

FATHOMS

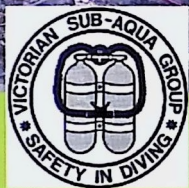
APRIL—MAY 2004

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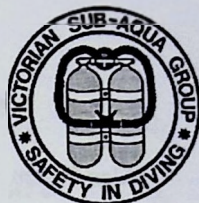
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FATHOMS



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

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Alan Storen
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Editorial

Alan Storen

VSAG's 50th is coming – keep 21st August clear in your diary – and probably the 22nd also as a recovery day!! I am still waiting for the final details on the celebration, but it should be a great event. If you have any photos, etc please send them to me. If hard copy I will scan and return within a few days, or if you can scan please email them to me. It would help if you could add a caption/name to any photos but this is not essential. If you have a video of past trips then I can make a copy and return – any format. It would be great to have them running in the background on the night of the dinner. More details to follow!

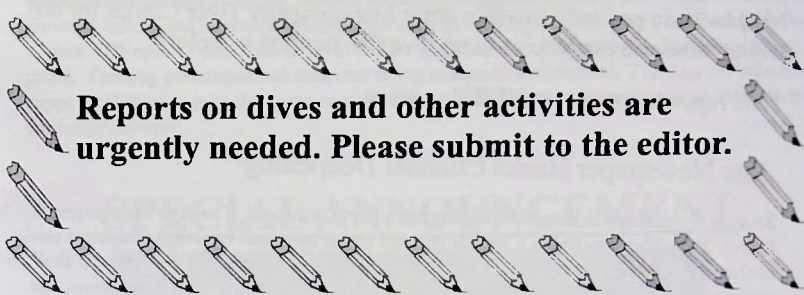
A number of divers (15) ventured to Cape Jaffa for an extended labour day long weekend and several stories are told in this edition – some cannot be told! Many of the photos come from this trip.– Thanks to Leo, Murray and Chris. Just ask Mick, Lewy, Ted or Bazza about the crays!!

A number of other events are planned and listed in the calendar. If you are interested in a Shark dive at the Melbourne Aquarium please contact me – if there is sufficient interest I will try to arrange a dive followed by dinner. Cost will be about \$120 each depending on the numbers. I am thinking June/July! Families could come and watch, then join us for a meal. If you do not wish to dive you could just watch/ join us for dinner.

A number of guest speakers are planned over the next few months but if you hear of any interesting speakers or if you have a topic that might be of general interest please let Pat or one of the committee know and we can follow up.

Local diving is still happening but more support from the members is needed to fill the boats.

A number of events are planned for the remainder of the year BUT it is very important that numbers are known soon.. Please book in early or you might miss out!!

A decorative border consisting of multiple small pencil icons arranged in a slightly curved line around the top and sides of the page.

Reports on dives and other activities are urgently needed. Please submit to the editor.

60 cars pulled out of Port River

By Rhiannon Hoyle

23Mar04

THE bottom of the Port River has for years been a watery graveyard for countless dumped cars.

Over the past year alone, more than 60 vehicles have been removed from the riverbed and from nearby coves.

However, with the removal of a Holden ute and a green Gemini this month, the river is finally vehicle-free.

"It is fantastic, although I do not doubt that in the next week or so, two or three more will find their way in there," Adelaide conservationist Aaron Machado said yesterday.

"Some people leave them right on the edge for the tide to drag in, whereas others drive them in. They put a brick on the accelerator and let them go. I really don't know how some of them get out as far as they do, though."

Mr Machado, the president of Project Dolphin Safe, believed that nine of every 10 cars removed had been stolen or illegal vehicles.

"A lot of the time they are stolen cars. Mid last year we pulled out a VN Commodore that had been cut into four pieces."

Mutton Cove, Pelican Point and Snowden Beach were the areas with the highest numbers of dumped vehicles.

Mr Machado praised Lonsdale crane hire company Tiger Cranes for donating time and equipment to remove the dumped vehicles.

This report appears on NEWS.com.au.

Age Newspaper Backs Channel Deepening

Source: "Ensuring the Future of Melbourne's Port", Editorial, The Age Newspaper, 9 March 2004 The benefits of a deeper channel in the bay must be weighed against environmental costs. Back in the days when the entrance to Port Phillip Bay and the shallow approaches to the Port of Melbourne presented a danger to timber sailing vessels, the harbour authorities began an ambitious program of widening and deepening the channels.

In those days, vessels with a draft of more than three metres were unable to dock at the Yarra wharves. The dredges have been at work ever since. Canvas sails and timber futtocks have given way to steel-plated floating container juggernauts such as the Axel Maersk, launched last year and measuring 352 metres long, 42.8 metres across and with a draft of 15 metres. The draft depth in the bay in parts is no more than 12.1 metres. Such vessels - and its Danish owners have two dozen more of similar size that could not currently enter Port Phillip Bay when fully laden - are the way of future sea transport. As it stands, up to a third of international cargo vessels already have to limit the size of their cargo if they are to enter Port Phillip. Victorians face a fundamental decision about the future of Melbourne as Australia's principal container port.

It is hardly surprising that the Trades Hall Council should come out in support of a proposal to deepen and widen the bay's shipping channel. The jobs of many union members on the waterfront and in the maritime and transport industries are directly affected by the viability of the Port of Melbourne. Beyond those jobs, tens of thousands more in the wider Victorian economy would soon feel the impact of the sort of decline in the Victorian economy that might flow from a loss of the container trade.

The Victorian Employers' Chamber of Commerce last December called on the State Government to demonstrate its "strong support" for the proposal. The Victorian Farmers Federation and the Australian Industry Group are also onside. The Government has so far given no more than in-principle support to the \$500 million proposal, being driven by the Port of Melbourne Corporation, pending the completion of environmental, technical and financial studies.

Proponents of the channel plan argue that it is technically possible to achieve with minimal environmental impacts. Moreover, not doing so could result in a loss of millions of dollars worth of trade to other Australian ports. The counter arguments suggest that environmental impacts are unknown. Moreover, the consequences of a projected 10-millimetre increase in the tidal range of the bay may lead to inundation of low-lying ar-

eas and storm surges affecting suburbs including Brighton, St Kilda and South Melbourne. Beyond radical and expensive alternatives such as moving Melbourne's container port facilities to Western Port, there seem to be few alternatives to the channel deepening proposal. Pending environmental concerns being adequately addressed, The Age on balance supports channel works that guarantee Melbourne's continued pre-eminence as the nation's container entrepot.

SPECIAL ANNOUNCEMENT.



Some very great news from the Abbotsford area with the announcement that Helen Berthelsen (Fryday) has become engaged to Ian Laging

Helen and Ian, along with their families and friends, are planning to marry in August.

Helen has been a member of VSAG for around 10+ years and is a past committee member.

Helen, Ian, family and friends celebrated their engagement at Helen's home on a recent Saturday night. A lot of fun and good finger food for all.

The members of VSAG extend very best wishes to a very special lady and a very great guy.

John Lawler

A BRIEF HISTORY OF CAPE JAFFA LIGHTHOUSE

And the VSAG connection. by Bruce Dart.

[Ed. Photos of the before and after are on pages 4]

The recent VSAG dive trip to Cape Jaffa prompted some great memories of my first visit to "Margaret Brock" reef in 1974.

Before I relate these times, I will give you some brief history on the lighthouse. Cape Jaffa dates back to April 1802 when Captain Nicholas Baudwin first discovered the landmark and named it Cape Bernoulli, it was later called Cape Jaffa by Captain Matthew Flinders after a Mediterranean port near Jerusalem.

Off this particular cape lay a treacherous group of jagged island rocks, these were located near to the ship trading route around the coast of South Australia. Over the years many sailing ships ran aground, mainly due to the dangerous local currents and low profile of the surrounding coastline. This geography made it difficult for sailing mariners to get good navigation sights, resulting in poor calculation of the vessel's actual position relative to the coastline, a dangerous combination indeed.

In 1852 the sailing barque "Margaret Brock" struck the reef and was totally wrecked, fortunately without loss of life, giving the reef its present name.

On August 6 1859, the 209 ton steamship "Admella" was wrecked, all 86 passengers and crew perished, another large vessel of 1056 tons "Geltwood" (the original name of John Gouldings boat) was wrecked in 1876 claiming all 27 souls onboard to the sea. By this time some 28 major wrecks had occurred, with substantial loss of life.

In 1865, insurers, ship owners and sailing masters exerted pressure on the South Australian Marine Board, and the decision was made to build a lighthouse. An international proven screw pile lighthouse design was chosen due to the wrought iron construction and 8 inch diameter piles providing little resistance to continual breaking waves surging over the reef site.

In 1867 a contract was let for construction of the light, it was finest ever made in England for 3,000 pounds, with a further 20,700 pounds allowed for installation costs, all to be completed in one year.

Late 1868 a camp was set up ashore at Cape Jaffa known as King's Camp, after the lighthouse builders. In order to ferry materials five miles out to sea from the camp by the sailing steamer " Crest of the Wave" a makeshift jetty was constructed ashore.

After several failures and ultimate structure collapse due to the seaweed accumulating on the half drive piles, in 1870 the 13 foundation piles were driven 9 feet down into solid rock which proved to be harder than anticipated.

To the piles further uprights were attached, a supporting platform with tramway was built now 39 feet above sea level. On this structure the light keepers dwellings were erected all braced off a central steel tube containing a spiral staircase.

Finally, after a number of hard slogging years, the lantern room of 12 feet in diameter and 20 feet high was built. This housed the huge revolving lens with wick burner, all turned around by a manually winch hoisted clockwork weight and chain mechanism, a great beam of light now blazed out at 134 Feet above sea level.

In 1872 the lighthouse was officially opened, without loss of any worker's life, a credit to Mr King and company, especially with OH & S standards of the day.

The two-level eight room dwelling was built to accommodate two families, at one stage there were three families and 11 children living on the light. Later light keepers cottages were built ashore, where two keepers on the light and one ashore worked on a monthly and later weekly rotating tours of duty.

For a century this important routine was continued 365 days a year.

One night in 1966, the light failed to turn on, it was discovered that the two rostered lightkeepers were missing along with the small station dinghy, possibly swamped by a wave when crayfishing, one body was found the other disappeared.

This fatal incident prompted the Government at the time to dismantle the light.

The funding of all lights around the Australian coast was from substantial light dues, levied by the federal government and paid by all commercial companies sailing the coast on a user paid basis.

Following the introduction of Global Positioning Systems (GPS) the use of light-houses by mariners was found less advantageous when compared with modern electronic systems. Due to a rapid increase in operating costs, along with a reduction in industry benefit, the Government initiated a program of shutting down almost all manned light stations around the Australian coast.

This is where I come in to the picture, in 1974 I was employed as second engineer onboard the navigational aid vessel MV "Cape Pillar" a fine vessel of 2,000 tons with workshops onboard, run by a crew of 36 and 12 passengers or contractors. This vessel was one of three sister ships "Cape Don" and "Cape Moreton" that serviced all the lighthouses around the 15,000 nautical miles of Australian coastline. Over a period of ten years I was fortunate to sail as Chief Engineer on all three ships, enjoying the Aussie coast at close quarters, sharing in many great times.

On this assignment we anchored off MB reef for many months, on duty six weeks at a time. Our task, with the assistance of a helicopter and two of the ships amphibious craft (LARCS), was to dismantle the upper section of the lighthouse and transport it ashore. This was completed without problem, while catching a few fish for the home freezer, as we moved between the many anchorages, depending on the weather direction..

The light was later erected ashore at Kingston for tourism/ historic purposes by the National Trust of Kingston, opened to the public in January 1976. As of today, the government is contemplating removal of the corroding remaining lower section of the light, now a gannet rookery. This is creating some outcry; the final decision is still on the table, pending the strength of public opinion.

The three "cape class" vessels were retired from service about 1987, "Cape Pillar" was sold for scrap, "Cape Moreton" I understand was converted to a dive boat in the Maldives. Cape Don is currently being restored to its former self in Sydney, by a heritage organisation and will be utilised for mercy and charity project work around the third world countries including the Pacific islands.

Dive (IMAX) report – 27th February 2004

Alan Storen

*Friday night and the reviews of **Wonderland 3D**, an IMAX film about marine life on the reef were very good. Those that went were: Mick Jeacle and Annie, Ted Cornish and Jan, Bruce Dart, Pat Reynolds, Chris Storen and Renee, John Mills and Priya, Alan Storen and Jude.*

Part way through the film it was obvious that the reviewers were not divers and while the 3D camera work was very good the viz was down on what could be expected in many diving locations. The fish life of the reef was also good but again nothing that the divers present would not have seen on many dives. Not a lot of big fish action either as the main focus was on conservation of the reef – Great Barrier and Bahamas.

It would have been great for a Year 10 Marine Studies course but as a diver it left me wondering if that was the best footage that the IMAX photographers could collect given the mega dollars they have to spend on camera equipment. Definitely for the non-diver!

The rest of the evening was spent consuming a pizza or two at a local Italian restaurant near Lygon Street, helped down by a red or three - for me the best part of the evening.

IMAX Film Night.

John Mills

Everyone met in the foyer of the theatre on time at 7.30pm. Alan had negotiated a special price for us as long as we pretended to be teachers. I didn't think that many of us would pull this off, as we didn't have ill-fitting short sleeve shirts and beige trousers on. Mick was quite looking forward to the movie until he realised it was a different one as he had looked up the IMAX programme for Sydney.

The film was in 3D so we had to wear goggles. Once everybody had selected a suitably clean pair we entered the theatre looking like storm troopers. The movie was OK but once the novelty of the 3D effect wore off it just wasn't the same as the real thing. When the movie was over we filed out and decided where to go for a meal. The criterion was to find a Pizza place that served pizzas with a sufficiently thick crust.

We ventured down the road to a restaurant. Pat mentioned that this was the most he had walked since "the injury". Priya in her haste to stay at the front of the group was seen to elbow a blind gentleman out of the way. Pat reckoned she tripped him. Teddy and myself helped the poor dishevelled gentleman to his feet whilst Priya carried on blissfully unaware.

The restaurant was an old VSAG haunt where we had a Christmas function some years ago. Everyone placed their orders; Mick decided that he would need to go the gourmet option in order to be served a pizza that would satisfy his ravenous appetite. When the meals were served there was a hushed silence and all eyes were on the Big Lloyd as he took his first bite. Luckily the crust was acceptable and met with his approval. Pat and Teddy almost came to blows, as they both wanted their Pizza without olives. Jude saved the day by offering to eat Teds olives. Poor Jan was feeling left out at this point, as her meal had not been served. It arrived with a complimentary glass of wine for compensation. On the way out Teddy almost caused a raucous as he asked the waitress at the counter if this was where we pay? Someone eventually told her we had paid and dragged him outside. Everyone enjoyed themselves on the night, even though the movie was slightly disappointing. It is functions like this that reinforce that the VSAG is about more than just diving.

*** Disclaimer:**

Some embellishment was added to enhance the story. No disabled members of the public were actually harmed or injured in any way.

VSAG Trip

Queen's Birthday weekend

VENUE: Queenscliff Caravan Park

Dive Captain: Pat Reynolds

Date: Saturday 12th June (night) to Monday
14th June

Cost: TBA

Book by: 30th April
(Ring Pat on 9789 1092 or 0407 334
276)

Dives to be arranged depending on the
weather

AN EAST COAST ROAD TRIP OR WHAT I DID IN MY SUMMER HOLIDAYS.

By Meg Johnson

As we are all often exhorted to contribute more articles to "Fathoms", I thought I'd do my bit by telling you all about my summer's diving, which consisted of a few days diving in Eden over Xmas and a recent road trip up the east coast. This is a tale of big sharks, small turtles and nude anglers.....

So, I'll start at the beginning shall I? I went around to Eden at Xmas time, well, at the very beginning of the summer, in November, I went to Kavieng PNG. But, that was pretty disappointing really, so I'll skip straight to Eden at Xmas. I went out with Merimbula Divers to do the Tasman Hauler. I don't know how many of you have dived the Hauler before, but this was about my 9th dive on the Hauler I think. It never fails to satisfy. It's a lovely dive and I always enjoy it. Pictures of the prop have graced many a dive magazine over the years, and a couple of times I've been privileged to have Sammy the seal join me on a dive on the Hauler (although not this time). After the Hauler we had a bit of a puddle around North Head, which was pretty disappointing, but then that is par for the course too. Some of the divers I met on the charter dive were a friendly bunch and we decided to get together and do some shore diving. So a couple of days later we all met up and did Tathra Wharf and the Old Merimbula Wharf, near the aquarium. Both of these were excellent dives. It's a very long jump down off Tathra Wharf, although we judged it a better option than the slippery, surgy rocks. It's also a very long climb



back up the ladder in full gear, and the water temperature was a fairly chilly 16 degrees, but it was a lovely dive with lots of fish life and things to see. We saw octopus, moray eels and strangely, lots of cutlery, particularly forks! At the Old Merimbula Wharf one waddles down the rocks from the car park to a spot where one can just slip straight into the sea like a seal. This was a very pretty dive with masses of sea tulips and we saw a


lovely seahorse, as well as some very cute baby cuttlefish and puffer fish and a very large attention seeking groper that kept trying to get between us and the seahorse, as if to say "look at me, look at me, I'm much more interesting than that seahorse".

There is a new wharf at Eden too – I didn't dive it this time, but its over at Edrom near the Chip Mill Wharf. It's huge and sheltered and I reckon it'll be a great dive in years to come.

Late January, work was a bit slow and I was a bit restless, so I decided to go on a little road trip up north. I was away for about a month and did 8 days diving over the month – and it was almost universally primo diving – so I thought I'd share it with you. A couple of the sites – Fish Rock Cave and Wolf Rock in particular, were just spectacular diving and I'd encourage you all to take your gear if you happen to get anywhere near either of them in the future. So here goes:

FISH ROCK CAVE.

My first diving stop was South West Rocks, just north of Port Macquarie. I camped at the State Recreation Reserve at Arakoon, about 4 or 5km from South West Rocks. It was a great place to camp, but the main attraction was Fish Rock Cave. What a spectacular dive site! Fish Rock is a rocky outcrop, with a cave running through it, obviously. It is maybe a kilometre or two offshore and about maybe 5 or 6km south of South West Rocks township. There are two dive operators in town – South West Rocks Dive Centre and Fish Rock Dive Centre. When I first arrived in town I went to the pub (as you do) and had a bit of a chat to some of the locals. They told me that the Fish Rock Dive Centre had flipped their boat getting out over the



bar a few weeks prior and they weren't sure whether or not they were back in operation yet (as it turned out they were). But I thought I'd play it safe and go with the other mob, the ones that hadn't flipped their boat. So, I rocked up to South West Rocks Dive Centre [(02) 6566

6474] and booked on to dive the following day.

The boat ramp is on the river and then you have to get out over a bar to the sea. Then motor down to Fish Rock about 20 minutes away. We entered the cave at the deep end, which is in about 22 metres. The terrain around the cave entrance is granite gutters where grey nurses often hang out. The

bottom of the cave entrance is a carpet of huge wobbegongs. You go in the cave and then up a chimney, by which time its pitch black. The top of the chimney is in about 14m and you follow it along through the cave and around a corner



to the shallow end of the cave, which is in about 12m. It's a spectacular sight – masses of fish, bullseyes I think, adorn the shallow end of the cave and about half a dozen huge grey nurse sharks cruise the entrance. The biggest of the sharks was about 3.5m – pretty huge for a grey nurse and they cruise incredibly close to the divers. At one stage the 3m+ female buzzed me about 18 inches from my face. I know they're pretty harmless, but they do look mean, and seeing them up so

close is a bit of a buzz.

After exiting the cave we meandered back to the mooring, seeing lots of good stuff along the way including a big turtle, lots of morays, lionfish and lobsters. We got back to the boat and raised the subject of what to do for a second dive. We were unanimous – it was such good fun we all wanted to do it again. So we did. Fish Rock Cave is right up there amongst my favourite ever dive sites. It was excellent.

NORTH SOLITARY ISLAND

My next stop was Mullaway, just north of Coffs Harbour, with Chris O'Connell and the friendly mob at Dive Quest [(02) 6654 1930]. They are a really nice crew running the dive operation here and there is a house above the dive shop where divers can stay for \$25 a night. Great value, and no need to travel to get on the dive boat in the morning. I spent 3 nights at Mullaway and did two days diving on North Solitary Island and North West Rock. The weather was perfect when I was there so both days we went to North Solitary which is the further away of the two main dive sites (the other being North West Solitary). Again, it was lovely diving. Anemone Bay is beautiful, there was lots of fish life, again, a few grey nurse sharks, quite a few rays, nudibranchs, morays and as the name suggests, masses of anemones and their accompanying clown fish. Fish Soup at North West Rock is also a superb dive. The other 2 dives I did were the elbow cave and the bubble cave.

Some of the most memorable sights from my time at Mullaway occurred in the boat on the way to and from the dive site (North Solitary is about 45 minutes away by boat). Each day we saw lots of dolphins and lots of very big sharks

from a distance. On the first day we saw a juvenile hammerhead shark. It was on the surface and didn't take off for a minute or two after we pulled alongside it. That was great to see. I'd only ever seen hammerheads in PNG before. But the second day, we saw something really special. There were a lot of "bait-balls" about – tight balls of bait fish about 2 or 3m in diameter. On the way to the dive site on day 2 we saw three bronze whaler sharks in a feeding frenzy on a bait ball. They were coming up through the bait ball, mouths open, gorging themselves. It was pretty amazing to watch, and parking the boat right next to the bait ball didn't seem to faze them at all, so we were watching them hurl themselves through the bait ball, mouths open, only feet from the side of the boat. Great to see, although it caused me a few nervous glances over my shoulder as I dived that day.

FITZROY REEF LAGOON

After Mullaway I did other things for a bit, went to Byron Bay for a bit, stayed with an old mate from uni up near Noosa for a bit, then I went up to a place called the Town of Seventeen Seventy, just south of Gladstone. Mostly just had a relaxing time there, although I did go out for one day's diving on Fitzroy Reef Lagoon, a couple of hours offshore from 1770. That was OK, but not fantastic. Very large staghorn and plate corals, but that was about all and viz wasn't great.

THE NUDE ANGLERS

I went for a lot of long walks during my stay at 1770 – on one long walk on a deserted beach I came across some nude anglers. I reckon I've seen everything now. They were happily and quite successfully fishing off the beach wearing nothing but hats, zinc cream and tackle bags. The inherent dangers of flying fish hooks and vulnerable naked dangly bits didn't seem to scare them – I guess it could almost qualify as an extreme sport, given those inherent dangers. I had a bit of a chat to them about the fishing, they were a friendly couple. I was telling this story later to some people in the local pub at 1770 and they asked me if the guy was really big with grey hair and nipple rings – I had to admit that I couldn't really say – I'd been concentrating so hard on maintaining eye contact I hadn't noticed those obvious identifiers!

BUNDABERG

My next diving foray was out of Bundaberg on the Venus II with the crew from Salty's Dive Shop [(071) 534 747]. It was a 3 day/3 night live-aboard trip. The boat was good, air-conditioned, and comfortable. There were 9

passengers on this trip – the max. no. is 14, I think. Anyway, being the only single chick on the trip I got a triple berth air-conditioned cabin with en-suite all to myself – can't complain about that! We left Bundaberg on Friday night and motored north all night to Hoskyn Island. Saturday we dived Hoskyn Island and the Fairfax Islands, 3 day dives, 1 night dive. It is turtle hatching season and after dark the boat would be surrounded by little baby hatchling turtles swimming like the clappers for the horizon. So very, very cute. Sometimes you'd finish up with one on top of your head when you surfaced from the night dive, the water was so thick with them. They say only 1 in 1000 makes it to maturity. Most finish up as crunchy snacks for sharks or sea birds. They were so cute and so vulnerable I just wanted to take them all home with me. All through this trip we saw lots and lots of turtles, lots of reef sharks and lemon sharks and lots of rays, including stingrays, eagle rays and shovelnose rays. Unfortunately Hoskyn, Lady Musgrave and the Fairfax Islands are all struggling against infestation by some weedy algae type stuff that is smothering the reefs. I'm told that its up in Cairns too and they are doing a lot of intensive research into it, but it is a new phenomena and they are not quite sure what it is. On the Sunday we moved to Lady Musgrave and did 5 dives there, 4 day dives, 1 night dive. Again, lots of turtles and baby hatchling turtles at night. Early Monday morning we motored to Lady Elliot Island. That was my favourite of the dive sites we did during these three days on the Venus II. It was straight out of "Finding Nemo" – real "cartoon aquarium" diving. Just Beautiful. I loved it. And again lots of turtles. Lady Elliot, thus far, seems to have avoided the weedy algae stuff that is infesting the reefs at the other sites we went to. I'd highly recommend Lady Elliot Island, it was almost surreal. Really just like diving in a "cartoon aquarium".

After the Venus II trip I drove down to Tin Can Bay, stayed the night and fed the dolphins the next morning. You buy a tin with 2 fish in it for \$4 and stand in the water at the boat ramp. The dolphins come up (pacific humpback dolphins) and you feed them the fish. If you only give one fish and don't immediately come good with the second they snort and nudge you – like – "I know each tin has 2 fish, stop holding out on me". As soon as they get the second fish they go on to the next punter with a full tin.... They're smart, dolphins....

WOLF ROCK

My final day's diving for the trip was a site called Wolf Rock off Rainbow Beach, about half way between the mainland and the south west corner of Fraser Island. They say that this, the ocean side of Fraser Island, is in a current that is like the east coast super-highway for sharks, whales and other large migratory marine creatures.

My host for the day, Kev Phillips from Wolf Rock Dive Centre [(07) 5486

8004] made for a fun trip. He's a totally non-P.C. ex-navy clearance diver with lots of funny stories and a colourful turn of phrase. To get to the dive site we drove along the beach, under the rainbow-coloured cliffs, in the 4WD with the zodiac on the back. We launched off the beach and its then an easy 10 minute trip to Wolf Rock. Again, an open ocean rocky outcrop. It's right up there with Fish Rock Cave. A dive not to be missed if you are anywhere near the area. Really spectacular and it would be a hard call to choose between it and Fish Rock Cave for the best dive. Depends on whether you're into caves or not I suppose. Again, the site abounds in huge grey nurse sharks; we counted 15 in the gutter at one stage. There are schools of pelagic fish and masses of baitfish envelop the rock like a cloak, constantly moving and shimmering in the light. Morays large and small, and huge painted crays peek out from the rocks. Its amazing terrain with something for everyone from large grey nurse sharks and pelagics to delicate shrimps, curious morays and the shimmering masses of baitfish.

All through this trip I'd been really hoping to see manta rays. Both the



Solitary Islands and Lady Elliot Island are supposed to be favourite haunts of these creatures, so I'd been hopeful, but none had appeared. They came good at Wolf Rock. They weren't the huge giants I'd been hoping for, only babies really at 3 or 4 feet across, but spectacular none the less. There were 6 of them,

flying in formation. We saw them on both dives and they really put on quite a show for us during the safety stop on the 2nd dive. We also saw leopard sharks, eagle rays and amazing amounts of fish life. Fishing has recently been banned at Wolf Rock and the amount of fish life is astounding. It's a great dive. The diving was to about 30m but you could easily go deeper or shallower and still have a great dive. As with Fish Rock Cave (where there is also currently a campaign to ban fishing), there was no question of going anywhere else for the 2nd dive.

So, that's it. I had a great summer holiday. Get out there and Dive Australia VSAGers, its Magic....

CAPE JAFFA: 4th – 8th March 2004

Brief report by Alan Storen

The extended long weekend dive trip/ cray bash to Cape Jaffa, just North of Robe, SA, started on the Thursday when I joined John Lawler and Bruce Dart at JL's for a 9am start. The trip took about about 8 hours with stops and we arrived late afternoon. We met up with Bazza, Mick, Ted and Llewly on the road and although not travelling in convoy we arrived at almost the same time. We had detoured via Robe and the others had checked out the boat launch area on the beach.

We turned into the Cape Jaffa Cavarán Park together and booked in with Lindsay and Pam – the very hospitable park owners. The other groups arrived either later that night or early next morning.

The VSAG group was: Alan Storen, John Lawler, Bruce Dart, Murray Black, Mick Jeacle, Ted Cornish, Chris Llewellyn, Barry Truscott, Gerry and Cameron Devries, Leo and Andrew Maybus, Robert Birtles, Nev Viapree, Robyn Woods, Darren Pearce.



There were four boats in total – JL's, Mick's, Gerry's and Nev's – Nev had a few fuel problems but the others all went well.

JL had booked a family unit and there was a double bed in one room, two double bunks in another and a reasonable size kitchen in between. John, Murray, Bruce and myself shared this. The other three 'economy' units had much less room and the triple bunk was cosy to say the least – just ask either Ted, Bazzy or Llew (guess who got the double bed!)

The first day's diving was not spectacular but our group of four enjoyed the evening meal; which was abalone starters followed by a magnificent 'cray in black bean sauce' – JL showing off his culinary talents. Each group self catered, except for the Saturday night, and the stories of the catering standard varied and words such as: 'superb', 'excellent', 'legendary curried sausages' were heard - no one seemed to go hungry!

The Saturday's diving was followed by a 4WD 'trip' led by Andrew, and followed by Robyn and Murray. As can be seen by the photos there was more than one that got their 'unboggable' 4WD bogged. We were very grateful to another 4WD driver who pulled us out of the soft sand (twice).



We arrived back in Cape Jaffa just in time to prepare the evening meal which was to be an 'all-in' feast. We had a magnificent meal of beef and lamb on the webber and this was accompanied by roast spuds, carrots and peas with all the trimmings- gravy, mustard, pepper, etc. - all this at the exorbitant cost of \$6 per head. Main Chefs were: JL and Bruce on the

Webber, Mick on the spuds, Ted on the peas. We also invited the park

owners and we all had a great night. Leo was tempted to go for a night dive under the pier and he was rewarded with some great 'cray' shots.(see back cover)- they are protected in this area!

The group split on the Monday as half departed to dive Mount Gambier and others(8) stayed to fill their 'cray quota'. Rather than write down all the details and as they say 'a picture tells a thousand words' I have included many photos taken by Chris Llewellyn and Leo Maybus in the mag. If you want the captions added just ask any of the group above.



In all a great VSAG weekend and I am sure that all that went will be back next year (already booked!) and they will be joined by many others – especially after they see the photos and hear the untold stories.

One frog, three heads

From correspondents in London

EXPERTS were last night trying to capture a three-headed frog hopping around the garden of a children's nursery in the UK.

Children could not believe their eyes when they saw the strange, multi-faced creature, which also has six legs.

Staff at the Weston-super-Mare nursery at first thought the amphibian was three frogs huddled together.

VSAG Snow Trip

VENUE: Mt Hotham

'Dive' Captain: Leo Maybus

Date: 4th /5th September

Cost: TBA

Book by: as soon as possible

- early commitment required

(Ring Leo on 9758 4475 or 0418 375 102)

THE SETUP

(Or "A picture tells a thousand words")

By John Lawler. [Ed. Photo is on page 3]

At the end of a great diving day on Monday 8th March at Cape Jaffa, I was called to the "Cray Cookery Nook" area by Mick Jeacle and he showed me a couple of eskys overflowing with large crays...a sight to be seen. I was gob smacked at the number of crays in this area, but nothing could prepare me for the sight ahead! Mick then led me to the rear of their camping unit and there was a sight that I have never ever seen in all my diving days....there was the rest of the catch and I looked in disbelief at the eskys overflowing with big 6lb'ers.

Chris Llewlynn was in on the setup and had his digital camera at the ready to snap the look on my face and so it was recorded. A look of total amazement at the catch.

Deep Trouble in Bay Proposal

By Richard Baker, The Age Newspaper, 13 March 2004

The \$500 million proposal to deepen Port Phillip Bay's shipping channel could have dire consequences for the health of the bay, one of Australia's top environmental scientists has warned.

As big business and trade unions put the squeeze on the State Government to get on with the project, the former chief of the CSIRO's land and water division, Graham Harris, told The Age that deepening the bay's entrance and shipping channel to take larger container ships would drastically alter the bay's ecosystem and water quality. Dr Harris, who led a four-year study of the bay in the 1990s, said the dredging of 40 million cubic metres of sand, silt and rock would disturb sediments at the bottom of the bay, block sunlight to underwater plants and affect the food chain. "There needs to be some very careful thought go into this because it's clear there are going to be long-term implications," Dr Harris said. "The bay is a hugely valuable sewage clean-up for the city, and you mess with that at your peril." But despite warnings from Dr Harris, the increasingly vocal concerns of environmental groups and bayside residents - and ahead of the completion of the key environmental effects statement due for release in June - all indications show the Government is gearing up to go ahead with the project. Publicly it has not moved from its stated position of giving only in-principle support until after environmental, technical and financial studies. But behind the scenes it is a different story: "Let's talk about channel deepening - we like that project," said one cabinet minister recently. Senior Government figures believe Premier Steve Bracks and Treasurer John Brumby intend to refer to channel deepening in a big economic statement being released next month. Further commitments to the project and associated works could be included in May's state budget. Channel deepening represents a rare chance for the ALP to please big business and its union heartland in the one move. The lobbying by business, farmers and trade unions for channel deepening to be

completed by 2007 has been fierce. They argue that economic growth, thousands of jobs and Melbourne's status as the nation's premier container port are at risk unless the project goes ahead. At the moment about a third of container ships cannot enter or leave the bay with full loads because the entrance to the bay and the channel are too shallow. The Victorian secretary of the industry group Shipping Australia, Phil Kelly, said ships had to divert to other ports to unload before coming to Melbourne, costing business unnecessary extra dollars. If deepening did not occur in the next few years, Melbourne would lose trade to rival ports in Sydney, Brisbane, Adelaide and Fremantle, Mr Kelly said. And the Victorian Employer's Chamber of Commerce and Industry chief executive, Neil Coulson, said: "Channel deepening is a choice between increased global trade engagement or isolation in our own sleepy hollow." He said 80,000 jobs and the state's economic growth were at stake. It has been suggested that Western Port Bay and Portland - both of which have deep-water access and transport infrastructure - may provide a Victorian alternative. But environmentalists and business leaders say neither is a viable option, with Western Port Bay posing environmental problems, and Portland being too far from Melbourne manufacturing. Importantly for the Government, Trades Hall has also offered its support for the project. Key unions such as the Australian Workers Union, Transport Workers Union and Australian Metal Workers Union are backing the proposal. Maritime Union of Australia state secretary Kevin Bracken said unions had to support the project because the jobs of thousands of ordinary workers would be at risk if a growing number of ships were forced from Melbourne.

Although the environmental aspects of channel deepening were attracting "a lot of emotion", Mr Bracken said the economic damage that would occur by not proceeding would be greater. The Port of Melbourne Corporation's channel deepening project director, Damien O'Brien, said this week that all studies so far had found no big environmental hurdles. He said an announcement about which of the five international firms bidding for the project had been successful was not far off.

Source: <http://theage.com.au/articles/2004/03/12/1078594561570.html?from=storvrhs>

Further Points: The Environment Effects Statement for the proposed Port Phillip Bay Channel Deepening Project is due for release in June 2004. In recent discussions with the MCCN the Port of Melbourne Corporation ruled out blasting or the use of explosives to deepen the channel at Port Phillip Heads. Options for the disposal and/or management of the 40,000 cubic metres of sand, silt and rock generated by the dredging are still undergoing environmental assessment although the Port of Melbourne Authority have informed MCCN that the creation of a new offshore island does not, at this stage, appear environmentally feasible. The estimated cost of the project has blown out from \$350 million to more than \$500 million. A recent article in The Age Newspaper said that "one funding option is to have the Port of Melbourne Corporation borrow the money and recoup much of it by introducing higher access chargers for port users".

Source: 'Unions Back Bay Plan', by Richard Baker, The Age Newspaper, 8 March 2004, see

<http://www.theage.com.au/articles/2004/03/07/1078594235661.html?from=storvrhs>

Diver's pill could fend off the bends

Exclusive from New Scientist Print Edition. Subscribe and get 4 free issues.

Within a decade, divers will be able to take a pill that allows them to stay under water longer without risking decompression sickness when they get to the surface. That is the prediction of a team that thinks it has stumbled across a totally new way of preventing the bends.

The risk of the bends severely limits how long divers breathing compressed air can stay under water without having to make decompression stops on the way back up. At 30 metres, the safe period is just 20 minutes.

Higher pressures at depth force nitrogen from the air in divers' lungs into their blood and other tissues. If they come up too quickly the decrease in pressure causes bubbles to form, just as they do in champagne when the cork is popped. Effects range from skin rashes to death.

A team at the Norwegian University of Science and Technology in Trondheim set out to investigate anecdotal reports that being fitter reduces a diver's chances of getting the bends.

The team's animal studies showed fitness above a basic level made little difference, but that a bout of intense exercise around 20 hours before a simulated dive in a pressure chamber dramatically reduced bubble formation. "It was an accidental discovery," says team member Alf Brubakk.

Micro bubbles

A burst of exercise seems to work for people, too. Researchers at the University of Split School of Medicine in Croatia asked 12 male divers to do two simulated dives to 18 metres for 80 minutes. They exercised on a treadmill for 40 minutes 24 hours before one of the dives.

Ultrasound imaging of the heart and arteries revealed that the average number of bubbles fell from 0.98 per cubic centimetre of blood on the first dive to 0.22 on the dive after exercise. The bubbles were also much smaller.

The researchers think the exercise session works by eliminating microbubbles, or nuclei, that seed the formation of larger bubbles in the blood. Other work suggests that these microbubbles are attached to the walls of blood vessels, and exercise is known to stimulate the release of nitric oxide (NO), which not only dilates blood vessels but changes their surface properties, making them more slippery.

It is too early to recommend exercise, stresses Zeljko Dujic, head of the Croatian team. "Divers should wait for further studies," he says. And even if it does prove effective and divers are willing to make the effort, exercising in a narrow window of time around 20 hours before each dive is unlikely to be practical.

Totally novel

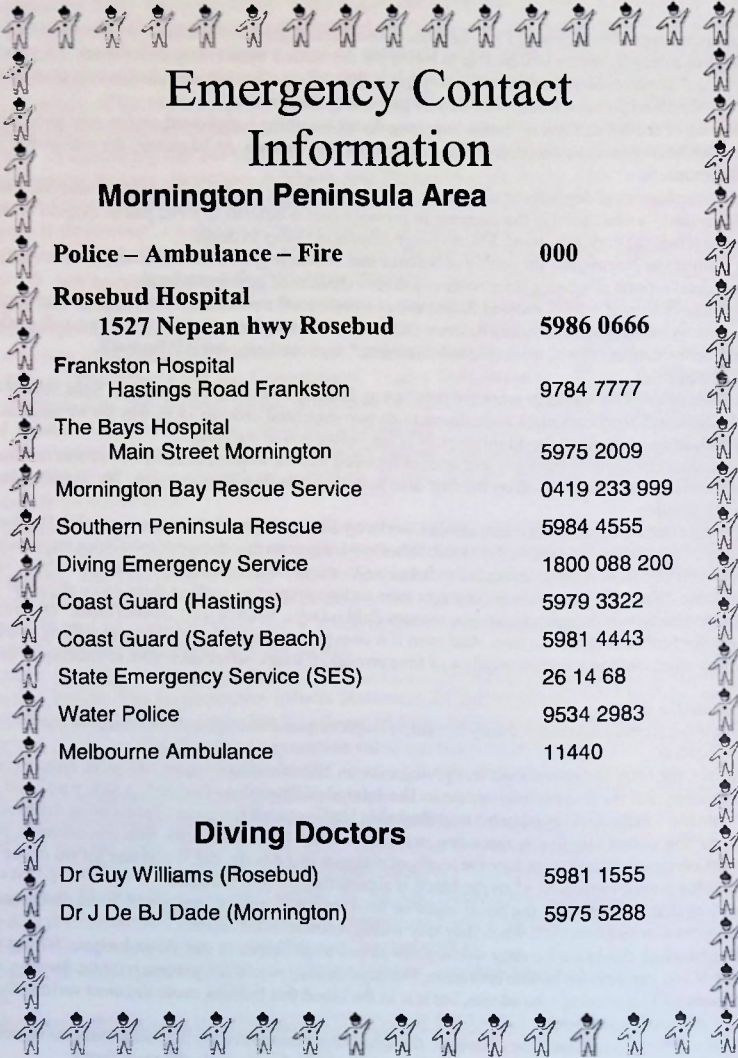
But if the Norwegian team's theory is right, it might be possible to give divers drugs to mimic the effect of exercise.

In fact, the team has now shown that giving mice an NO-releasing drug, or NO itself, reduces bubble formation. All the latest results appear in *The Journal of Physiology* (vol 555, p 588, p 637 and p 825). "This is a totally novel approach," says Brubakk. Until now, all the ways of preventing the bends, such as staying within safe limits, ascending in stages or breathing gas mixtures with less nitrogen, have been designed to limit or reduce the levels of nitrogen in the body. But if you can get rid of the nuclei, bubbles cannot form even when the blood is supersaturated with nitrogen.

A drug that helps prevent the bends could be used simply to make diving safer. Some divers get decompression sickness even when they stay within recommended limits.

But Brubakk thinks such a drug would allow divers to go deeper or stay down longer. "It's not dangerous if you can prevent bubble formation," he says. A drug would not prevent bubbles forming in other tissues such as cartilage, he admits, but it is in the blood that bubbles cause the most serious forms of decompression sickness.

Many questions remain to be answered, though. Other researchers say it is plausible that exercise helps eliminate microbubbles, but question whether NO production is really the main factor.



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

PORT PHILLIP HEADS (PT.LONSDALE)

LAT 38° 16' LONG 144° 37' TIME ZONE -1020
TIMES AND HEIGHTS OF HIGH AND LOW WATERS

APRIL - 2004

Time m	Time m	Time m	Time m	Time m
1 0034 0.66	0218 1.39	0300 0.61	0311 1.32	25 0917 0.19
0645 1.09	0814 0.06	0947 1.14	0917 0.19	SU 1606 1.52
TH 1247 0.34	FR 1513 1.62	SA 1523 0.52	SU 2145 0.54	26 0345 1.30
2011 1.16	2046 0.46	2231 1.23	0425 0.54	0952 0.21
2 0745 1.04	0958 0.02	1105 1.21	0952 0.21	MO 1639 1.47
FR 1337 0.40	SA 1858 1.62	SU 1645 0.56	MO 2218 0.56	27 0419 1.26
2117 1.13	2129 0.47	2328 1.26	0419 1.26	0924 0.44
3 0227 0.71	0936 1.39	0530 0.44	0530 0.44	1105 1.21
0902 1.02	0943 0.02	1232 1.31	1025 0.25	TU 1715 1.41
SA 1444 0.46	SU 1643 1.57	MO 1755 0.56	TU 2252 0.59	28 0456 1.22
2224 1.15	2210 0.50	0016 1.29	0456 1.22	0617 0.34
4 0348 0.66	0417 1.37	20 0617 0.34	0617 0.34	WE 1754 1.35
1030 1.07	1028 0.05	TU 1307 1.42	WE 1754 1.35	0237 0.63
SU 1604 0.49	MO 1730 1.50	TU 1847 0.55	0237 0.63	29 0535 1.17
2323 1.20	0253 0.53	0059 1.31	0535 1.17	1129 0.34
5 0509 0.55	0501 1.33	21 0658 0.26	0658 0.26	TH 1838 1.29
1145 1.19	1113 0.12	TU 1821 1.41	WE 1353 1.50	30 0004 0.65
MO 1730 0.49	TU 2337 0.56	0016 1.33	0016 1.33	0622 1.12
6 0013 1.26	0551 1.26	22 0733 0.21	0733 0.21	FR 1208 0.41
0608 0.40	1200 0.22	TH 1431 1.55	TH 2004 0.54	FR 1928 1.25
TU 1246 1.33	WE 1921 1.32	0207 1.33	0207 1.33	23 0058 1.32
1831 0.47	0058 1.32	0653 1.19	0653 1.19	0808 0.18
7 0648 0.26	0653 1.19	FR 1505 1.56	FR 1505 1.56	1254 0.33
WE 1339 1.47	TH 2026 1.26	2038 0.53	2038 0.53	0239 1.33
1919 0.45	0139 1.36	0132 0.63	0132 0.63	24 0843 0.18
8 0139 1.36	0730 0.15	0816 1.14	0816 1.14	SA 1536 1.55
TH 1427 1.57	FR 1400 0.44	SA 1536 1.55	SA 1536 1.55	2111 0.53
2004 0.45	FR 2130 1.23	2130 1.23	2130 1.23	25 0007 flood

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Times Stated are Eastern Standard Time.

PORT PHILLIP HEADS - TIDAL STREAMS

LAT 38° 16' LONG 144° 37' TIME ZONE -1000
Times of Start of Flood and Ebb (Slack) Water

APRIL - 2004

Time Start	Time Start	Time Start	Time Start	Time Start
1 0312 flood	0426 ebb	9 1114 flood	1202 ebb	25 0017 flood
TH 1541 flood	FR 1803 ebb	FR 1803 ebb	SA 1832 flood	SU 1200 flood
2304 ebb	2345 flood	2345 flood	2345 flood	SU 1903 ebb
2 0408 flood	0500 ebb	10 0500 ebb	0957 ebb	26 0036 flood
FR 1642 flood	0924 ebb	SA 1854 ebb	MO 1743 flood	0545 ebb
FR 1642 flood	SA 1854 ebb	SA 1854 ebb	SU 1338 ebb	MO 1233 flood
3 0011 ebb	0022 flood	11 0022 flood	0153 ebb	27 0105 flood
SA 1100 ebb	0551 flood	SU 1240 flood	MO 1452 ebb	TU 1306 flood
SA 1100 ebb	1812 flood	1943 ebb	● 2100 flood	TU 2006 ebb
4 0733 flood	0815 ebb	12 0815 ebb	0239 ebb	28 0135 flood
SU 1250 ebb	MO 1323 flood	MO 1323 flood	TU 1548 ebb	WE 1339 flood
SU 1250 ebb	1945 flood	● 2030 ebb	2150 flood	● 2042 ebb
5 0200 ebb	0140 flood	13 0140 flood	0317 ebb	29 0210 flood
MO 1416 ebb	0700 ebb	TU 1407 flood	WE 1635 ebb	FR 0725 ebb
MO 1416 ebb	0954 flood	TU 2116 ebb	● 2230 flood	TH 1414 flood
● 2052 flood	TU 2116 ebb	● 2052 flood	2230 flood	2120 ebb
6 0242 ebb	0225 flood	14 0225 flood	0350 ebb	30 0251 flood
TU 1543 ebb	0912 ebb	WE 1453 flood	0350 ebb	0813 ebb
TU 1543 ebb	2202 ebb	● 2202 ebb	0350 ebb	FR 1453 flood
2144 flood	2202 ebb	● 2202 ebb	2202 ebb	2203 ebb
7 0318 ebb	0319 flood	15 0319 flood	0420 ebb	23 1057 flood
WE 1619 ebb	0854 ebb	TH 1546 flood	0420 ebb	1754 ebb
WE 1619 ebb	2255 ebb	TH 1546 flood	0420 ebb	FR 1754 ebb
2228 flood	2255 ebb	2255 ebb	2255 ebb	2337 flood
8 0353 ebb	0439 flood	16 0439 flood	1128 ebb	24 0147 ebb
TH 1713 ebb	1020 ebb	FR 1657 flood	1020 ebb	SA 1830 ebb
TH 1713 ebb	2307 flood	2307 flood	2307 flood	2354 ebb

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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 - 2004

Time m	Time m	Time m	Time m
1 0049 0.66	9 0230 1.40	17 0355 0.48	25 0316 1.29
SA 0724 0.09	MO 0632 0.03	TU 1054 1.29	TU 0821 0.27
SU 1257 0.49	SU 1545 1.67	MO 1609 0.97	TU 1615 1.51
MO 2024 1.22	SU 2108 0.57	MO 2242 1.26	TU 2154 0.62
2 0146 0.64	10 0315 1.40	18 0451 0.41	26 0355 1.26
SA 0843 1.10	MO 0922 0.07	TU 1155 1.39	MO 0852 0.31
SU 1400 0.61	MO 1631 1.62	MO 1721 0.74	WE 1651 1.47
SU 2124 1.21	MO 2153 0.56	TU 2330 1.26	WE 2220 0.63
3 0256 0.57	11 0402 1.38	19 0538 0.34	27 0434 1.23
MO 0008 1.18	TU 1011 0.13	TU 1245 1.47	TH 1023 0.35
SA 1517 0.64	TU 1720 1.54	WE 1815 0.72	TH 1729 1.42
MO 2224 1.23	MO 2241 0.56	MO 2302 0.63	MO 2302 0.63
4 0107 0.46	12 0453 1.33	20 0013 1.27	28 0516 1.19
TU 1123 1.31	MO 1100 0.23	MO 0619 0.29	MO 0657 0.41
TH 1642 0.67	WE 1812 1.46	TH 1328 1.53	FR 1807 1.38
TU 2319 1.26	WE 2330 0.56	TH 1859 0.70	SA 2340 0.61
5 0510 0.32	13 0550 1.27	21 0052 1.28	29 0607 1.17
SA 1224 1.46	TH 1149 0.34	MO 0657 0.25	TH 1138 0.48
WE 1755 0.65	TH 1905 1.39	FR 1404 1.56	SA 1849 1.34
6 0011 1.31	14 0027 0.57	22 0129 1.29	30 0024 0.58
MO 0603 0.19	FR 0703 1.21	22 0734 0.23	MO 0709 1.17
TH 1318 1.59	FR 1243 0.47	SA 1437 1.57	SU 1230 0.96
SA 1850 0.63	MO 2000 1.33	MO 2010 0.85	SA 1936 1.36
7 0100 1.35	15 0133 0.57	23 0204 1.30	31 0115 0.53
MO 0654 0.10	MO 0830 1.19	MO 0811 0.23	MO 0825 1.21
FR 1409 1.67	SA 1342 0.59	SU 1508 1.56	MO 1330 0.68
SA 1938 0.60	MO 2055 1.29	MO 2045 0.63	MO 2029 1.28
8 0145 1.39	16 0246 0.53	24 0241 1.30	MO 0241 1.30
MO 0744 0.04	MO 0945 1.22	MO 0846 0.25	MO 0846 0.25
SA 1457 1.70	SU 1452 0.88	MO 1641 1.54	SA 1457 1.70
MO 2033 0.58	MO 2149 1.27	MO 2120 0.62	MO 2120 0.62

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Times Stated are Eastern Standard Time.

PORT PHILLIP HEADS - TIDAL STREAMS

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

Times of Start of Flood and Ebb (Slack) Water

MAY - 2004

Time Start	Time Start	Time Start	Time Start
1 0346 flood	9 0425 ebb	17 0710 flood	25 0514 ebb
SA 0923 ebb	TU 1132 flood	MO 1921 flood	TU 1203 flood
SA 1545 flood	SU 1846 ebb	MO 1921 flood	TU 1915 ebb
SA 2253 ebb			
2 0508 flood	10 0008 flood	18 0050 ebb	26 0049 flood
SU 1104 ebb	MO 1514 ebb	TU 0759 flood	MO 0551 ebb
SU 1659 flood	MO 1930 ebb	TU 1444 ebb	WE 1235 flood
2345 ebb		MO 2030 flood	WE 1943 ebb
3 0633 flood	11 0049 flood	19 0139 ebb	27 0121 flood
1245 ebb	MO 0604 ebb	MO 0838 flood	MO 0631 ebb
MO 1842 flood	TU 1300 flood	WE 1535 ebb	TH 1307 flood
	TU 2013 ebb	MO 2124 flood	TH 2012 ebb
4 0037 ebb	12 0135 flood	20 0220 ebb	28 0157 flood
0735 flood	MO 0700 ebb	MO 0914 flood	MO 0717 ebb
TU 1412 ebb	WE 1344 flood	TH 1619 ebb	FR 1341 flood
TU 2015 flood	WE 2051 ebb	MO 2207 flood	FR 2042 ebb
5 0127 ebb	13 0228 flood	21 0257 ebb	29 0239 flood
0628 flood	TH 0653 ebb	FR 0947 flood	MO 0816 ebb
WE 1519 ebb	TH 1428 flood	FR 1700 ebb	SA 1419 flood
MO 2117 flood	MO 2130 ebb	MO 2244 flood	SA 2115 ebb
6 0213 ebb	14 0333 flood	22 0330 flood	30 0331 flood
0915 flood	MO 0915 ebb	MO 1021 flood	MO 0930 ebb
1617 ebb	FR 1516 flood	SA 1736 ebb	SU 1506 flood
TH 2208 flood	MO 2214 ebb	MO 2317 flood	MO 2152 ebb
7 0256 ebb	15 0454 flood	23 0403 ebb	31 0436 flood
1001 flood	MO 1043 ebb	MO 1055 flood	MO 1101 ebb
FR 1710 ebb	SA 1620 flood	SU 1811 ebb	MO 1609 flood
MO 2248 flood	MO 2302 ebb	MO 2348 flood	MO 2234 ebb
8 0340 ebb	16 0608 flood	24 0436 ebb	
1046 flood	MO 1215 ebb	MO 1130 flood	
SA 1759 ebb	SU 1750 flood	MO 1844 ebb	
MO 2328 flood	MO 2357 ebb		

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PORT PHILLIP HEADS (PT.LONSDALE)

LAT 38° 18' LONG 144° 37' TIME ZONE -1000
TIMES AND HEIGHTS OF HIGH AND LOW WATERS

JUNE - 2004

Time m	Time m	Time m	Time m
1 0215 0.45	9 0354 1.39	17 0456 0.36	25 0418 1.25
TU 0344 1.29	WE 0559 0.22	TH 1214 1.44	FR 0958 0.39
TU 1443 0.76	WE 1708 1.57	TH 1732 0.83	FR 1703 1.47
2125 1.27	WE 2234 0.53	TH 2325 1.22	FR 2245 0.56
2 0320 0.35	10 0449 1.35	18 0542 0.32	26 0503 1.25
WE 1601 0.80	TH 1048 0.32	FR 1258 1.48	SA 1036 0.45
TH 1755 1.52	FR 1755 1.52	FR 1822 0.80	SA 1738 1.44
WE 2224 1.28	FR 2329 0.50	SA 2321 0.51	SA 2321 0.51
3 0425 0.25	11 0555 1.30	19 0611 1.23	27 0555 1.25
TH 1159 1.52	FR 1136 0.44	FR 0626 0.29	TH 1121 0.54
TH 1716 0.80	FR 1841 1.45	SA 1336 1.51	SU 1815 1.40
○ 2324 1.31	FR 1926 1.39	SA 1904 0.76	SU 1815 1.40
4 0527 0.15	12 0623 0.49	20 0654 1.25	28 0602 0.45
FR 1256 1.62	SA 1224 0.56	TH 0706 0.27	MO 0656 1.26
FR 1817 0.76	SA 1926 1.39	SU 1412 1.52	MO 1212 0.63
5 0623 1.35	13 0711 0.48	21 0745 0.27	29 0649 0.39
SA 0625 0.09	SU 0821 1.26	MO 1445 1.53	MO 0805 1.30
SA 1350 1.67	SU 1315 0.68	MO 2022 0.68	TU 1308 0.73
1911 0.71	SU 2012 1.34	MO 2022 0.68	TU 1942 1.32
6 0720 0.07	14 0814 0.46	22 0821 0.28	30 0143 0.33
SU 1442 1.69	MO 0926 1.29	TU 1520 1.52	MO 0916 1.35
SU 2001 0.66	MO 2059 1.29	TU 2059 0.65	WE 1413 0.82
7 0211 1.41	15 0310 0.43	23 0257 1.27	WE 2035 1.29
MO 0814 0.08	MO 1028 1.33	WE 1554 1.52	
MO 1531 1.63	TU 1519 0.83	WE 2135 0.62	
MO 2051 0.61	TU 2147 1.25	WE 2135 0.62	
8 0301 1.41	16 0405 0.40	24 0337 1.26	
MO 0907 0.14	WE 1124 1.39	TH 1629 1.50	
TU 1620 1.63	WE 1630 0.85	TH 2219 1.50	
TU 2143 0.56	WE 2237 1.23	TH 2219 1.50	

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Times Stated are Eastern Standard Time.

PORT PHILLIP HEADS - TIDAL STREAMS

LAT 38° 18' LONG 144° 37' TIME ZONE -1000
Times of Start of Flood and Ebb (Stick) Water:

JUNE - 2004

Time Start	Time Start	Time Start	Time Start
1 0545 flood	9 0043 flood	17 0028 ebb	25 0109 flood
TU 1239 ebb	WE 0609 ebb	TH 1513 ebb	FR 0631 ebb
TU 1734 flood	WE 1946 ebb	TH 1513 ebb	FR 1244 flood
2023 ebb	WE 1946 ebb	TH 1513 ebb	FR 1939 ebb
2 0650 flood	10 0135 flood	18 0115 ebb	26 0145 flood
WE 1405 ebb	TH 0709 ebb	FR 0934 flood	SA 0723 ebb
WE 1923 flood	TH 1322 flood	FR 1558 ebb	SA 1317 flood
	○ 2020 ebb	○ 2142 flood	○ 2004 ebb
3 0017 ebb	11 0234 flood	19 0200 ebb	27 0226 flood
TH 0749 flood	FR 0814 ebb	SA 0914 flood	SA 0821 ebb
TH 1514 ebb	FR 1404 flood	SA 1639 ebb	SU 1355 flood
○ 2045 flood	FR 2054 ebb	SA 2222 flood	SU 2004 ebb
4 0113 ebb	12 0337 flood	20 0245 ebb	28 0313 flood
FR 0844 flood	TH 0924 ebb	SA 0953 flood	MO 0929 ebb
FR 1611 ebb	SA 1449 flood	SU 1715 ebb	MO 1440 flood
2141 flood	SA 2054 ebb	SU 2258 flood	MO 2101 ebb
5 0209 ebb	13 0437 flood	21 0330 ebb	29 0407 flood
0936 flood	TH 1045 ebb	TU 1031 flood	MO 1055 ebb
SA 1701 ebb	SU 1544 flood	MO 1749 ebb	TU 2138 ebb
2227 flood	SU 2211 ebb	MO 2331 flood	TU 2138 ebb
6 0306 ebb	14 0533 flood	22 0415 ebb	30 0509 flood
1026 flood	MO 1205 ebb	TU 1107 flood	WE 1230 ebb
SU 1747 ebb	MO 1658 flood	TU 1820 ebb	WE 1645 flood
2311 flood	MO 2254 ebb	TU 1820 ebb	WE 2224 ebb
7 0404 ebb	15 0624 flood	23 0003 flood	
1113 flood	MO 1317 ebb	WE 0500 ebb	
MO 1830 ebb	TU 1828 flood	WE 1141 flood	
2356 flood	2340 ebb	WE 1847 ebb	
8 0506 ebb	16 0711 flood	24 0036 flood	
1158 flood	WE 1420 ebb	TH 0545 ebb	
TU 1911 ebb	WE 1951 flood	TH 1212 flood	
		1914 ebb	

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VSAG Meeting and Dive Calendar

Dive Date	Location	Dive Captain	Phone	Meeting Point	Time
April					
4	90 ft sub	Alan	9803 3573	Sorrento	9am
9+	Wilson's Prom—Easter				
15	General Meeting—Bells at 8pm				
18	Nepean Wall	Darren P	9729 4444	Sorrento	9am
24,25	Newhaven weekend	Gerry	9725 2381		
May					
2	New Wreck	Pat	9789 1092	Sorrento	9am
9	Mother's Day—no diving				
16	Treasure Hunt	Nev	9551 1547	Sorrento	9am
20	General Meeting		Bells		8pm
30	Look for new spots dive	Leo	0418 375 102		
June					
11-13	Queen's b'day weekend	Pat	9789 1092—Beacon Resort		
17	General meeting		Bells—8pm		
20	Local diving	TBA			
September					
4/5	Ski weekend	Leo	EARLY commitment required		





Cape Jaffa 2004