000

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

March - 2002

Time Start	Time Start	Time Start	Time Start
1 0405 flood	9 0813 ebb	17 0445 flood	25 0909 ebb
FR 1541 flood	SA 1608 ebb	SU 1711 flood	MO 1555 ebb
2221 ebb	2206 flood	2319 ebb	2317 flood
2 0443 flood	10 0408 ebb	0510 flood	0410 ebb
2 1052 ebb	10 0937 flood	1133 ebb	0942 flood
SA 1645 flood	SU 1704 ebb	MO 1749 flood	TU 1705 ebb
2306 ebb	2306 ebb	2349 ebb	
3 0518 flood	11 0010 flood	0534 flood	0030 flood
3 1137 ebb	11 0528 ebb	1204 ebb	0541 ebb
SU 1743 flood	MO 1041 flood	TU 1827 flood	WE 1118 flood
2348 ebb	1814 ebb		1836 ebb
4 0553 flood	12 0117 flood	0017 ebb	0136 flood
4 1222 ebb	12 0721 ebb	0559 flood	0735 ebb
MO 1838 flood	TU 1213 flood	WE 1235 ebb	TH 1303 flood
	1930 ebb	1904 flood	2007 ebb
5 0029 ebb	13 0219 flood	0046 ebb	0231 flood
5 0627 flood	13 0836 ebb	0622 flood	0845 ebb
TU 1308 ebb	WE 1345 flood	TH 1308 ebb	FR 1435 flood
1931 flood	2035 ebb	1944 flood	2114 ebb
6 0107 ebb	14 0307 flood	0115 ebb	0317 flood
6 0700 flood	14 0925 ebb	0646 flood	0938 ebb
WE 1352 ebb	TH 1453 flood	FR 1342 ebb	SA 1547 flood
2024 flood	2127 ebb	2026 flood	2207 ebb
7 0146 ebb	15 0345 flood	0148 ebb	0359 flood
7 0734 flood	15 1001 ebb	0715 flood	1025 ebb
TH 1435 ebb	FR 1546 flood	SA 1418 ebb	SU 1648 flood
2210 flood	2210 ebb	2210 ebb	2252 ebb
8 0227 ebb	16 0418 flood	0224 ebb	24 0224 ebb
8 0810 flood	16 1033 ebb	0749 flood	0749 flood
FR 1520 ebb	SA 1630 flood	SU 1501 ebb	SU 1501 ebb
2209 flood	2248 ebb	2248 ebb	2210 flood

Port Phillip Heads - Tidal Streams

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

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

April - 2002

Time Start	Time Start	Time Start	Time Start	Time Start
1 0437 flood 1110 ebb 1743 flood 2333 ebb	9 0503 ebb 1031 flood 1715 ebb	17 0448 flood 1129 ebb 1818 flood	25 0537 ebb 1138 flood 1757 ebb	
2 0515 flood 1153 ebb 1833 flood	10 0017 flood 0645 ebb 1212 flood 1843 ebb	18 0002 ebb 0515 flood 1203 ebb 1857 flood	26 0032 flood 0711 ebb 1319 flood 1939 ebb	
3 0013 ebb 0551 flood 1235 ebb 1921 flood	11 0117 flood 0756 ebb 1340 flood 2001 ebb	19 0032 ebb 0545 flood 1237 ebb 1935 flood	27 0130 flood 0617 ebb 1444 flood 2052 ebb	
4 0051 ebb 0628 flood 1316 ebb 2006 flood	12 0208 flood 0843 ebb 1447 flood 2100 ebb	20 0103 ebb 0615 flood 1313 ebb 2014 flood	28 0224 flood 0910 ebb 1550 flood 2147 ebb	
5 0130 ebb 0705 flood 1357 ebb 2049 flood	13 0249 flood 0918 ebb 1539 flood 2146 ebb	21 0136 ebb 0650 flood 1350 ebb 2055 flood	29 0311 flood 0957 ebb 1645 flood 2234 ebb	
6 0211 ebb 0744 flood 1436 ebb 2132 flood	14 0324 flood 0951 ebb 1623 flood 2226 ebb	22 0215 ebb 0733 flood 1432 ebb 2140 flood	30 0354 flood 1041 ebb 1736 flood 2315 ebb	
7 0255 ebb 0827 flood 1519 ebb 2220 flood	15 0256 ebb 1024 ebb 1702 flood 2300 ebb	23 0301 ebb 0831 flood 1523 ebb 2232 flood		
8 0348 ebb 0919 flood 1609 ebb 2315 flood	16 0422 flood 1056 ebb 1741 flood 2332 ebb	24 0406 ebb 0954 flood 1628 ebb 2330 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.

April - 2002

Time m	Time m	Time m	Time m	Time m
1 0215 1.47 0806 0.07 1501 1.64 2034 0.36	9 0150 0.66 0831 1.05 1416 0.48 2148 1.15	17 0240 1.34 0840 0.20 1524 1.53 2109 0.50	25 0220 0.58 0920 1.19 1444 0.48 2207 1.27	
2 0256 1.48 0853 0.02 1511 1.65 2118 0.39	10 0311 0.67 0951 1.04 1536 0.53 2247 1.15	18 0313 1.34 0913 0.18 1600 1.53 2144 0.52	26 0341 0.49 1046 1.29 1610 0.53 2309 1.31	
3 0336 1.47 0939 0.01 1638 1.62 2200 0.42	11 0437 0.62 1104 1.08 1658 0.55 2339 1.18	19 0348 1.31 0945 0.18 1638 1.50 2217 0.54	27 0455 0.36 1159 1.43 1730 0.54	
4 0416 1.43 1022 0.05 1724 1.54 2242 0.46	12 0541 0.53 1206 1.17 1801 0.53	20 0423 1.28 1017 0.19 1717 1.45 2253 0.57	28 0004 1.36 0556 0.23 1300 1.57 1834 0.53	
5 0457 1.36 1104 0.12 1811 1.45 2323 0.51	13 0022 1.22 0625 0.44 1256 1.27 1849 0.52	21 0500 1.25 1054 0.20 1802 1.39 2330 0.60	29 0055 1.41 0648 0.13 1355 1.67 1926 0.52	
6 0540 1.29 1145 0.20 1900 1.35	14 0058 1.26 0702 0.35 1337 1.37 1928 0.51	22 0543 1.21 1135 0.24 1852 1.33	30 0141 1.44 0738 0.07 1445 1.72 2013 0.52	
7 0005 0.56 0627 1.20 1239 0.30 1952 1.26	15 0131 1.30 0735 0.28 1414 1.45 2001 0.50	23 0015 0.61 0638 1.18 1225 0.31 1951 1.28		
8 0052 0.62 0722 1.12 1316 0.39 2048 1.19	16 0205 1.33 0808 0.23 1448 1.51 2035 0.49	24 0109 0.62 0749 1.16 1327 0.39 2100 1.26		

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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.

May - 2002

Time m	Time m	Time m	Time m
1 0225 1.45 0825 0.06 1532 1.71 2056 0.51	9 0232 0.64 0927 1.09 1440 0.66 2145 1.18	17 0246 1.33 0841 0.20 1543 1.59 2120 0.60	25 0320 0.40 1038 1.39 1546 0.70 2228 1.33
2 0307 1.48 0910 0.44 1617 1.66 2138 0.52	10 0350 0.59 1038 1.15 1602 0.71 2236 1.18	18 0325 1.32 0917 0.20 1623 1.56 2158 0.60	26 0430 0.30 1145 1.51 1703 0.72 2326 1.36
3 0349 1.40 0954 0.14 1700 1.58 2219 0.53	11 0453 0.51 1138 1.24 1718 0.72 2323 1.21	19 0404 1.30 0956 0.22 1703 1.51 2336 0.59	27 0529 0.21 1244 1.62 1808 0.70
4 0430 1.34 1036 0.22 1743 1.49 2300 0.56	12 0540 0.43 1228 1.34 1813 0.70	20 0446 1.28 1036 0.26 1745 1.46 2317 0.59	28 0622 0.15 1338 1.69 1901 0.67
5 0515 1.27 1117 0.30 1826 1.40 2344 0.59	13 0007 1.24 0618 0.35 1310 1.44 1855 0.67	21 0535 1.25 1122 0.33 1832 1.41	29 0111 1.41 0712 0.12 1427 1.71 1949 0.63
6 0601 1.19 1159 0.39 1912 1.31	14 0648 1.28 0855 0.28 1348 1.53 1931 0.65	22 0004 0.57 0635 1.23 1214 0.43 1926 1.36	30 0157 1.42 0759 0.13 1513 1.69 2034 0.61
7 0630 0.62 0857 1.12 1243 0.49 2000 1.25	15 0129 1.31 0730 0.24 1426 1.58 2008 0.62	23 0703 1.23 1315 0.54 2025 1.33	31 0242 1.40 0845 0.17 1556 1.64 2118 0.59
8 0123 0.64 0808 1.08 1334 0.58 2051 1.20	16 0208 1.33 0805 0.21 1504 1.60 2044 0.61	24 0207 0.48 0921 1.29 1426 0.64 2127 1.32	

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	Time Start
1 0435 flood 1122 ebb 1822 flood 2355 ebb	9 0558 ebb 1201 flood 1735 ebb	17 0439 flood 1135 ebb 1846 flood	25 0648 ebb 1329 flood 1906 ebb
2 0516 flood 1202 ebb 1904 flood	10 0002 flood 0702 ebb 1327 flood 1912 ebb	18 0019 ebb 0516 flood 1213 ebb 1924 flood	26 0233 flood 0750 ebb 1444 flood 2027 ebb
3 0034 ebb 0558 flood 1242 ebb 1944 flood	11 0053 flood 0751 ebb 1433 flood 2024 ebb	19 0053 ebb 0557 flood 1249 ebb 2000 flood	27 0130 flood 0843 ebb 1544 flood 2125 ebb
4 0115 ebb 0639 flood 1319 ebb 2021 flood	12 0138 flood 0831 ebb 1526 flood 2117 ebb	20 0130 ebb 0643 flood 1329 ebb 2035 flood	28 0224 flood 0930 ebb 1636 flood 2214 ebb
5 0156 ebb 0723 flood 1367 ebb 2057 flood	13 0218 flood 0908 ebb 1610 flood 2201 ebb	21 0213 ebb 0739 flood 1410 ebb 2112 flood	29 0314 flood 1014 ebb 1722 flood 2257 ebb
6 0241 ebb 0811 flood 1436 ebb 2135 flood	14 0254 flood 0945 ebb 1650 flood 2240 ebb	22 0305 ebb 0850 flood 1459 ebb 2153 flood	30 0401 flood 1055 ebb 1804 flood 2338 ebb
7 0333 ebb 0908 flood 1519 ebb 2219 flood	15 0329 flood 1022 ebb 1732 flood 2315 ebb	23 0413 ebb 1017 flood 1559 ebb 2242 flood	31 0448 flood 1134 ebb 1844 flood
8 0442 ebb 1025 flood 1615 ebb 2309 flood	16 0403 flood 1059 ebb 1808 flood 2346 ebb	24 0534 ebb 1156 flood 1721 ebb 2336 flood	

Emergency Contact Information Mornington Peninsula Area

Police – Ambulance – Fire	000
Rosebud Hospital 1527 Nepean hwy Rosebud	5986 0666
Frankston Hospital Hastings Road Frankston.....	9784 7777
The Bays Hospital 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

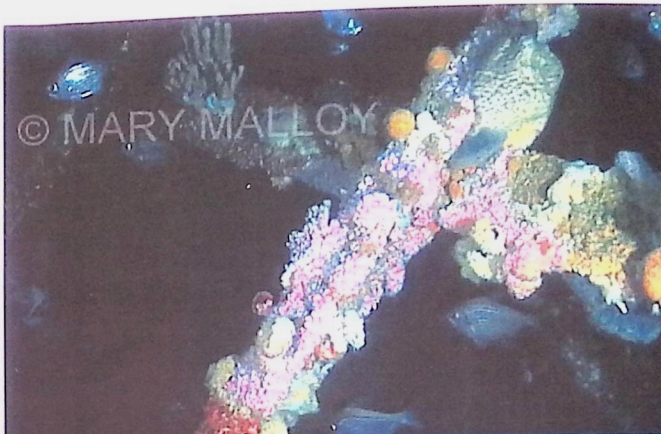
VSAG DIVE & MEETING CALENDAR

Date	Location	Dive Captain	Phone	Meeting Point	Time
FEBRUARY					
3	Local Diving	John L	9589 4020	Sorrento	9.00
10	Family Day	Andy M	9809 0984	Rye Jetty	10.00
17	Flinders Area	Gerry DV	9725 2381	Flinders Jetty	9.00
21	General Meeting			Bells Hotel	8PM
24	Lonsdale Wall	Bruce D	9787 6318	Sorrento	9.00
MARCH					
3	Back Beaches	Gerry DV	9725 2381	Sorrento	9.00
Labour Day Long Weekend					
8-11	Cape Jaffa S.A.	Andy M	9809 0984		
10 & 11	Local Diving	John L	9589 4020	Sorrento	9.00
17	Cape Woolamai	John L	9589 4020	Newhaven	10.00
21	General Meeting			Bells Hotel	8PM
24	Nepean Wall	Bruce D	9787 6318	Sorrento	9.00
EASTER – Wilsons Prom					
29 March	Good Friday	Priya C	9761 0960	Tidal River	
30 March	Saturday				
31 March	Easter Sunday				
1 April	Easter Monday				
APRIL					
7	Yarra / Herring Is	Gerry DV	9725 2381	See Notice	Lunch
14	Nepean Wall	John L	9589 4020	Sorrento	9.00
18	General Meeting			Bells Hotel	8PM
28	90' Sub	Peter V	9787 1298	Sorrento	9.00
MAY					
5	120' Sub	Andy M	9809 0984	Sorrento	9.00
16	General Meeting			Bells Hotel	8PM
19	130' Sub	Leo M	9727 1568	Sorrento	9.00
JUNE					
9	Ships Graveyard	John L	9589 4020	Sorrento	9.00
20	General Meeting			Bells Hotel	8PM
23	Photography Day & Treasure Hunt!	Gerry DV	9725 2381	Sorrento	9.30

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



© MARY MALLOY

Photos by
Mary Malloy

See inside for
Alan & Mary's
dive report on
the Australia
Day weekend
- that include
the Courier
(left).



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