

FATHOMS

DECEMBER 2004

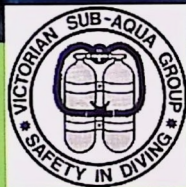
– JANUARY 2005

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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

Editorial Submissions to:

Alan Storen
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Editorial

Alan Storen

Well, it is that time of the year again and behalf of the President and all of the committee I wish you all the best for the festive season and for the New Year. I hope that Santa brings you all you deserve, and more.

The Christmas function at Enris was an enjoyable night for those that could make it but we were down on numbers and did not have the place to ourselves. Hope we can do better next year! The tabletop dancing at the end of the evening was different and the major raffle prize (wetsuit) was won by Darren – well done. A big thank you to Gerry and his team and also to members who donated prizes and helped make the night a success.



Booking for the Prom at Easter will be opening soon and you MUST contact Pat who is co-ordinating the bookings. This must be done before xmas. You need to fill out a form and pay a deposit. Sites are 'open' for booking from 1 Jan 2005.

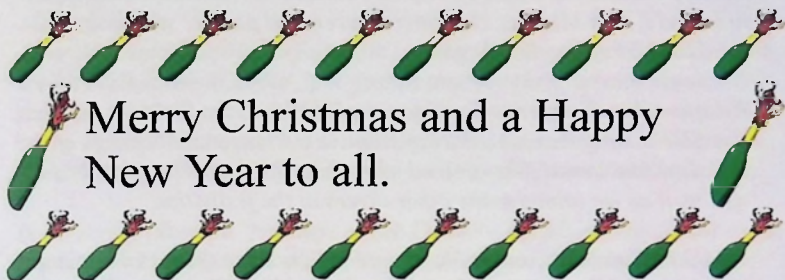
New Year Resolutions: As well as the many other resolutions that you make for the new year, please add to the list one that you can not break: "I will go diving many times this year with VSAG". Numbers are down and when you look at the good weather, great company, etc, etc you wonder why? If you want different dives on the calendar please see one of the committee – we do try to accommodate those that are new to diving, those that have not dived for a while and those very experienced. It was great to see Bruce Dart back the water after being on the sick list most of this year! Pat promises to be back in the water in SA at xmas (with his new Olympus 8080 camera). If you need gear please give me a ring.

Reminder: The December meeting is only a social meeting – a get together at Bells to share a drink with other VSAGers. The next normal meeting will be in January (the 20th).

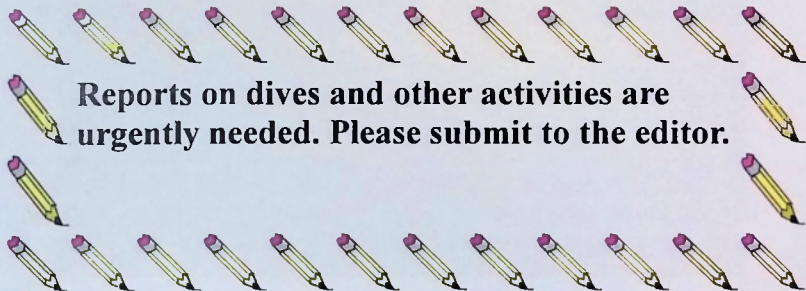
Overseas trips: Two possible 2005 trips have been planned, one to the Marshall Islands (see Mick Jeacle) and one to Truk (see Pat Reynolds). If you intend going please see the organiser asap.

And finally from me, a sincere thank you to all who have contributed to Fathoms this year – without your input we would not have a magazine and please keep the articles, stories, photos, dive reports, etc coming. I hope you have a safe, relaxing break, a very happy festive season and a healthy, rewarding New Year.

Enjoy,
Alan



Merry Christmas and a Happy
New Year to all.



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

Wilson's Promontory - Cup Weekend 2004

Alan Storen

Pat Reynolds headed down early on Friday and was well set up when Jude and I, Leo Maybus, daughter Lauren and partner with baby arrived late Saturday morning.

We spent the afternoon relaxing and adjusting to the fantastic weather. The SDFV BBQ was on Saturday night and Priya was in charge of the coleslaw and bread. She arrived with about 2 minutes to spare and all was well as we joined many other divers at the festivities.

VSAG had no boats and so we spent the Sunday walking, talking and sharing a drink or two. Jude and Leo tackled Mt Oberon in the morning while Pat and I soaked up the sun. In the afternoon Jude and I attended an aboriginal information session which was very interesting. To say the weather was superb would be an understatement. For those out on the water it was also fantastic with flat seas and little swell. Reports came back of the great viz and ability to dive sites not dived for many, many years. Leo and I managed to hook up a couple of dives with Black Rock and we hoped the weather would hold.

Monday was slightly overcast but we dived the outer side of the Glenies and while the viz was down on the previous day (at about 15m) and also not the best for Leo's photography we had some very good dives. Some complained about the cold at 16°C, the only negative I heard. We had lunch on the water and were 'visited' by both the Fisheries boat and the Parks Vic boat – just checking!! No drama.

When we return to Tidal river camp we were met by one of the park rangers who had a weather forecast in his hand that predicted gale force winds, hail, thunderstorms and heavy rain for Monday night. Many campers packed and left but the clouds looked too high and we decided to stay. The night proved uneventful and we awoke to a bright, sunny, beautiful day – many went diving!

Pat had taken his new Olympus 8080 camera and housing down to the Prom but had forgotten the newly charged battery and so it is still to be taken under water. Leo did offer but Pat was not interested – I wonder why?

We packed in the morning as did Leo and family and we headed back to Melbourne.

After Jude and I enjoyed a fantastic counter lunch at the Fish Creek pub we hit Melbourne at about 3pm, just in time for the Cup and the terrible weather that had struck Melbourne earlier in the day. Pat was to stay on at the Prom till Saturday but the weather also turned down there and he came home on Wednesday after a very wild, windy, wet Tuesday night.

In all a very pleasant 'few days at the Prom' - my phone would not work (Optus you know!), Leo's phone was working overtime and he received at least one call per hour from the 'sunshine state' (cupid's arrow had done its deed!), great company, fantastic weather, and good diving. Pity more were not able to make the trip down - next year, maybe!!



**VSAG Labour Day 2005
Long Weekend Trip to Cape Jaffa**

**Cape Jaffa Caravan Park (in cabins)
Essentially a cray bash weekend
Cabins are booked but you must confirm your
attendance with Mick Jeacle asap.**

Warning:

*If you are too open minded your brains might fall out!
Don't worry about what people think—they do not do it very
often!*

*If you look like your passport photo you probably need the
trip!*



Boat launching fees.

**Starting Nov 2004, the club will no longer
be paying the boat launch fees for boat
owners and divers are required to make a
contribution to the fees on each dive.**



Dive Report – 21st November

Alan Storen

Boats: John Lawler

Divers: Alan Storen, Jackie Storen, Kathy Pedlow, John Lawler

Dive Locations: Boarfish Reef, Popes Eye

With no Saturday phone calls and being desperate for a dive I rang around and got a crew for John Lawler's boat. We met at 9am at Sorrento and headed off to catch slackwater at 10. First two in the water were John and Jackie and they dived right on slack. No crays which was Jackies absolute first priority but they came up smiling and both saying it was the best dive ever. Then Kathy and I hit the water but it was more of a drift dive than a slackwater dive. One cray was sighted but my arms were not long enough! The fish life was great and a most enjoyable dive.

We then met Alan Beckhurst and the crew from Down Under Dive over at Queenscliff Pier and enjoyed lunch together. They had 3 boats and had dived the Salthouse in the morning. They talked us out of doing the wreck in the afternoon so we ventured over to Popes Eye to check out the fish life.

A short stop for coffee at Portsea on the way back to Sorrento completed what was a very enjoyable day on the water. Pity many more could not make it on the day. Maybe next time!!

Alan [Photos on the back page]

Warning:

Bills travel through the mail at twice the speed of cheques!

A balanced diet is a chocolate in each hand!

By the time you can make ends meet, they move the ends!

Elephant Seal Visit

On 27th of November, a 750 kg Southern Elephant Seal (Mirounga Leonina) hauled up on Queenscliff main beach, right in the middle of the Music Festival! This seal, presumably a female, has visited our bay each in November for the past 4 years. The nearest breeding colony is at Maquarrie Island, halfway between Tassie and Antarctica, so she has made a long journey.

Our elephant seal comes ashore for about a month each year to moult, and during this period, her fur is not waterproof. Although the books say these seals fast while moulting, she has been observed slipping back into the water for a snack. Their diet is mainly squid and fish, caught in the open seas around Antarctica. Another month is spent out of the water, pupping and mating, but for most of the year they remain at sea.

Mating must be a daunting prospect for the 750 kg females as the Males can weigh up to 4 tonnes! A feature of the males is an enlarged proboscis, giving them the name "Elephant". Adult seals can dive to 1500 metres, and stay underwater for up to 2 hours. Pups are weaned at 25 days old and left to fend for themselves. They are already nearly 200 kg, and can dive for 15 minutes when weaned.

We are privileged to get a yearly visit from this Elephant seal, as Tasmania is much closer, but only has 4 sightings per year, all for moulting. She normally hauls out at Point Henry, and after 2 days enjoying the blues music at Queenscliff, she continued on to Point Henry, in Corio Bay.

Mary and I are part of the Seal Watch volunteer team, which attempts to keep an eye on the seal 24 hours a day while she is ashore. People have been observed letting their dogs go to the seal, ripping loose fur off, sitting kids on her back, and throwing cans and bottles at her. She can be aggressive, actually, at 750 kg she can be anything she wants! She gets inquisitive, and has damaged a few cars and the toilet block by rubbing herself on them. We need to keep dogs away, and educate people about Southern Elephant Seals. She should be around until Xmas, or you can see them next time you are in Antarctica!

Alan Beckhurst



Government sells frigate for one dollar!

16 November 2004

By COLIN PATTERSON

The NZ Government has sold a navy frigate for \$1 – complete with a free tow from Auckland to Wellington.

The Cabinet's decision means the frigate Wellington – which has been tied up at the Devonport Naval Base since it was de-commissioned three years ago – will be sunk and used as a dive attraction off the capital's south coast late next year.

Marco Zeeman, from the Sink F69 trust which bought the frigate, was delighted by the Government's decision.

"Thousands of hours of trustees' work have come to fruition. We've worked hard and been very thorough."

A south coast wreck would be ideal for marine life and divers, he said.

"It will be the most accessible purposely-made shipwreck in the world."

Mr Zeeman said the Wellington was expected at Queens Wharf early next year, where it would spend several months being stripped.

Its funnels would be removed, along with all electrical fittings, gearboxes, generators, pumps and motors. The ship would be open to the public while this work was being carried out.

In November the stripped vessel would be towed to its final resting place, 450 metres offshore between Houghton Bay and Island Bay.

A competition winner will press a button and the ship will sink 26 metres to the bottom in just two minutes.

Splash Gordon dive shop owner Bill Keddy said his dive club members currently spent up to 10 hours travelling to and from the wreck of the Mikhail Lermontov in the Marlborough Sounds – often to find that the weather conditions were unsuitable.

That would not happen with the Wellington. "From boat ramp to wreck is five minutes. It'll make a huge difference."

The wreck would also be an ideal training venue, drawing divers from all over the country.

The story of the Wellington

(soon to be an artificial reef off the coast of Wellington, New Zealand.)

A Leander class frigate, number F69, the HMNZS WELLINGTON served 18 years in the RNZN, after first serving in the Royal Navy as HMS BACCHANTE.

HMNZS WELLINGTON was acquired second hand from the Royal Navy in 1981.

As HMS BACCHANTE the Leander class frigate had already served 12 years in RN service. However as a gun-armed Leander she was compatible with New Zealand's existing Leander-class frigates and so was seen as a suitable addition to our fleet – a temporary stop gap measure for a few years until the first of our proposed future frigates entered service.

The frigate sailed for New Zealand in 1982 and went straight into a lengthy refit. Some changes were made to bring her into line with RNZN standards – for example the ASW mortar system was removed and replaced with two sets of triple ASW torpedo tubes, while extra fuel tanks were installed to increase the frigate's range.

Other changes were made to update the ship for the 1980s – an RCA digital fire control system and gunnery radar, anti-missile chaff launchers, and new ESM and an updated surface search radar.

The refit took three years and on 21 August 1986 the frigate re-commissioned. From that time WELLINGTON was an integral part of the nation's most responsive combat force – the Navy's frigate squadron. From then on she began a pattern of exercises and deployments that is familiar to most in the RNZN – the shake down in the Hauraki Gulf and the Bay of Plenty; the work ups off Australia and the regular deployments to the annual Five Power Defence Arrangement exercises in the South China Sea.

It is a familiar, and to those inside 'Pussers', an unspectacular routine. But for the nation the annual frigate deployments represent an enduring commitment to regional stability and a valuable way of demonstrating our national identity in a crowded and often tense region.

In 1991 the pattern was broken as the ship again entered major refit. The long gestation of the Anzac frigate project meant that WELLINGTON would have to remain in service for the next decade.

This time she well and truly entered the information age with the installation of the NAUTIS F action information system, and the new LWO 8 long range air warning radar. In late 1995, WELLINGTON was sent to the North Arabian Gulf, as New Zealand's first contribution to the UN-mandated sanctions against Iraq.

Following the Gulf deployment, WELLINGTON was further altered by replacing the old Seacat missile system with the Phalanx Close In Weapon system and by enlarging the hangar in anticipation of the replacement naval helicopter.

But personnel training demands were beginning to dominate the Navy's day to day management, and in late 1997 WELLINGTON was designated the Navy's training frigate. Operating on a four month training cycle, the ship, with a reduced ships company and high proportion of trainees played an essential role in rapidly giving many new sailors the sea-training and professional experience which is essential if the RNZN is to both retain its professionalism and pass it on to new generations of sailors.

During 1998, incidentally, WELLINGTON conducted the last operational flight of the RNZN's Wasp helicopters. It was clear that WELLINGTON's sea going days were numbered. In 1999 the decision was to retain the ship alongside at extended notice.

None the less, the ship made one last passage to the city of Wellington where her charter of the freedom of the city was returned. Since then WELLINGTON has served alongside in a training role and inevitably as a source of spares for her sister ship CANTERBURY.

On 5 May 2000 WELLINGTON was decommissioned after 18 years and 352,000 nautical miles in RNZN service.



FACTS and FIGURES:

Displacement 3100 tonnes

Length 113.5 metres

Beam 13 metres

Draught 5 metres

Machinery Two steam turbines driving twin shafts; 30,000 horsepower.

Armament Twin 115mm guns. Two triple barrelled torpedo tubes. Phalanx

Close in Weapon System fitted as required. .50 cal machine guns.

Other Wasp helicopter. Hangar later enlarged but WELLINGTON never embarked the RNZN's Seasprite helicopters.

Speed 30 knots

Range 5500nm at 15kts

Complement 240 Officer and Ratings.

Source www.navy.mil.nz 14/5/2001

Warning:

For every action there is an equal and opposite government program!

Artificial intelligence is no match for natural stupidity!

A male's idea of housework is to sweep the room with a glance!

Not one shred of evidence suggests that life is serious!

Grey Nurse Sharks- Did You Know?

BY JOHN LAWLER

An interesting article appeared recently in a paper about the Grey Nurse and it is worth retelling the story as it a remarkable look into research to keep the species alive long term.

The grey nurse shark was mistaken in Victorian waters as a man eater and was wiped out by spear fishermen about 35 years ago as these fishers truly believed in this fact at the time. The species is now protected however the sharks never really recovered from hunting interstate. It is now estimated that the nurse shark could well be extinct in just 20 years time! However new research which has just commenced at the Melbourne Aquarium could prevent this disaster from occurring.

An eight year old grey nurse born in captivity at the aquarium is named Ali and she is one of only a few hundred nurse sharks still alive. Ali has a sister called Georgie and these two sharks will be the centre of an "ambitious research project" to reintroduce sharks to the wild. What a fantastic challenge for the survival of this species.

BHP Billiton is the sponsor and heading up the project team is a Dr Ian Gunn and masters student Jonathan Daly from the Monash Institute of Reproduction and Development.

Ali is around 2.8 metres long and will be coaxed into a plastic net and moved into a holding bay where the team will take blood samples and carry out an examination of ovaries and uterus through the ultrasound system. It appears little is really known about the reproduction system and the role of food and water temperature which triggers mating in the nurse sharks.

What is known however is that the shark ovulates eggs which stay in the uterus for some three months before hatching. The sharks are believed to breed every two years

While still in the uterus up to about 12 baby sharks are reduced in numbers as they are cannibalised by the more powerful ones and at the end of twelve months only two sharks are left.

At birth the young sharks are around 1 meter long.

The team hope to be able, in time, to induce the shark to give birth to several small pups which can be reared in special tanks where they could fend for themselves and instead of only one or two offspring every two years this programme will allow for many more.

Truk Lagoon Trip 2005

DEPARTURE: MAY 05

UPDATED: 14/09/04

COSTS INCLUDE THE FOLLOWING

AIR FARE:

CAIRNS/GUAM/TRUK/GUAM/CAIRNS – CONTINENTAL AIRLINES

LAND ARRANGEMENTS:

8NT BLUE LAGOON RESORT TRUK – TWIN SHARE

INT BAYVIEW OHANA GUAM – TWIN SHARE

INT CAIRNS COLONIAL CLUB – STANDARD TWIN

ALL TRANSFERS

DIVING COMPONENT:

14 DIVES EACH BLUE LAGOON DIVE CENTRE TRUK

TANK/WEIGHT/AIR FILLS

COST : \$2700.00 PER DIVER

PLUS TAXES \$150.00 PER PERSON

NOTE: DIVE PERMIT FEE TRUK PAID LOCALLY \$35.00 USD PER PERSON

NOTE: LOCAL DEPARTURE TAX TRUK AIRPORT PAID LOCALLY \$15.00 USD PER PERSON

DOES NOT INCLUDE:

Airfare to Cairns

Excess baggage, items of a personal nature, travel insurance,

Taxes unless specified, visa and passport costs, meals and beverages not detailed in the above inclusions

RESERVATIONS:

A \$220 deposit and a completed booking form are required at the time of booking. Final monies are due 45 days in advance of departure with automatic cancellation 30 days prior. All persons paying under 30 day period will incur a \$30.00 per person late payment penalty and any bookings under this period are on request only. All prices are subject to change at the discretion of the airline or land operators or as a result of an amendment to the relevant international currency conversion rate.

Dive Report 5th December 2004

Alan Storen

Boats: John Lawler, Mick Jeacle, Nev Viapree

Divers: Alan Storen, John Lawler, Yvonne Lawler (non-diver), two poms – Fiona and Chris (Yvonne's relatives on holiday from England), Mick Jeacle, Bruce Dart, Gabriel Sekias, 3 friends of Gabriel – Ashton Betts, Craig Robinson, Dan Stockdale, and Nev Viapree.

Dive Locations: Pope's Eye

This dive was to be a 'new diver' day - to introduce some new people to joys of diving and possible get them to join VSAG. We arrived at Sorrento at 9am but it was a little later by the time we had kitted up all the new divers and finally got out on the water. The plan was to dive Pope's Eye- inside for the 'news' and outside for the more experienced. Yvonne and the couple from England had gone to Portsea and while JL headed for this pickup, Mick and Nev headed for Pope's Eye. We had missed the slack but the divers were soon in the water and ready to enjoy. Water temp was about 18°C and the sun was out and there was hardly any wind – ideal conditions for the new divers. Gabriel took his group outside and they were blown away by the marine life. The two from England dived inside the Eye and while the fish life was not as spectacular they totally enjoyed the experience. Mick, Bruce and Nev did their own thing around the outside and were they to act as safety for the newer divers.

All arrived safely back at their respective boats and JL headed back to Portsea to drop off Yvonne and the two from England while Mick and Nev headed back to Sorrento. After the boats were washed we moved to the Sorrento BBQ area, threw a sausage or meat on the bar-b-que and enjoyed the million dollar views, a drink and the company.

A great day out on the bay and I am sure the 'new divers' enjoyed the experience. Hope to see you on the water (or under it) soon!

Alan

[photos on the front and back cover]

Minister Warned over Bay Dredging

14 September 2004

Source: <http://theage.com.au/articles/2004/09/13/1094927513008.html>

An important advisory body to Environment Minister John Thwaites has warned that Port Phillip Bay faces numerous threats from the proposal to deepen its shipping channel.

The warning from the Central Coastal Board, which advises Mr Thwaites on Victorian waters between Breamlea on the west coast and Inverloch, comes as State Government MPs report increasing public angst over the \$400 million proposal.

The board has identified several risks to the health of the bay in its submission to the independent panel assessing the environmental effects statement commissioned by the Port of Melbourne Corporation.

It said the statement did not "fully understand" the effect the massive dredging works would have on the Port Phillip Heads Marine National Park and nitrogen levels in the bay.

"The board is concerned with the potential impacts to the bay, and particularly to the ecologically rich southern part of the bay," the submission stated.

Other potential risks included the dredging up of contaminated sediments from the Yarra River, an increased likelihood of new marine pests being introduced to the bay and continuing doubts over the impact of proposed dredging methods.

Full article: <http://theage.com.au/articles/2004/09/13/1094927513008.html>

Channel Dredging Fears Run Deep

10 September 2004

Source: <http://theage.com.au/articles/2004/09/09/1094530766169.html>

The container ship Maersk Tampa churns up a four-kilometre trail of sand in Port Phillip Bay.

Victoria's Environment Protection Authority has raised concerns about the \$400 million proposal to deepen Port Phillip Bay's shipping channel.

In its submission to the independent panel assessing the environmental effects statement on the project, the authority said the study had understated some of the impacts and suggested unrealistic recovery times for affected parts of the bay, such as seagrass beds.

The \$12 million statement, published in July and commissioned by the Port of Melbourne Corporation, concluded that channel-deepening would have no long-term environmental impacts on the bay, with most of the effects being manageable.

But the authority said the statement did not contain strong enough evidence to support those assertions. "While some information is presented to support this statement, EPA believes there is significant associated uncertainty," it said.

The authority said it was not confident the proposed environment management plan outlined in the statement would adequately protect the bay from the many risks it faced. The EPA's submission is a blow for the State Government, which has given in-

principle support for the project and is keen for it to proceed as fast as possible. Channel-deepening was the centrepiece of its April business statement.

Victoria's business and farming communities, as well as the trade union movement, back channel-deepening because it will allow bigger ships to use Melbourne's port. More than 30 per cent of fully laden ships are unable to dock in Melbourne because of the depth of the channel, prompting fears the city may lose its status as the nation's top container port.

The majority of the 295 submissions received by the independent panel examining its environmental impact were against the project proceeding...

Full article: <http://theage.com.au/articles/2004/09/09/1094530766169.html>

Dredging Raises Power Fear

Source: The Age Newspaper - <http://theage.com.au/articles/2004/11/12/1100227575150.html>

By Jewel Topsfield

13 November 2004

The Newport power station, a major contributor to the national electricity grid, could be forced to shut down during the proposed \$545 million Port Phillip Bay channel deepening project.

Operator Ecogen Energy says an environmental effects statement on the project does not identify the risks to the power station, which supplies electricity during peak demand periods such as heatwaves.

The 500-megawatt station on the west bank of the Yarra River pumps water from near the mouth of the river to cool its turbines, then returns warmed water to Hobsons Bay. Ecogen Energy general manager John Edelsten said if the water contained contaminated sediment dredged up during the channel deepening, the Environment Protection Authority could revoke the power station's operating licence.

The EPA licence specifies limits for temperature, flow, acidity, iron, ammonia, chlorine, carbon, nitrate, turbidity and dissolved oxygen.

Mr Edelsten also said if the sediment contained high levels of sulphide it could corrode tubes in the power plant, forcing the station off line. "These are all unknowns.

That is why we are so concerned about all of this and seek assurances that these things won't impact on us," he said.

If the station were shut down there would be power shortages in peak periods and that could lead to blackouts across the state, he said.

The \$12 million environmental effects statement, which found that the dredging of Port Phillip Bay's channels would have no long-term ill effects, is the biggest undertaken in Victoria...

Full article: <http://theage.com.au/articles/2004/11/12/1100227575150.html>

Hastings Given Nod as Port of the Future

Source: The Age Newspaper- <http://theage.com.au/articles/2004/11/12/1100227575156.html?oneclick=true>

By Philip Hopkins

13 November 2004

Hastings on Western Port is to be developed as Victoria's preferred container port after 2030 under a new State Government policy announced yesterday.

Hastings would take on a larger role after an expanded Port of Melbourne reaches capacity over the next two decades. The two ports would then operate in tandem.

The Government will move to preserve the land and access corridors to Hastings to ensure its potential is not destroyed by development in the meantime.

Hastings, already a port for BlueScope Steel and Esso/BHP, is about 70 kilometres south-east of Melbourne.

The new policy, the Victorian Ports Strategic Framework, was set out yesterday by Transport Minister Peter Batchelor.

He said the Government considered Hastings the preferred long-term site for development due to its natural advantages - deep water, large area of back-up land, and proximity to Melbourne's busy south-east.

In the short term, Mr Batchelor said there was scope to expand Swanson Dock at the Port of Melbourne, and develop additional terminals at Westgate and Webb Dock to meet requirements until at least 2030.

However, he said a site would be needed outside Melbourne by 2030 to handle trade of about 8 million containers. Melbourne is likely to handle 1.8 million containers this year.

The managing director of stevedore P&O Ports, Tim Blood, said the Government's approach was sensible. "However, I think the time frames for Hastings are further out than the minister indicated," he said.

Hastings was put on hold after the Government gave in-principle support to channel deepening in the Port of Melbourne, provided environmental concerns were tackled.

Warning:

Experience is a wonderful thing—it enables you to recognise a mistake when you make it again!

A conscience is something that hurts when everything else feels good!

It is often easier to get forgiveness than permission!

Fishing Licences Fund 40 Projects Worth \$1 million

Source: Abridged from the Boating Industry Association of Victoria Website

[http://www.biavic.com.au/sections/public_news/index_view.asp?](http://www.biavic.com.au/sections/public_news/index_view.asp?ID=159&pagecolour=99CCFF)

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18 October 2004

Almost \$1 million from recreational fishing licence fees will be used to fund dozens of projects to enhance recreational fishing throughout Victoria, the Minister Responsible for Fisheries, Bob Cameron, announced today.

Mr Cameron announced projects, worth a total \$984,017.

The government will allocate \$375,000 to improve facilities and access for recreational anglers, \$290,000 for recreational fisheries research projects and \$35,000 for education, information and training projects.

"Funds for all these projects come from Recreational Fishing Licence Trust Account revenue, and this is a positive way to put that money to work for recreational fishing across the State," Mr Cameron said.

Applications are sought each year from fishing clubs and organisations with project ideas that benefit recreational fishing in Victoria. The applications are assessed by the Fisheries Revenue Allocation Committee – which represents recreational fishers.

Mr Cameron said \$1 million had also been allocated to fund the buy out of commercial fishing licences in Lake Tyers and Mallacoota Inlet, to make those areas recreational only fishing zones.

"Almost \$300,000 worth of projects, funded last year, will continue during 2004/05," Mr Cameron said.

The new major projects to be funded from Recreational Fishing Licence revenue include \$56,000 to resume the Statewide Angler Diary Program for the next two years.

For the man with everything - a penis tie

From correspondents in Belgrade

December 13, 2004

A SERBIAN tie-maker is planning to launch a new range of penis cravats for the man who has everything.

Designer Neven Vrgoc said: "The ties are of a special shape and do not go around the neck of the man, but around his member.

"I hope male customers will buy them to create a good impression on a first date, or women might present them to men when they have been totally satisfied."

The Australian