

# FATHOMS

April - May 2003

\$5

If undelivered,  
return to VSAG,  
Box 2526W GPO,  
Melb Vic 3001

Photo courtesy of Mary Malloy



# VSAG

Victorian Sub-Aqua Group



**VSAG Committee Members (2002 – 2003)****President**

Pat Reynolds\*  
14 Nurla Court Frankston 3199  
9789 1092 (home)  
0407 334 276 (mobile)

**Treasurer,  
Social Secretary**

Priya Cardinaletti  
PO Box 864 Boronia 3155  
9761 0960 (home)  
0414 310 727 (mobile)  
[pcardina@vicnet.net.au](mailto:pcardina@vicnet.net.au)

**Assistant Treasurer**

Andy Mastrowicz\*  
224 Wattle Valley Road Camberwell  
3124  
9809 0984 (home)  
9201 7117 (work)  
0402 060 711 (mobile)  
[amastrow@agl.com.au](mailto:amastrow@agl.com.au)

**Secretary**

John Mills  
10 Wells Avenue Boronia 3155  
9761 0960 (home)  
9369 2377 (work)  
[millsj@bordenchem.com](mailto:millsj@bordenchem.com)

**Assistant Secretary**

Leo Maybus  
2 Olsen Court Mooroolbark 3138  
0418 375 102 (mobile)

**Vice President,  
Newsletter Editor,  
Public Relations Officer**

John Lawler\*  
7 Cloris Avenue Beaumaris 3193  
9589 4020 (home)  
0414 922 916 (mobile)  
[ivlawler@tpgi.com.au](mailto:ivlawler@tpgi.com.au)

**Assistant Newsletter Editor**

Bruce Dart  
12 Alicudi Avenue Frankston  
3199  
9787 6318 (home)  
0407 331 544 (mobile)  
[maritek@peninsula.hotkey.net.au](mailto:maritek@peninsula.hotkey.net.au)

**Assistant Newsletter Editor**

Alan Storen  
15 Regal Court  
Vermont South 3133  
9803 3573 (home)  
9522 7205 (work)  
0417 017 446 (mobile)  
[alan.storen@wesleycollege.edu.au](mailto:alan.storen@wesleycollege.edu.au)

**Points Scorer,  
Assistant Social Secretary**

Gerry DeVries  
16 Vitner Avenue Croydon 3136  
9725 2381 (home)  
0417 324 608 (mobile)

**Property Officer & Safety  
Officer**

Neville Viapree  
8/121 Centre Dandenong Road  
Dingley 3172  
9551 1547 (home)  
0414 619 213 (mobile)

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

# FATHOMS

Official Journal of the Victorian Sub-Aqua Group

*In this April / May issue...*



Article	Author	Page
VSAG Committee Members .....		<i>Inside Front Cover</i>
Editorial.....	John Lawler.....	4
Web Sites.....		5
Dive Reprt 23 <sup>rd</sup> Feb.....	Mary M and Alan B.....	6
Dive Boat for Sale.....	John Goulding.....	7
Dive Report 30 <sup>th</sup> March.....	Darren Pearce.....	8
Tidal Stream Strength.....		9
Shark Victim.....		10
Wind Descriptions.....		11
VCA Report.....	Des Williams.....	12
Whale Protection.....		14
Book Review.....	John Lawler.....	16
Wave Buoy.....		17
Wonky Holes.....		19
Pirate Ship.....		20
Western Port Submarine.....		21
Tidal Differences.....		22
Tide Tables (April, May & June).....		23 -25
VSAG Dive Calendar.....		26
Emergency Contact Information		<i>Inside Back Cover</i>

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

Editorial Submissions to:

John Lawler  
7 Cloris Avenue, Beaumaris 3193  
[jlawler@tpgi.com.au](mailto:jlawler@tpgi.com.au)



# EDITORIAL

JOHN LAWLER

*The month of March 2003 must go down in history as one of the busiest in the VSAG Calendar as it was full of great and exciting activities.*

*First on the list was the very successful VSAG Western Australia dive and social trip March 1<sup>st</sup> to March 9<sup>th</sup>. 20 VSAG'ers and partners journeyed over to Busselton to dive the former HMAS Swan and the famous Busselton Jetty. Our next stop was the fabulously historic City of Albany and the home the former HMAS Perth. The next edition of Fathoms will be fully devoted to the WA trip!*

*Next on the list was the super professional presentation on the J Class submarines by Mark Harris. Mark has put an extraordinary amount of time and effort into his DVD presentation and the result was fantastic. Many copies of the DVD presentation were also purchased on the night. Mark is scheduled to visit us again, probably in July, with another great presentation.*

*The biggest event in March was the great success by Leo Maybus with the Pier to Pier underwater challenge being met. Leo goes into the history books as the first person to travel from the Portsea Pier to the Queenscliff Pier underwater. Congratulations to you Leo for this gallant achievement from all the VSAG members..A separate story appears elsewhere in this edition on this great event.*

*Our advertisement in Dive Log is still being noticed and over the past months I have several enquiries from people wanting information on our club. Not to miss out on an opportunity to get a new member, Mick Jeacle fished out a lone and deserted diver from a charter boat operator on Sunday 23<sup>rd</sup>, and before taking this guy back to the boat, Mick made sure the diver had all the contact info passed on...well done Mick.*



*The dive master on the charter boat in Albany, one Ken, who hails from Cranbourne, was also targeted as a potential member and Bruce Dart ensured this guy knows where to find us. Well done to both Mick and Bruce for efforts to secure these potential members.*

*The Easter dive trip to Wilsons Prom is soon upon us and as always it will be another great dive trip to look forward to. As Anzac Day falls on the Friday of the week we are at the Prom, several members are taking the opportunity to make a full week of the break and stay down at Tidal River. It may be that if we have enough people taking this opportunity we could have enough to get a boat into the water if the weather is good. I personally would consider doing this and my boat may be available.*

*A very Happy and safe Easter to all members and their families from the VSAG Committee.*

*Safe and Happy Diving.*

**John. Lawler. Editor.**

## Useful Web Sites

- Victorian Government – [www.vic.gov.au](http://www.vic.gov.au)
- Environment Protection Authority – [www.epa.vic.gov.au](http://www.epa.vic.gov.au)
- Heritage Victoria – [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au)
- Natural Resources and Environment – [www.nre.vic.gov.au](http://www.nre.vic.gov.au)
- Marine Board of Victoria – [www.marineboard.vic.gov.au](http://www.marineboard.vic.gov.au)
- Melbourne Port Corporation – [www.melbport.com.au](http://www.melbport.com.au)
- Parks Victoria – [www.parkweb.vic.gov.au](http://www.parkweb.vic.gov.au)
- Victorian Channels Authority – [www.vicchannels.vic.gov.au](http://www.vicchannels.vic.gov.au)
- Water Safety – [www.watersafety.vic.gov.au](http://www.watersafety.vic.gov.au)
- Australian Coastal Atlas – [www.ea.gov.au/coasts](http://www.ea.gov.au/coasts)
- Australian Hydrographic Office – [www.hydro.navy.gov.au](http://www.hydro.navy.gov.au)
- Australian Land Information Group – [www.auslig.gov.au](http://www.auslig.gov.au)
- Australian Maritime Safety Authority – [www.amsa.gov.au](http://www.amsa.gov.au)
- Bureau of Meteorology – [www.bom.gov.au](http://www.bom.gov.au)
- Coastguard – [www.coastguard.com.au](http://www.coastguard.com.au)
- CSIRO – [www.dar.csiro.au](http://www.dar.csiro.au)
- Fishing – [www.fishnet.com.au](http://www.fishnet.com.au)
- National Tidal Facility – [www.ntf.flinders.edu.au](http://www.ntf.flinders.edu.au)
- Navigation Charts & Books – [www.boatbooks.com.au](http://www.boatbooks.com.au)
- Surfing – [www.surfingaustralia.com.au](http://www.surfingaustralia.com.au)
- Yachting – [www.vyc.com.au](http://www.vyc.com.au)



Weedy Seadragon



## Dive Report - 23<sup>rd</sup> February

By Mary M and Alan B

*With a full crew aboard, Freediver navigated the Rip, made lumpy by the Ebb tide, and a 1.5M easterly swell. The consensus was to dive the J1 Sub, and shortly the first group, Mary, Trudi, & Mark, were following the shotline down into the blue water. The viz looked excellent, but the returning divers reported a thermocline, and more turbid conditions near the bottom.*

*Jeff, Cameron and myself also noticed the thermocline, with the temperature a few degrees below the 19 degrees C at the surface. After a quick look around the conning tower, we dropped inside and made our way forward to the torpedo room. The fine silt was easily disturbed as we swam aft to the main engine room to find the deck hatch was almost obscured by bullseyes. Time spent, we made our way back to the shot, and a precautionary deco with the jellies.*

*We moved inshore for lunch, dropping the pick next to a large bommie in 11 metres. Trudi and I dropped over the side on snorkle, and I explored the big ledges on the sides of the bommie, but no crays were seen. The soup 'n bikkies went down well, as did the muffins Mark bought along. Conditions improved, as the 15 knot easterly eased, the swell dropped, and the sun came out while the radio continued its strong wing warning!*

*A reef dive was agreed upon, and as we were very close to Surf Club reef, the A team were soon back in the water. They reported very friendly fish, and this was also experienced by the B team. We found a little cray, and plenty of fish wanting to be photographed. Viz here was also around 10 metres, and with the sun out, conditions were very pleasant.*

*By 2.00 P.M. we had returned to Queenscliffe, and dropped our tanks in to Queenscliff Marina for filling ( People diving from Freediver get \$5 fills ). The usual afternoon tea and video review of the dives took place back at Boarfish Lodge, winding up yet another top day!*

Mary & Alan

## **National Archaeology Week**

During the week 11th-18th May, there will be some very interesting talks, including shipwrecks, specifically the "City of Launceston".

Refer website: <http://www.archaeologyweek.com>

for further information and click on "CALENDAR" for all you need to know.

For Sale

## DIVE BOAT

**JOHN GOULDING'S FAMOUS 16 FOOT  
FIBREGLASS CUSTOM BUILT DIVE BOAT  
IS FOR SALE.**

**THIS VERY SOLID GLASTRON CATHEDRAL HULL  
DESIGN, COMPLETE WITH 8 SCUBA TANK RANKS  
PROVIDES A VERY ROOMY, STABLE AND SAFE  
DIVE PLATFORM.**

**THIS BOAT IS NO LONGER REQUIRED AS OWNER  
HAS ANOTHER VESSEL AND IS OFFERED FOR  
SALE WITH 115 HP MERCURY OUTBOARD ON  
HEAVY DUTY GALVANIZED TILT TRAILER AT  
ONLY \$950.00.**

**TELEPHONE:**

**JOHN GOULDING      HOME :    9899 3468  
                                 WORK:    9653 2404  
                                 MOBILE: 0419 327 505**

### **SAFETY REMINDER**

*When was the last time you inflated and checked your safety sausage/ surface marked buoy? If you haven't got one please get one. They should be carried on all dives!*

*Nev V (Safety Officer)*

## Dive Report 30<sup>th</sup> March

### Lonsdale wall

By Darren Pearce

*Sunday morning I was initially doubtful if we would be able to get out and dive Lonsdale Wall as the weather looked overcast and the wind looked like it was getting stronger from the South East. I reluctantly packed my dive gear into the car and headed down to Sorrento boat ramp where I met up with Mick Jeacle, Robert Birtles and Andrew Marshall. Soon we were on the water and heading out to dive Lonsdale Wal. The boat ride across to Lonsdale wall was good under choppy conditions. Mick plotted a course that was stored on his GPS to a particular spot along Lonsdale wall which turned out to be a really great dive sight*

*Andrew and I were first in to dive I was very excited it had been well over 8 months or more since I had dived the wall. I had also just recently purchased housing for my digital camera and was looking forward to trying out the camera to see how it would work*

*NO sooner had I kitted up and hit the water I realised I did not fully zip my dry suit up and by the time I got back in the boat to re gear up again I was wet from head to toe and felt like a total idiot and was feeling really frustrated as I had to re kit up again from head to toe. I was cussing at myself for not checking the dry suit zip, however I was not going to let it spoil a good dive and soon was in the water again.*

*I slowly descended down to the wall Mick could not have dropped us off in a more perfect spot along the wall. I was just mind blown! The viz was at least over 40feet and I kind of forgot how much coral and marine life was along Lonsdale wall. I could not get over the swim throughs the wall had and there were just so many subjects for me to photograph along the wall I just did not know where to start. Along the dive I came across a southern blue devil fish which turned out to be a great subject to photograph. Towards the end of the dive I also came across a banjo shark which was hiding amongst the kelp which turned out to be great subject to photograph*

*Through out the out the whole dive I had a really great time photographing different subjects*

*Shortly after the dive we then headed to another dive sight further up in the bay towards Queenscliff where Mick and Robert went in on a cray div. After Mick and Robert returned from the dive with no crayfish we then headed in to Queenscliff where we met up with Alan and his dive crew and had lunch..*

*After lunch Andrew and I decided to do a drift dive off Queenscliff. The dive turned out to be another great dive. I did not see any crayfish but it still made a good drift dive from the territory we covered with lots of sea sponges and soft coral to see and big hommies to explore*



*I was really lucky I manage to get out diving on Sunday and I believe we are blessed for having so many good dive sights around the heads like Lonsdale wall and from all the coral and marine life it has. I'm lucky as a diver I've been able to experience all the good diving. I feel most people who are non divers would not realise how much there is to see down at the heads as some people think that sea fans and sponge coral and colourful fish you only would see in the barrier reef*

*All in all I had a great day on the water and would like to thank Mick and Robert and Andrew for the company and the good days diving*

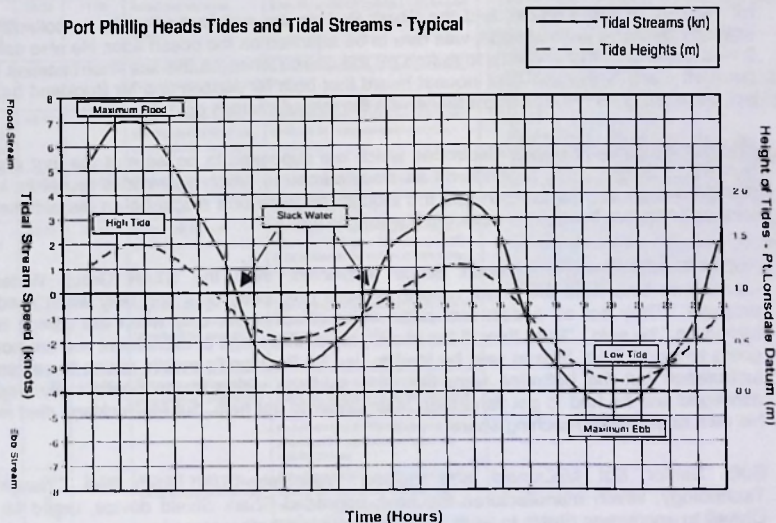
*Hope to see you on the next dive*

NOTE: Some of Darren's photos appear on the back cover

### Tide Stream Strength

About the times tabulated for high and low water, the velocity of the stream in the entrance fairway is the greatest with typical speeds of 3 to 6 knots. As tidal streams are caused by the variation in successive tidal heights, tidal streams are predicted up to 8 knots and can be higher with weather effects. Consequently the navigation of low powered vessels through the Heads will be rendered easier at about the times tabulated for the start of tidal stream.

Port Phillip Heads Tides and Tidal Streams - Typical



## Shark victim wore repellent

The Advertiser, March 18, 2003

A GREAT white shark that killed a professional scallop diver may have watched another diver for an hour before the fatal attack, a coroner's inquest was told yesterday. The shark was likely to have been in such a frenzy that it ignored the diver's shark repellent device, State Coroner Wayne Chivell heard.

Shannon Jenzen told the inquest how he watched in horror as his employer and good mate Paul Buckland was savaged by the shark on April 20 last year. Mr Jenzen, a professional scallop diver, had resurfaced from the waters off Smoky Bay when he handed his equipment - including a shark repellent device - to Mr Buckland for his dive.

Mr Chivell heard that Mr Jenzen, now 24, was probably watched by the shark while he spent about an hour on the sea floor. By the time Mr Buckland entered the water the shark was in a determined frenzy and may have ignored the impulse from the protective Shark Pod device.

Describing the attack Mr Jenzen said yesterday: "I heard him call out. I knew straight away, I knew exactly what he had seen. It was huge . . . about the size of the (6.5m) boat." Mr Jenzen said he drove Mr Buckland's boat at the predator but it took no notice. "I came up against the shark. It did not move at all. It just ignored me," he said. "It happened all on the surface of the water. It never took him down."

Mr Jenzen, of Port Lincoln, had the Shark Pod device switched off while he collected scallops because he believed it was rare to be attacked on the ocean floor. He also said it was common among divers to switch off the device when on the sea floor because it gave off electric shocks. The inquest heard that both Mr Jenzen and Mr Buckland had not fitted the Shark Pod in accordance with the manufacturer's guidelines.

The device consists of two electrodes which are supposed to be worn at the foot and the middle of the back. It sends off an electric impulse which aggravates receptors in the shark's snout. Mr Jenzen told the inquest he wore one electrode on his air hose, instead of his fin, because he thought it would be safer.

Police Senior Sergeant Robert Bruce McDonald, from the STAR Group Water Operations Unit, said the shark repellents were only deterrents and only when used properly. "They act as a deterrent and will be effective but only when the device is turned on," he said. "But I think if the shark gets to that stage of excitement you are not going to stop it." Mr Jenzen said he tried to use Mr Buckland's mobile phone to call an ambulance but the batteries were flat. He said the wiring in the boat's radio was damaged and he had to get fishermen 800m away to get help, but Mr Buckland died in his own boat before reaching shore.

Both Senior Sgt McDonald and Helena Wescombe-Down from Sea Change Technology, which manufactures the new, upgraded Shark Shield device, urged Mr Chivell to encourage divers to wear the device to avoid further tragedy.

Mr Chivell will hand down his findings at a later date.

# Great Barrier Reef recovers health

The Great Barrier Reef has recovered from severe bleaching and is now one of the world's healthiest coral reefs.

Coral on almost 60 per cent of the reef was dying because the water was becoming too warm for it, but was now recovering, according to a report by the Australian Institute of Marine Science. Now only about 6 per cent of the reef is affected. When the algae that

populate and build the corals die, the reef turns a ghostly white. This happens when the water gets too warm or the algae are affected by overfishing, pollution and sediment.

The 2002 *Report on the Status of the World's Coral Reefs* paints a mixed picture for reefs elsewhere, although if reefs are properly managed they can recover completely.

It was feared after the

1997-98 El Nino, which raised water temperatures in the Pacific to record levels, that the corals would never recover.

"Reefs, if they are left alone and not stressed, will recover quite rapidly," said Dr Clive Wilkinson, who heads the Global Coral Reef Monitoring Network. The report praised the federal Great Barrier Marine Park Authority for preserving the reef.

## Wind Descriptions

(derived from the Beaufort Wind Scale)

Name	Units in km/h	Units in knots	Description on Land	Description at Sea
	0	0	Smoke rises vertically	Sea like a mirror
1-3 Light Winds	19 or less	10 or less	Wind felt on face, leaves rustle; ordinary vans moved by wind.	Small wavelet ripples formed but do not break. A glossy appearance maintained.
4 Moderate Winds	20-29	11-16	Raises dust and loose paper; small branches moved.	Small waves becoming longer, fairly frequent white horses.
5 Fresh	30-39	17-21	Small trees in leaf begin to sway; crested wavelets form on inland water.	Moderate waves, taking a more pronounced long form.
6 Strong Winds	40-50	22-27	Large branches in motion; whistling heard in telephone wires; umbrellas used with difficulty.	Large waves begin to form, the white foam crests are more extensive with probably some spray.
7	51-62	28-33	Whole trees in motion; inconvenience felt when walking against wind.	Sea heaps up and white foam form; breaking waves begin to be blown in streaks along direction of the wind.
8 Gale	63-75	34-40	Twigs break off trees; progress generally impeded.	Moderately high waves of greater length; edges of crest begin to break into spin drift; foam is blown in well marked streaks along the direction of the wind.
9	76-87	41-47	Slight structural damage occurs - roofing dislodged; larger branches break off.	High waves; dense streaks of foam; crest of waves begin to topple, tumble and roll over; spray may affect visibility.
10 Storm	88-102	48-55	Seldom experienced inland; trees uprooted; considerable structural damage.	Very high waves with long overhanging crests, the resulting foam in great patches is blown in dense white streaks; the surface of the sea takes on a white appearance; the lurching of the sea becomes heavy and visibility affected.
11-12	103 or more	56 plus	Very rarely experienced inland; widespread damage.	Exceptionally high waves; small and medium sized ships occasionally lost from view behind waves; the sea is completely covered with long white patches of foam; the edges of wave crests are blown into froth.

Source: Bureau of Meteorology

## YUPPIE TALK

**BOBO** — Burnt Out But Opulent

**DUMP** — Destitute Unemployed Mature Professional

**OINK** — One Income, No Kids

**FUPPIE** — Poney Upwardly Mobile Professional

**PIPPIE** — Person Inheriting Parents' Property

**SCUM** — Self-Centred Urban Male

**SILKY** — Single Income, Loads of kids

**SINBAD** — Single Income, No Boyfriend, Absolutely Desperate

**SITCOM** — Single Income, Two Children, Outrageous Mortgage

**YAPPIE** — Young Affluent Parent

**WOOPIE** — Well-Off Older Person

**GOLDIE** — Golden Oldie, Lives Dangerously



## VICTORIAN CHANNELS AUTHORITY- CHANNEL DEEPENING PROJECT PORT PHILLIP

*Report by: Des Williams*

*Report on Recreational Diving input meeting, held at Albert Park Tuesday evening 25<sup>th</sup> March 2003. This meeting was one of a series of Stakeholder Meetings held over the last few months since the public meeting process started to gather feedback from interested parties. VCA have conducted 60 such meetings so far with specialist groups!*

*Very briefly.... the channels of Port Phillip will, in a few short years, be inadequate for the jumbo container ships which are expected to be trading around the world. Our channels will, in some parts, have to be deepened to about 16M. This will mean the removal of an enormous amount of spoil by blasting and dredging. The Victorian Channels Authority (VCA) have an army of consultants working on a feasibility study for these works. I must also commend VCA for their keen and open interest in public comments, to assist them to prepare an Environmental Effects Study (EES) and follow all due processes towards the final decision to deepen or not to deepen. It will then be a Government decision.*

*The process is very much in its infancy and divers, both commercial operators and private clubs have been warmly welcomed to special meetings such as on 25<sup>th</sup> March, to make comments BEFORE the EES is started.*

*The EES is about to be prepared and will not be ready until January 2004, so do not panic about this issue yet. When it is completed, it will be very detailed, cross-referenced to stakeholder use of the bay and then it will be open for public comment for a period of two months.*

*At this diver meeting, there were some 18 divers present, two commercial dive operators and the rest were private divers, mostly from SDFV affiliated clubs. In other words the usual diving "politicians" who take a very keen interest in their sport and help protect it for those too lazy to make comments at such meetings. There had been another diving reps meeting on 13<sup>th</sup> March at Frankston, and by all reports it was very lively to say the least. Quite a few more commercial reps were there, who have a business to protect from any bad effects these dredging works may bring. And rightly so!*

### SAFETY REMINDER

*All diving on back beaches must be done with buoys. Please use a buoy on all club dives on back beaches.*

*Nev V (Safety Officer)*



*Unfortunately, the VCA is a bit behind the eightball with divers (commercials particularly) because the last dredging works done over the best dive tourist months of November 2002 to February 2003. This was a disasterous time for the charter operators, who had many dives cancelled because of very poor visibility. The VCA has some fence mending to do in that direction and the Commercials and private divers message was received by VCA at our meeting.*

*The biggest challenges I see for the project are the disposal of the gigantic quantities of spoil and the spoil plumes, which will be generated in the bay. The consultants received our concerns and will include this in their EES study. Several of them are divers themselves. Maybe, the spoil will be used to make an island in the bay, or for terrestrial land reclamation. All of this is to be part of the EES study involving an army of technical consultants and modellers.*

*Remember, they plan to deepen only parts of the existing shipping channel to Melbourne, nowhere else. If you like diving in ship channels, then this is bad news, but of greater concern to us are the spoil plumes and possible destruction of marine life the settling spoil may cause.*

*Well folks, I have tried to keep this report concise and to the point, as I see it. If you really want to get off your bike over this issue, then you will have to be prepared to go to meetings and take an ACTIVE part in comments when the EES is released. You cannot sit on the couch at home and complain, you have to be involved.*

*The VCA's plan to deepen the port is going to be the most closely monitored potential project this State has ever seen! They have a hell of a lot of work to do with public consultations and I guess it is going to be as difficult as walking on water. Just the fact that they will have to dredge clean through the middle of a marine park is an interesting concept!! How are they going to do that without damaging the park?? Very interesting indeed.*

*Anyway, the matter is in good hands and there are plenty of your diving mates keeping an eye on the process, almost the entire SDFV was at the meeting, thanks guys.*

*If you would like more info or want to get involved in this project, contact Des Williams at the Club.*



Such insight.....

# Australia secures whale protection

**Andrew Darby**

An Australian bid to list whales under a UN conservation convention has been accepted, triggering Federal Government plans to strengthen regional protection of whales.

Australia overcame objections from whaling nation Norway to win the listing of seven whales, among them the heavily hunted minke, under the UN Convention on Migratory Species.

The listings, at a meeting in Bonn this week, allowed Australia to start work on a multi-lateral agreement to establish a vast whale-management zone in the South Pacific.

They also require the immediate protection globally by member nations of the endangered sei and sperm whales, which are being targeted by Japan for "scientific whaling".

South Pacific nations, including Australia, failed three times to win approval for a sanctuary while whaling nations have been unable to overturn the moratorium on commercial whaling. Nevertheless, Greenpeace said

the total whale kill this year by Japan and Norway was 1268 — the most since the moratorium came into force in the late 1980s.

Australia went to the UN Convention on Migratory Species meeting seeking the listing, for the first time, of the Antarctic minke, Bryde's, fin, sei, sperm, pygmy right and orca.

Japan, Australia's strongest opponent in whaling politics, is not a member of the 80-nation convention. Instead, Norway opposed the proposals saying that whale protection was the job of other treaties such as the International Whaling Commission and that two species, the fin and sei, did not meet the UN Convention on Migratory Species criteria for population decline.

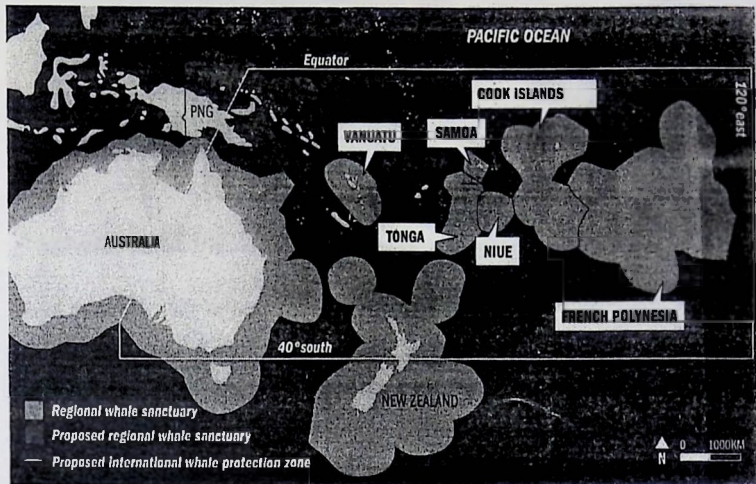
Federal Environment Minister David Kemp said he would initiate a regional agreement for the conservation of all marine mammals.

Dr Kemp said the agreement could include a regional whale protection zone, the development of non-lethal research and strategies to deal with new dangers such as entanglement in fishing gear.



An American sign. Obviously.

# PACIFIC SAFE ZONES



## PROTECTED SPECIES

Fin whale



Minke whale



Sel whale



Bryde's whale



Pygmy right whale



Sperm whale



Killer whale



1.8m



Brentwood  
Kelvedon Hatch A 128  
Industrial Estates

Secret Nuclear Bunker

Ooops, not secret anymore!!



# A GREAT READ.



By John Lawler

*Des Williams very enthusiastically introduced a brand new book at our last VSAG meeting and the response was very good with several copies being purchased on the night.*

*The new book is written by Jeff Maynard and is titled:*

## “ DIVERS IN TIME”

*This book is a history of diving in Australia and is a must for the libraries of all scuba divers.*

*The book can be browsed and even purchased on the following website.*

[www.glenmoreproductions.com.au](http://www.glenmoreproductions.com.au)

*Des has asked Jeff to be our guest speaker and it will probably be the June meeting at this stage. It will be a fantastic presentation!*

### Did You Know

- Selachophobia – afraid of sharks
- Optophobia – afraid of opening one’s eyes
- Philematophobia – afraid of kissing
- Rhytiphobia – afraid of getting wrinkles

### I LOVE YOU IN DIFFERENT LANGUAGES

Afrikaans: *Ek het jou lief*  
 Catalan: *T'estimo*  
 Esperanto: *Mi amas vin*  
 Finnish: *Mina rakastan sinua*  
 Japanese: *Aishite imasu*  
 Romanian: *Te iubesc*  
 Thai: *Phom Rak Khun*  
 Welsh: *'Rwy'n dy garu di*  
 Yiddish: *Ikh hob dikh kh*  
 Zulu: *Ngiya kulhanda*



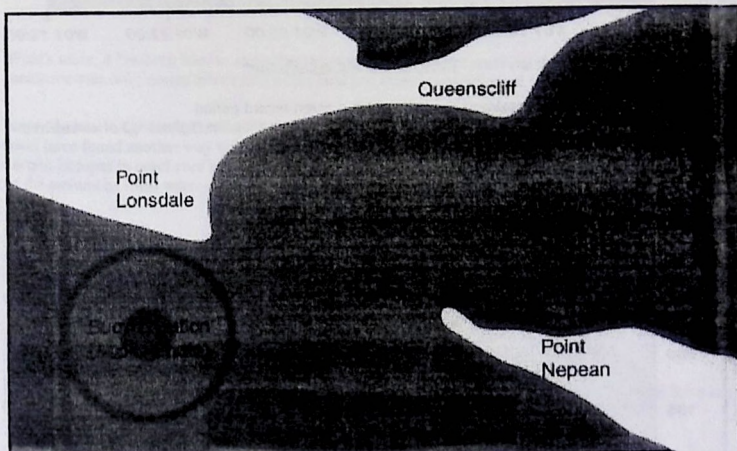
Have you seen the 'WAVE BUOY' off Point Lonsdale and wondered what it was doing. Here is some info.

For more detail visit the website below.....Alan



Victorian Channels Authority

### VCA Wave Data Map

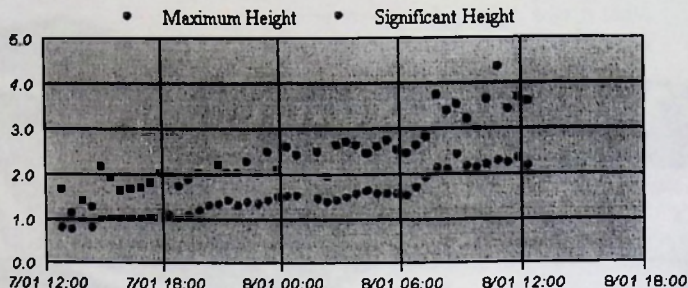


### VCA Wave Data for Point Lonsdale

#### Data as of last reading

Current State of Buoy	Online
Approx. Time of Reading (EST)	8/01/2003 12:22:28
Significant Wave	2.19 metres
Maximum Wave	3.62 metres
Significant Period	9.1 seconds
Peak Period	14.3 seconds
Mean Magnetic Direction	198.2 °
Latitude	3818.2354S
Longitude	14434.2489E
Water Temperature	18 °C

## Wave Height



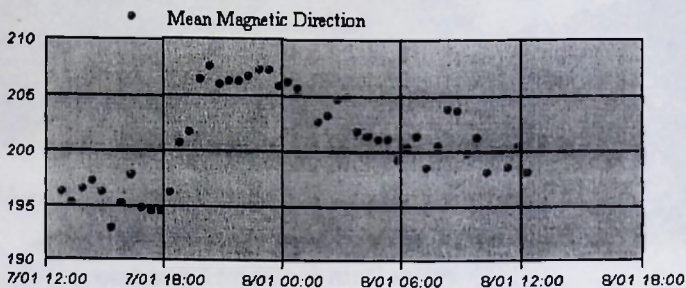
[Click here to see in full screen](#)

### Legend

**Maximum Height** - The maximum wave height in a given record period

**Significant Height** - Average height of the waves which comprise the highest 1/3 of waves in a given period

## Wave Direction



[Click here to see in full screen](#)

### Legend

**Mean Magnetic Direction** - Weighted mean direction taken over waves of all frequencies in a given record period

[http://www.vicchannels.com.au/wave\\_data.asp](http://www.vicchannels.com.au/wave_data.asp)

## WONKY HOLES

Coral reefs around the world are under threat from tourism, pollution, rising sea temperatures, dynamiting and overfishing and now you can add "wonky holes" to the list.

Wonky hole is the Australian term for springs on the seabed that pump out water draining from the land. And it seems that these springs are poisoning once-pristine inshore reefs with acidic water from land cleared for crops such as sugar cane, fuelling fears that farming practices are damaging corals close to shore.

Photographs show that reefs in the Great Barrier Reef Marine Park that are close to developed areas have lost much of their splendour over the past fifty years. Clearing land leaves less vegetation to trap soil, and that's led to the controversial idea that river run-off is harming the coral by increasing the amount of nutrients and sediment in the seawater. But it is not clear whether corals are declining due to land clearances or as part of their natural life cycle.

What's more, it has been hard to show that the amount of sediment reaching the reefs has changed because measurements only started after much of the land had already been cleared.

Now Michael Gagan and Bradley Opdyke of the Australian National University in Canberra and their team have found another way that land clearances might be affecting the reef. By measuring the ratios of certain isotopes in coral core samples dating back thousands of years, they have created a historical record of the amount of fresh water reaching a north Queensland inshore reef each week.

### Secret location

The team compared monsoon and dry seasons from 1970 to 1994 with a similar period 6000 years ago. To their surprise, they found that after each of the particularly wet monsoons that happen every four years or so, fresh water pours onto the reefs well into the dry season. But that did not happen 6000 years ago following wet monsoon years.

Rivers are unlikely to be responsible, says Gagan, as they only carry fresh water out to the reefs for a short time after each monsoon. That leaves the submarine springs as the main suspect.

Queensland fishermen have known about these springs for decades, coining the term "wonky holes" because the rough terrain around the springs can trap their nets and overturn boats. But the fishermen have kept the spring's locations a secret because of the amount of fish they attract.

A few years ago, Thomas Stieglitz of James Cook University in Townsville, Queensland, documented wonky holes on the Great Barrier Reef. Similar submarine springs have also been found on the Atlantic continental shelf and there are probably others elsewhere. Gagan says that before the land was cleared, the rainforest that covered much of the coast would have evaporated more water into the atmosphere, keeping the water tables too low for groundwater to escape via the springs.

Gregg Brunskill of the Australian Institute of Marine Science near Townsville says that Gagan's team could well be correct, but they will need to take more readings from reefs close to forested parts of Queensland to be sure.

If they are right the implications are serious. Submarine springs can carry groundwater up to 60 kilometres out to sea. That water may be packed with agrochemicals - and decaying organic matter tends to make groundwater acid. Even small increases in acidity can slow down coral growth by reducing the amount of carbonate available for building up their skeletons



# Pirate ship destined to take a dive



**Sunken treasure:** The Lena docked at Bunbury **Picture:** Shanzy Balcombe

## David King

A PATAGONIAN toothfish poacher is about to come to a watery end off the West Australian coast.

Windeward Bound, taking a break from her circumnavigation of Australia in Bunbury, has found herself docked next to Lena, a Russian ship caught illegally fishing for toothfish in Australian waters.

Lena was apprehended in January 2002 — along with two other ships, South Toml and Volga — for poaching the toothfish in the Southern Ocean.

She was chased by Australian Fisheries Management Authority ship Southern Supporter and boarded by HMAS Canberra.

Trevor Ayers from the City of Bunbury council said Lena had sailed her last voyage and would end her days in 20 metres of water off Bunbury.

"The plan is to strip it and get it ready to be sunk as a dive wreck in the next 12 months," he said.

"The exact location hasn't been decided but it will be close enough to shore to be reached by a short boat trip".

Lena is to be scuttled despite being in excellent sailing condition. Plans to sell her were scotched over concerns that she could again be used to fish illegally in Australian waters. She was initially to be sunk in deep water but the economic benefits of a dive wreck mean that she was sailed to Bunbury.



**THE AUSTRALIAN**  
more details on the web  
[www.theaustralian.com.au](http://www.theaustralian.com.au)

"Lena appears to have acted as the mothership because it had very modern communication and navigation equipment on board," said Allan Birrell of the Bunbury chamber of commerce, who has headed up the dive wreck project.

"You had to see it to believe it. We recovered over half a million hooks set up for deep-sea long lining on the boat."

Lena arrived in Bunbury about a week ago looking a little worse for wear. Only the letters ANA are visible on her hull.

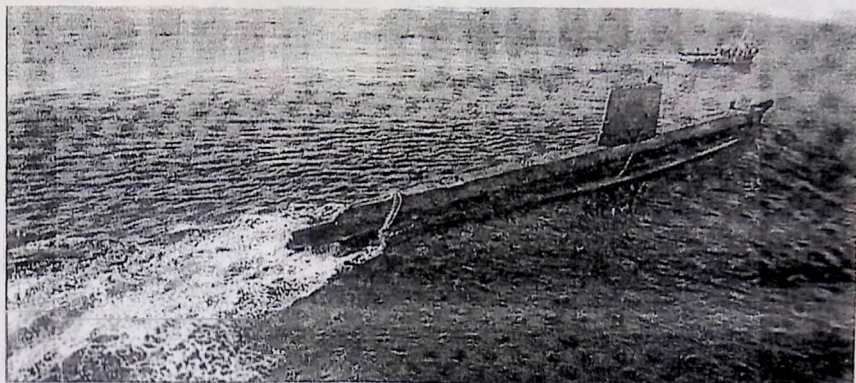
The ship's sophisticated navigation, satellite and fishing equipment will be disposed of before the ship is scuttled.

"There is the potential that some of the equipment could be auctioned off," Mr Ayers said.

"These guys didn't do it on the cheap."

Windeward Bound was last night anchored at Bunker Bay near Cape Naturaliste in southwest Western Australia.





Almost home: the *Otama* heads into Western Port Bay on her last voyage.

## Submarine will be popular drawcard

**R**E "rust insults faithful sub" (*Herald Sun*, February 13): Alleyne Boucher says the only resting place for a ship of any description is at sea.

However, if this were implemented, many thousands of visitors a year would be deprived of seeing Lord Nelson's *Victory*, Henry VIII's *Mary Rose* and the Royal Navy submarine *Alliance*, as well as our own *Polly Woodside*.

The *Alliance* is displayed in a similar manner to that planned for the *Otama* and is one of Britain's top attractions.

There is no reason why *Otama* will not create a similar response at Hastings, as there is a mystique about these underwater craft the public is always eager to explore.

And if Mr Boucher is so concerned about the rust on *Otama*, if he gets in touch with Max Bryant and the Western

Port Oberon Association they will be only too happy to ferry him out to *Otama* and supply him with a chipping hammer and a can of black paint and a brush.

As an ex-submariner, we would be pleased to have Mr Boucher aboard as a member of our association and he can reach our public relations officer by phoning (03) 9587 1570. *Charlo Bonnett*, Submarines Association of Australia (Victorian Branch), Karingal

**TYING** up the decommissioned Oberon-class submarine *Otama* at the planned Hastings Cerberus Memorial Park on the shores of Western Port Bay is certain to be a drawcard.

Australia's first submarines were the AE1 and the AE2, commissioned in Britain in 1914. The AE1 disappeared off

New Britain a month after deployment and the AE2 was scuttled by its captain in the Dardanelles in 1915 when under Turkish attack.

After the war, the British gave Australia six J-class submarines but by 1922 they were proving too costly to operate and were sunk off the Victorian coast.

Australia bought two more UK subs in 1928 but they were handed back to the British after defence cuts during the Depression.

The British operated its own fleet of subs from Australia after World War II, but the Oberon-class submarines were to become the Royal Australian Navy's first successful fleet of subs and were the forerunners of the Collins-class submarines that are now in service.

*Walter Gowan*,  
South Yarra

## Table of Tidal Differences

This table shows the average differences in times of high and low water for other locations relative to Port Phillip Heads, and also the average rise of tide above datum prepared from available information.

Name of Place	Time Diff	Rise of Tide				
		(Earlier)	MHWS	MHWN	MLWN	MLWS
		Later	MHHW	MHLW	MHLW	MLLW
	H M	Metres	Metres	Metres	Metres	
Bass Strait (Italics)						
Port Phillip Bay						
Apollo Bay	(0 25)	2.2	1.8	0.9	0.5	
Lorne	(0 20)	2.2	1.8	0.9	0.5	
Rip Bank	(0 15)	2.5	1.8	1.1	0.4	
Mornington Ocean Beaches	0 00	2.5	1.8	1.1	0.4	
Cape Schanck, Flinders	0 00	2.5	1.8	1.1	0.4	
Seal Rocks, Woolamai (approx.)	0 00	2.5	1.8	1.1	0.4	
Venus Bay (approx.)	0 00	2.5	2.1	0.8	0.4	
Waratah Bay (approx.)	0 00	2.5	2.1	0.8	0.4	
King Island Grassy	0 10	1.5	0.9	0.8	0.1	
King Island (Surprise Bay)	0 40					
King Island (Franklin Rd)	0 40					
Port Phillip Heads	0 00	1.5	1.2	0.6	0.3	
Barwon Heads Bridge	0 15	2.3	1.7	1.2	0.5	
Queenscliff Pier	0 30	1.2	0.8	0.7	0.3	
No. 1 West Channel (Annulus)	0 50	1.2	0.8	0.7	0.3	
No. 2 South Channel Light	1 10	0.9	0.6	0.5	0.2	
Portsea Pier	1 20	0.9	0.6	0.5	0.2	
Swan Island Dock	2 00	0.9	0.6	0.4	0.1	
Sorrento Pier	2 10	0.9	0.6	0.5	0.2	
No. 8 South Channel Light	2 30	0.9	0.6	0.5	0.2	
Rye Pier	2 50	0.9	0.6	0.5	0.2	
South Channel Pile Light	3 10	0.9	0.6	0.5	0.2	
West Channel Pile Light	3 10	0.9	0.6	0.4	0.1	
St. Leonards Pier, Portarlington Pier	3 10	0.9	0.6	0.4	0.1	
Hovell Pile	3 15	0.9	0.6	0.5	0.2	
Rosebud, Dromana, Mornington	3 15	0.9	0.6	0.4	0.1	
Frankston, Sandringham, St. Kilda	3 15	0.9	0.6	0.4	0.1	
Allona	3 15	0.8	0.6	0.4	0.1	
Melbourne (Williamstown)	3 20	0.9	0.8	0.4	0.1	
Geelong	3 30	1.0	0.7	0.5	0.1	

## Marina on way

**CONSTRUCTION of a \$600 million residential marina estate will begin in February.**

The 81ha Marina Cove development at Safety Beach received the green light from both the Mornington Peninsula Shire and the State Government yesterday.

CPI Ltd and Fish Developments will transform the coastal town into 1150 apartments and houses, 600 marina berths and a hotel.

The development will be Victoria's first deep-channel residential marina.

- KATE JONES

## Early explorer found

The discovery of a shipwreck that could predate Captain James Cook's arrival on Australia's east coast was no surprise, a historian said yesterday.

Marion Diamond, who lectures in colonial history at the University of Queensland, said it was highly possible that Portuguese explorers had reached the east coast before Cook.

Archaeologists have found a 30-metre shipwreck off Queensland's Fraser Island. They believe the wreck is Portuguese or Spanish and predates Cook's arrival in 1770. Photographs of

three cannon, visible at low tide, will be sent to international experts.

Archaeologists have used a magnetometer to confirm the wreck's dimensions. If the wreck is confirmed to be from the 16th century, it would prove that Cook was not the first European to land on the east coast.

While Spanish, Portuguese and Dutch explorers charted much of northern and western Australia in the 16th and 17th centuries, Cook is credited with discovering the east coast in 1770.