

FATHOMS

JUNE-JULY 2004

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VSAG

VICTORIAN SUB-AQUA
GROUP



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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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Editorial

Alan Storen

VSAG's 50th is coming – keep 21st August clear in your diary – and probably the 22nd also as a recovery day!! Tickets are available from John Goulding. (98993468 home)



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.

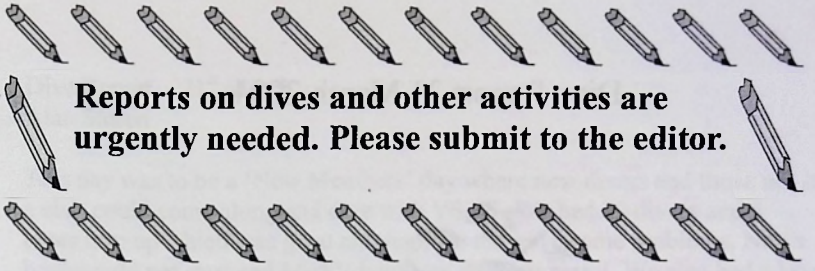
Local diving is still happening but more support from the members is needed to fill the boats.

The bay deepening is getting closer and the Environmental Effects Statement (ESS) is due out this month. If it goes ahead as planned then we will not see good diving for at least 5 years – if then! If you have the opportunity (and agree!) then please sign the protest petition (available at club meetings). Alan Beckhurst and Mary Malloy have an article and photos in the June Diverlog- page 15.

Those who went to WA and dived the ex-HMAS Perth would be interested in the article in June Diverlog page 64 which reports on the dreaking off of the mast section. It has now been replaced by local divers.

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.

Alan

A decorative border of pencils surrounds the text. There are two rows of pencils at the top and two rows at the bottom. On the left and right sides, there are two pencils each, one pointing upwards and one pointing downwards.

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

300 DIVERS PER DAY ON HMS SCYLLA

Another resounding success in the worldwide ship reefing programme.

'Up to 300 People A Day' Diving on Sunken Warship

By Sam Marsden, PA News

Divers estimate that up to 300 people a day are exploring a retired Royal Navy warship sunk last month. HMS Scylla became Europe's first artificial diving reef when explosives sent the vessel to the bottom of Whitsand Bay, off Cornwall, on March 27.

Hundreds of people dived on the 2,500-tonne Leander Class frigate over the Easter Bank Holiday, traditionally the start of the diving season. Plymouth-based diver John Busby, who with Nick Murns came up with the idea of sinking Scylla five years ago, said he had already visited the wreck "four or five times".

He said local dive centres were "over the moon", with many already fully booked until September. "There are probably 300 people a day diving on Scylla at the moment," he said. Richard Lock, from Deep Blue Diving in Plymouth, said there were up to 20 dive boats over Scylla at the same time over the Easter weekend.

He added: "The main attraction of Scylla is that it is something new. It is still very much what people want to do."

The sunken warship had helped to give the city "a bit of a buzz", he said. Mr Busby and Mr Murns formed the Artificial Reef Consortium five years ago, before other agencies became involved and took the project forward. The aquarium's divers have been visiting the vessel almost every day, NMA communications manager Melanie Cowie said.

Webcams will beam images of the former warship back to the aquarium from this summer, she added. The Scylla has settled on the seabed close to the Liberty ship James Eagan Lane, torpedoed on her maiden voyage in 1944.

Dive Report 21 March 2004

A Bung – what
is that?????



Who needs Petrol anyway??????????????



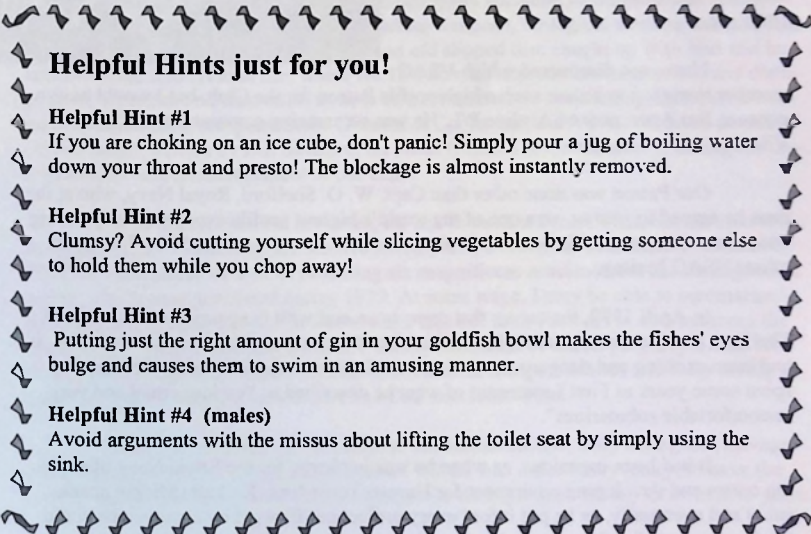
COMMENTS:

- You cannot get good deckies anywhere (Mick)
- This has never happened before (Mick)
- I thought the tank was half full (Mick)
- The gauge must be faulty (Mick)
- I always fill my tanks before I go out on the water (Andy)
- How could anyone run out of petrol (Most)
- I have been kissed by a dickhead (Jackie)

Dive Report - 21st March
Alan Storen

This day was to be a 'New Members' day where new divers and those not in a club could come along and dive with VSAG. We had 20 divers and 5 boats turn up which was great although we did have some problems. Nev's boat would not start and Mick's boat was short on petrol. We also had a late start due to someone forgetting to put the bung in his boat after Cape Jaffa! After a couple of reshuffles of divers we set off for Pope's Eye. We missed the slack water due to the late start but all divers reported a great time and to cap it off we had a snorkel with the seals and then on to catch a bag of scallops off Rye.

Thanks to Mick, Andy, Robyn, John and Nev for the use of the boats. I think that we are likely to get at least 7 new members from their efforts- my newly qualified daughter being one of them.



Helpful Hints just for you!

Helpful Hint #1

If you are choking on an ice cube, don't panic! Simply pour a jug of boiling water down your throat and presto! The blockage is almost instantly removed.

Helpful Hint #2

Clumsy? Avoid cutting yourself while slicing vegetables by getting someone else to hold them while you chop away!

Helpful Hint #3

Putting just the right amount of gin in your goldfish bowl makes the fishes' eyes bulge and causes them to swim in an amusing manner.

Helpful Hint #4 (males)

Avoid arguments with the missus about lifting the toilet seat by simply using the sink.

CAPT. W. O. SHELFORD – PATRON of V.S.A.G

In this our fiftieth year, VSAG members can be mighty proud of the wonderful history of their Club. In August, we will be celebrating this milestone together and it promises to be a great night.

In the meantime, you may be interested to learn that the good old VSAG once had a very distinguished Patron and I believe our diving Club was unique in this regard. In the first decade, VSAG had a very powerful and dedicated bunch of Committee members, who really set the Club on very solid foundations. They networked tirelessly to raise the profile of the Club and that is one of the many reasons the Club has reached a 50 year milestone. Of course, since those early years, there have been many outstanding contributions to the Club by other members and Committee since the late 1960's too.



I have not discovered which VSAG member managed to secure such a high profile Patron for the Club, but I would have a guess at Jim Ager, now of AirDive P/L. He was an amazing communicator for the VSAG.

Our Patron was none other than Capt. W. O. Shelford, Royal Navy, who at the time he agreed to join us, was one of the world's highest profile experts on deep diving and submarine escape. Here is a little about the man..... read it and be proud of our VSAG heritage.

In April 1979, the career that came to an end with the passing of Capt. W. O. Shelford, had been many-sided, but had exhibited a constant theme of determination. It had been exciting and dangerous, as when, a volunteer to the Submarine Service, he spent some years as First Lieutenant of what he described as "various small and very uncomfortable submarines".

It had been ingenious, as when he was in charge for the Royal Navy of training crews and developing equipment for Human Torpedoes, X-Craft (Midget attack subs) and eventually, as he put it for "every project put forward by anyone who could think up a way of striking at the Nazis underwater from a beleaguered Britain".

And it was triumphant. As he explained in his usual modest and restrained way, when he organized and commanded, after the last war, the first successful peacetime attack on the World deep-diving record. He regarded it as one of his two greatest achievements. The other was the training and equipping of the frogmen who cleared the approaches to enemy beaches, so the Allied forces could invade Europe.

Not only in these instances, but throughout his career, he showed persistent determination to further the cause of his country and its divers, and was constantly seeking to push forward the frontiers of diving.

William Ommaney Shelford was 13 when he volunteered for the Royal Navy in 1922. After four years at Dartmouth Naval College, he went to sea as a midshipman in the Mediterranean then on the China station, before volunteering for submarines. By 1939, he had his own command, the L27. "A gorgeous ship" he called her.

He ended the war as Diving Officer to the Submarine Service, took peacetime command of the Navy's famous, specialist salvage vessel HMS RECLAIM, and after his record diving exploits joined HMS FORTH, flagship of the Second-in-Command Mediterranean Fleet, based in Malta. He was Executive Commander of the ship and received the rank of Captain.

Once back in the UK, he commanded HMS PHOENIX, the establishment at Portsmouth that taught defence against nuclear weapons, biological warfare and gas, damage control and fire-fighting. Eventually, an old slipped disc caught up with him and he was invalided into civilian life, where for 18 years, he was still the determined and distinguished organizer and innovator, as boss of the Underwater Division of the famous submarine engineering company Siebe Gorman & Co. In fact, our VSAG archives contain several letters written by Bill Shelford, on Siebe Gorman & Co stationery, during his correspondence and encouragement of our Club.

As he approached his seventies, his health declined somewhat, but his interest in diving remained committed. He was for seven years, a technical consultant to Britain's "DIVER" magazine, as well as providing six magnificent articles about his distinguished career, which were serialized during 1979. At some stage, I may be able to summarise these articles, if members would like to learn more of their Patron. He also authored the book "SUBSUNK", detailing his career during command of the Royal Navy's elite Experimental Diving Unit, which worked on submarine escape methods and deep diving to enable salvage divers to reach the crews of stuck submarines.

Bill Shelford's lifetime devotion to submarine escape, deep diving and salvage made him a wonderful choice as our Patron. VSAG was indeed very lucky, to have the contact and encouragement of such a high profile diving expert during its formative years.

Dive Report – Mallacoota/Gabo Island

Alan Storen

As some of you know I am in a group called the “Easter Islanders” - we go to a different island each Easter, and I normally try get in some diving. This has taken me to King Is, Flinders Is, Cape Barren Is, Kangaroo Is, Tasmania in recent years. This year we went to Mallacoota and Gabo Island. We booked a place at Mallacoota and did many of the tourist things. I managed to meet up with a student that I had taught many years ago - chance meeting in the pub, and he was now an abalone diver working out of Mallacoota. After some arm-twisting he agreed to take me out to do some diving. There was a bit of a swell and the abalone divers were having a few days off.

The ocean bar at Mallacoota (not the one at the pub!) was closed, as were most bars east of Lakes Entrance, and the boat was launched using the old boat ramp at Bastion Point. My first two dives were on tanks at Tullaberga Island and we dived on what was left of the steamer ‘Monumental City’ and the ‘Moama’. The site was not easy to find and the few bits of metal and wood on the bottom was all that was left. This is typical of most of the many wreck along this part of the coast, mainly due to the pounding they get from the Bass Straight waters. My next dives were on hookah and we dived Gabo harbour (called Santa Barbara Bay for some reason?), Little Gabo and Lighthouse Reef. I had dived on hookah many years ago but this time had some difficulty adjusting to the different weights and gear. After several ‘back to the boat’ trips for extra weight and then less weight I sorted out my problems and enjoyed the dives. Saw two hammerheads and one mako shark during the dives and fortunately all at a distance and relatively small. The viz was about 10 to 15 metre and water temp about 17C.

Back to tanks again to dive with the seals at ‘The Skerries’ and then on to ‘Shipwreck Creek Reef’ – no shipwrecks to be seen but the reef was good. Unfortunately I was not able to collect abalone as my ‘ex-student’ new-friend diver was on his commercial ab boat and he had

told those that needed to be told- I think Fisheries – that these were recreational dives - hence he could not have abs on the boat.

My last two dives were on hookah near Bastion Point – one dive near the golf club and one nearer the point, again mainly reef. By this stage I was happier using the hookah gear and had a very relaxing dive. A pod of dolphins and a baitball of fish joined us for this, my last dive at Mallacoota.

There are no dive shops in Mallacoota and the nearest air is at Eden unless you have a contact at the fishing co-op! or have a chance meeting with an ex-student/friend in the pub! There is only one operator who will take divers out and I think his priority is fishing trips. He became a new father (first time) at Easter and was not available anyway. I was very lucky to get any dives in at all. My logbook now lists 312 minutes underwater at Mallacoota/Gabo Is.



More Helpful Hints just for you!

Helpful Hint #5

High blood pressure sufferers: simply cut yourself and bleed for a while thus reducing the pressure in your veins.

Helpful Hint #6

A mouse trap placed on top on of your alarm clock will prevent you from rolling over and going back to sleep.

Helpful Hint #7

If you have a bad cough, take a large dose of laxatives. Then you will be afraid to cough.

DIVE REPORT

SUNDAY 9TH MAY 2004

MOTHERS DAY

STORY BY JOHN LAWLER

I guess it is a fairly optimistic person who puts out feelers for divers on Mothers Day but a phone call to a couple of people resulted in some interest and it came mainly from Alan Storen. Yes he was keen to go and so was his son Chris, daughter Jackie and Alan's work colleague Sabino. Jackie had to cancel out at the last minute and so all four of us met at the Sorrento ramp at the sensible Hour of 10am and launched for the dive site at Queenscliff on the slack ebb tide.

The weather was just terrific, sunny, very little wind and calm conditions preceded a great day to come.

I had called Alan and Mary Beckhurst but all their potential divers were covered off by Mothers Day and they could not put in a dive and had to be content with their shore dive on the previous day. However they were to play a very interesting part in our dive day, but more on that later.

A shot line was dropped in to test the ebb flow and soon it was time for Sabino and I to dive into a fairly new area near to the west side of the channel. Good fortune was with us today as a call to Lonsdale Lighthouse resulted in information that no shipping was due for another two hours...just great!

We fell into the water and arrived at around 23 mtrs and the vis was quite poor (ebb tide) but good enough for us to see a huge amount of fish life around the reefs. It is amazing the sheer diversity of fish life in the Southern end of our great bay. The way things are going we may not have this too much longer!

Some of the ledges were very deep, dark and exciting and yet no sign of any rock lobsters..most strange! This area we were in is very small in terms of rough terrain and as things went we just started to come into flat ground as our dive time was up and time to head back to the surface.

Alan and Chris went over and down but interestingly the slack water finished and the run began for what I think seemed quite fast (or very short slack time) and they had a fair bit of pull on the buoy line. None the less Alan said when they surfaced that the dive location was soooo goooooo he could have stayed there for a week.

About this time the mobile rang and the big brothers had been watching us from

the high point at Queenscliff. The big brothers in this case were Alan and Mary Beckhurst and would we like fresh hot pies for lunch at the low landing in the marina? Would we what! We were there in a flash and the hot meat pies were served along with an offering of hot soup, hot coffee and if we wanted cold VB's! Now how's that for kindness and consideration. We sat in the boat in the warm Autumn sun and felt life was pretty good and being with good friends was the bonus. Thanks Mary and Alan.

Decision was made to head back to Sorrento and so came to close of another great day of diving in the Bay.



Actual Sentences Found on Patients' Hospital Charts (Proves that those medical folks are right on top of things. When you're pushed for time, it is so easy to write a note and not take the time to reread and correct.)

1. She has no rigors or shaking chills, but her husband states that she was very hot in bed last night.
2. Patient has chest pain if she lies on her left side for over a year.
3. On the second day the knee was better, and on the third day it disappeared.
4. The patient is tearful and crying constantly. She also appears to be depressed.
5. The patient has been depressed since she began seeing me in 1993.
6. Discharge status: Alive but without my permission.
7. Healthy appearing decrepit 69 year old male, mentally alert but forgetful.
8. The patient refused autopsy.
9. The patient has no previous history of suicides.
10. Patient has left white blood cells at another hospital.
11. Patient's medical history has been remarkably insignificant, with only 40 pound weight gain in the past three days.
12. Patient had waffles for breakfast and anorexia for lunch.
13. Between you and me, we ought to be able to get this lady pregnant.

The Wreck of the Waratah

From HERB EPSTEIN

You can also read the original article on the Internet, on the MAIL GUARDIAN website.

INCIDENTALLY, back in 1979, we [an Afrikaans buddy of mine ROLF - who now lives in Christchurch NZ] dived a wreck at a spot called Rooikrans, about 160km east of Cape Town.

ROLF told me that we were going to dive the wreck of the Waratah.

We had slept over nearby, and set off at 5:00 AM, launching his boat at 6:00AM.

Rolf had been diving this wreck on and off for about 5 months "on the quiet" with another divebuddy, who had now relocated to Norway to be with his girlfriend.

*It was a fairly deep wreck, lying from 34 to 46 meters deep
Looking at my old South African Dive Log book, I see we did 4 dives over 3 days back then, on that site.*

In those days it was "still okay" to collect souvenirs off wrecks. [That was before the SA Govt had passed legislation protecting old wrecks as national treasures]

On the dive, it was clear this wreck had been visited by other divers, and was "quite stripped"

We did however manage to get some crockery, bottles of wine and two barnacle encrusted brass portholes.

Before I left Cape Town [for Australia] in the early eighties, I gave my collection of souvenirs off that and other wrecks to the S.A. National Maritime Museum, at the Old Fort in Cape Town.

I had my doubt at the time, if the wreck we dived was infact the Waratah , although Rolf was convinced it was.

Certainly, it was a merchant seaman of significant size, and was enroute to or from Australia, going by the smashed cargo we found on the ocean floor.

After having had the wine bottles dated, we were advised the wreck would have gone down circa 1904 - 10.

The Titanic of the southern seas

Before the Titanic, there was the Waratah. A luxury passenger liner on her maiden voyage, she was coal-fired and boasted eight watertight compartments. They said she was unsinkable.

On July 27 1909 the Waratah was rounding South Africa, halfway through her voyage from Australia to England, when she vanished.

The flagship of the Blue Anchor Line fleet had left Durban bound for Cape Town but never arrived. Despite repeated searches no trace was found of the 211 people aboard, the cargo, or the vessel.

This week, almost a century later, the mystery may be solved when scientists sail from Durban armed with sonar equipment and fresh information about the wreck's possible location.

Funded by the novelist Clive Cussler, who wrote Raise the Titanic, the expedition hopes to find the Waratah near the Xora and Bashee river mouths off the Transkei wild coast.

"It's been a difficult one to crack, but I'm cautiously optimistic," said Emlyn Brown, the expedition leader, on Sunday.

The account of a pilot who thinks he glimpsed the wreck has been analysed to identify the likeliest site, now thought to be in two blocks of seabed measuring a total of 48 square kilometres.

The most famous ship to be sunk until the Titanic three years later, the Waratah had no radio or telegraph to send a distress message.

Some experts blamed a top-heavy design, liable to roll; others said it was a freak wave or a "hole in the ocean", a phenomenon whereby winds and currents cleave cavities big enough to swallow tankers.

The 16-strong expedition will sail in a converted fishing trawler which will trail a sonar device to create an image of the seafloor. If a wreck is located a diver and possibly a submarine will inspect it.

The mission will last four days. Ramsay and Brown thought they had found the Waratah in 1999, but two years later realised the wreck was that of a transport ship sunk by a German U-boat in the second world war.

Since then they have revised their approach and stumbled across Bill Elston, a Cessna pilot who flew over the Transkei coast on an unusually calm, clear day in 1962 and spotted a complete passenger ship below the sea.

The former engineer, now in his 80s, said: "Of intermediate size, comprising the hull and superstructure -- but as I recollect, without funnel or masts -- the vessel appeared to be listing considerably to starboard, though not completely on its side.

"Through the outer covered decks, cabin portholes and doorway apertures were clearly visible." A light breeze rippled the ocean and dissolved the image, and Elston never saw it again.

He hoped the expedition would verify his sighting. "I'm very excited about it," he said.

Named after the emblem flower of New South Wales, the 140-metre (465ft) Waratah was built by Barclay Curle & Company in Scotland in 1908, for the emigration route to Australasia.

Her maiden voyage to Australia went smoothly and she headed back to England with 211 people -- and 6 500 tons of cargo -- on board.

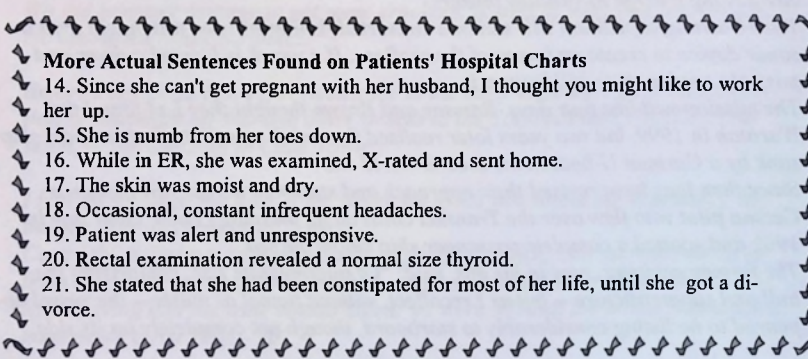
There were bad omens. The experienced captain, Joshua Ilberry, reportedly complained that the ship was top-heavy; and in Durban a seasoned traveller called Claude Sawyer disembarked and cabled his wife: "Thought Waratah top-heavy. Landed Durban."

Complaining of nightmares, Sawyer was not aboard when the ship resumed its journey. He recalled a dream: "I saw the Waratah in big waves. One went over her bow and pressed her down. She rolled over on her starboard side and disappeared."

On July 27 the vessel steamed straight into a storm which smaller ships survived. The alarm was raised when it failed to reach Cape Town. The Royal Navy joined the hunt, but no debris was found. A three-month search organised the following year by relatives also yielded nothing.

In 1929 a soldier, Edward Joe Conquer, came forward to claim he had actually seen the ship roll and disappear through his telescope while undertaking live-shell practice near the Xora river mouth.

Dismissed by many as a fantasist, Conquer may be on the verge of vindication.
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More Actual Sentences Found on Patients' Hospital Charts

14. Since she can't get pregnant with her husband, I thought you might like to work her up.
15. She is numb from her toes down.
16. While in ER, she was examined, X-rated and sent home.
17. The skin was moist and dry.
18. Occasional, constant infrequent headaches.
19. Patient was alert and unresponsive.
20. Rectal examination revealed a normal size thyroid.
21. She stated that she had been constipated for most of her life, until she got a divorce.

Wilson's Promontory

Easter 2004.
John Mills

The week prior to Easter had crept up on us with general work commitments and Priya starting a new job. Despite our best intentions we had not packed, we got up at 7.00am on the Friday and started packing, I judged that by the speed that Priya was packing that we would leave at 3.00pm, I was met with a barrage of scorn and disdain when I mentioned this. As we left at 3.00 I had a wry smile on my face. We arrived at the campsite just on dusk, only to find a car parked on our site. We must have also being blessed with royalty in our midst as some of the precious little dears wandering around politely enquired if I could turn my lights down as it was hurting their eyes. Having fended off little Lord Fauntleroy and getting the offending car moved we set up camp in the dark. The setting up went surprisingly well, indicating that we have had enough practice in putting up the tent.

Having acquainted ourselves with everyone's whereabouts we gravitated to the party tent for some socialising. As always Andrew was there with his welcoming bottle of Sambuca. This year he also provided a choice of Tequila and Cognac. Teddy's creative juices were flowing as he observed the moonrise over Mt Oberon; he had to get a photograph and appointed himself as the artistic consultant. Priya had the equipment and Leo had a tripod, Leo took some shots with his digital camera, he could not get the flash to turn off and got some great shots of Mt Oberon with all the tents and JL's boat beautifully lit up in the foreground. Priya arrived with the camera, when it was finally set up Teddy's artistic temperament got the better of him and he had lost interest, he was heard to mutter, "The moment had passed". Most retired reasonably early.



Most of the camp had surfaced by 8.00am; Pat did his usual efficient job of organising everyone on the boats. I walked past Micks tent to hear Teddy asking how to open the fridge. The big fella replied, "You can't as it is child proof and idiot proof". Tony Tipping was opposite us in the Caravan and was up at the crack of dawn with his garbage bin full of dive gear exclaiming at anyone who walked past



"when are we going out as I am ready". The boats were packed by 10.00am. They could only get \$10.00 worth of petrol as it was being rationed due to Shell not delivering to the shop. The boats were launched by 10.30 in the usual fashion. Three boats headed to the Glennies and we dropped in and did some great swim throughs. Martin Taliana was rapt as he had bagged a decent Cray. We then

went to the other end of the Island and did a dive in the Shark Gully; there were no sharks. There were some Dolphins around; we dropped Jim Turner and Kim Mastrowicz in to swim with them. Once Kim overcame her initial fear she had a ball. We headed back in and managed to retrieve the boats from the reasonably choppy conditions. Unlike the previous day, no boats were bogged. All came back and settled in for some tea and some yarns. A lot of noise was emanating from the Tipping van as they listened to the Essendon match. Tony was quite chuffed the next day exclaiming that they had administered a crushing victory and turned their season around. Talking to the others they reckoned that Essendon had won by the skin of their teeth.

There was some rain on the Saturday night, yet there were two boats ready to go out, Andy and Leo (Who had JL's boat on loan). I got Priyas gear ready and Andrew and myself got her organised with the dry suit, she made the boat and they launched without any problems. I was left on my own for the day to run amok and did some cycling. The boats returned at about 3.00pm and despite the chop all had good dives. Andrew and Craig ventured to Yanakie to restock the bar.

The foam rockets, which were for Jo and Nicole's kids, were soon hijacked by the big kids and became the hit of the weekend. Andrew aimed a shot at Leo who was at the folding table cleaning his camera gear. He looked up to see the projectile coming for him took evasive action and rode the table, camera, bucket of water and bourbon to the ground. When the dust had settled he looked around saw Andrew, smiled in his own intimal way, chuckled and said "you dickhead". A quite Sunday night was had with the likes of Leo turning in early.

The Monday morning was slightly drizzly and the arduous task of packing was commenced. Andrew finally surfaced after demolishing a bottle of tequila the night before. A lucky few had decided to extend their stay an extra day. Melanie spent most of her time running around trying to find out who had stolen her baby, Ted had taken quite a fancy to the little cherub as she reminded him of his daughter when she was little. Tony packed his van and we



watched in amusement as he tried to hear the instructions from his family to back the car up to the hitch. Some new arrivals turned up and set up next to Pat, he was heard to grumble "I'll charge them \$35.00 as they have parked on my site" we hung around until about 3.00 and hit the road for home.

Again a memorable trip was held over the four days with the weather holding out and enabling everyone to get a dive.

\$150k bill to sink useless ferry

By Matthew Denholm

May 11, 2004

A SYDNEY ferry is in such a bad state of disrepair that it needs \$150,000 worth of work to make it good enough to sink.

Opposition transport services spokesman Mike Gallacher claims the *Lady Street* will be given a six-figure makeover to ensure she doesn't pollute the ocean if scuttled. "I have been reliably informed that Sydney Ferries are planning to offer the vessel free of charge to be sunk as a dive wreck or as a seabed fish colony," Mr Gallacher said. "This could require up to \$150,000 to be spent on environmental clean-up requirements prior to sinking it. Given the State Government's revelation of a cash crisis, resulting in a mini-Budget, I do not believe that taxpayers should have to foot the bill for this at this time."

A spokesman confirmed Sydney Ferries has been considering what to do with the *Lady Street* since she was decommissioned last year. "These options have included refurbishing the vessel to extend its life and disposing of it by sinking it as either a fish colony or a dive wreck," the spokesman said. "Refurbishing the *Lady Street* would cost an estimated \$3.5m to \$4m - which would make it prohibitive."

Sydney Ferries is currently considering offers by private companies, including dive companies, to have the *Lady Street* scuttled.

"Other suggestions concerning the *Lady Street* are being considered, provided they do not impose any cost on Sydney Ferries or the taxpayer." But Mr Gallacher claims the cash-hungry Carr Government has already rejected offers to buy the ferry. Sources claim several offers have been made to buy *Lady Street*. "Surely either of these two outcomes would at least provide some financial return to the taxpayer," Mr Gallacher said. "I believe Sydney Ferries, as a Government-owned operator, should have this requirement at the top of their agenda whenever they dispose of any high-value assets."

Will I live to be 80?

I recently picked a new primary care physician. After two visits and exhaustive lab tests, he said I was doing "fairly well" for my age. A little concerned about that comment, I couldn't resist asking him, "Do you think I'll live to be 80?"

He asked, "Well, do you smoke tobacco or drink beer/wine?"

"Oh no," I replied. "I'm not doing either."

Then he asked, "Do you eat rib-eye steaks and barbecued ribs?"

I said, "No, my other Doctor said that all red meat is very unhealthy!"

"Do you spend a lot of time in the sun, like playing golf, sailing, hiking, or bicycling?"

"No, I don't," I said.

He asked, "Do you gamble, drive fast cars, or have a lot of sex?"

"No," I said. "I don't do any of those things."

He looked at me and said, "Then why do you give a shit if you live to be 80?"

Double Pain

Last year I replaced several windows in my house and they were the expensive double-pane energy-efficient kind.

This week I got a call from the contractor complaining that his work has been completed for a whole year and I had yet to pay for them. Boy, oh boy, did we go 'round. Just because I'm getting old doesn't mean that I am automatically stupid.

So, I proceeded to tell him just what his fast talking sales guy had told me last year...

"That in one year the windows would pay for themselves."

There was silence on the other end of the line so I just hung up and I haven't heard back.

Guess I must have won that silly argument.

DID YOU KNOW?

BY JOHN LAWLER.

In the 19th Centaury, the British Navy attempted to dispel the superstition that Friday was an unlucky day embark on a ship.

The keel of a new ship was laid on a Friday. She was named "HMAS Friday" and in command was the Captain whose name was Friday.

The ship went to sea on a Friday and neither the ship nor the crew were ever heard of again!

Dive Report

Northern Pacific Sea Star Roundup Inverlock 2004

Alan Storen

The call went out early March for divers and boat owners to eradicate the population of Northern Pacific Sea Stars (NPSS) in the Inverlock area. The Department of Sustainability and the Environment (DSE), Parks Victoria and locals were out to totally remove the seastars, thought to have invaded from Port Phillip Bay. The NPSS was first confirmed in the Inverlock region on 5th January 2004. Thirty-six individual seastars had been collected from the Point Norman/ Anderson Inlet area within 50 metres of each other on rocks exposed at high tide. Individual seastars were between 10-15 cm in size and it was believed that they were less than one year old and had not spawned in the region. Each female has 19 million eggs!! As spawning begins in late May it was thought that the population could be eradicated before it breeds by physical removal from the water. It was recognised that diver collection was not 100% effective therefore, to increase chances of success; multiple attempts on multiple days would be required.

I volunteered, along with some Wesley students, to assist and by the end of the second day about 150 NPSS had been collected from the Anderson Inlet Area. We

collected using circular search patterns on radial lines from a shot line and also drift diving on a line. After 50 minutes in the water my buddy and I had collected 11. By comparison with Port Phillip Bay; when I was involved in a collection at Hampton we collected about 5000 in one dive – about 30 minutes!! Port Phillip population is estimated at over 200 million and makes up over one third of the total bio-mass of Port Phillip Bay (total mass of all living things in the water -fish/animals/plants). At Inverlock the problem is in its infancy and it is hoped that this action will stop the problem in the area and also stop it spreading to other areas along the coast. It is now believed that there are less than 200 in the Inverlock area and it is hoped that these will be removed before spawning.

Other nearby areas have also been checked, some using scuba divers and other areas using videos attached to boats. Areas checked included some off-shore sites, Petrel Rock area, the beach channel and the inlet entrance.

How did they get there? Who knows? Several theories or possibilities have been proposed. DNA testing indicates that they came from the Port Phillip population. One likely possibility is that they (the spores) were introduced by a recreational fisherman/ boater that did not thoroughly wash down their boat or anchor ropes etc after using them in Port Phillip Bay.

All VSAG boat owners could help reduce this possibility happening in other areas by adopting the practices listed in the Jan 2004 brochure put out by DSE called "Aquatic Pests: Treat 'em mean – keep your boat clean". I have included a copy for our boat owners in the mail out with Fathoms. If you did not get one or want one please contact / collect from your nearest boating or fishing shop or download from www.dse.vic.gov.au/marinepests.

ALL divers could help with the marine pest problem by reporting any sighting of NPSS (or other marine pests) to DSE or Parks Vic. Obviously they know about the bay but if you happen to be diving along the coast, the prom, etc and you come across a possible NPSS then please collect a sample and deliver to Parks or DSE. They are happy to have a dried/ dead specimen, as all they need is a positive ID. If you post it to them they also need the exact location of the find. The phone number for DSE is 136 186. If you are not sure what they look like I have included a photo on the back page – do not confuse the NPSS with the native eleven-arm seastar (which looks bad but isn't – the NPSS looks good but is not).

PS to reduce the population of NPSS in Port Phillip Bay please spread the rumour that it is an aphrodisiac – ten times as good as viagra; that you will soon only be able to collect them if you have a licence; the licence will cost millions and a quota will soon be imposed.

PPS. The following report from DSE

The World Environment Day Awards were handed out on Saturday night and a small group represented you for the evening. They included the full range of people involved in the project from the divers/ boaters/ SES/ Red Cross/ walkers and community members. There were 2 categories, both of which we did very well in. We were in good company and I have highlighted the other projects that were finalists below.

1. "Award for Best Community Based Environmental Project or Initiative" of which we won the award.

Seastar 2004 Team: 'Diving in to Help - the Northern Pacific Seastar at Inverloch'
Dolphin Research Institute
Friends of Arid Recovery: 'Arid Recovery'
Gould League of Victoria

2. "Award for Excellence in Marine & Coastal Management" of which we had a special commendation.

Water Corporation: 'Coastal Environmental Improvement Initiative Busselton'
Department of Sustainability, Government Agencies and Volunteers:
'Managing the Northern Pacific Seastar at Inverloch'
Shell and Conservation Volunteers Australia: 'Shell Coastal Volunteers'

PPPS. Many divers from LaTrabe Valley Dive Club were also involved and the club provided most of the divers.—Well Done LaTrabe Divers

More Actual Sentences Found on Patients' Hospital Charts

22. I saw your patient today, who is still under our car for physical therapy.
23. Both breasts are equal and reactive to light and accommodation.
24. Examination of genitalia reveals that he is circus sized.
25. The lab test indicated abnormal lover function.
26. The patient was to have a bowel resection. However, he took a job as a stockbroker instead.
27. Skin: somewhat pale but present.
28. The pelvic exam will be done later on the floor.
29. Patient was seen in consultation by Dr. Blank, who felt we should sit on the abdomen and I agree.

DIVA's position statement on the proposed Port of Melbourne's project to deepen Port Phillip Bay's Shipping channel.

The Dive Industry of Victoria Association (DIVA) in principle does not agree to the Port of Melbourne's channel deepening proposal.

Introduction

DIVA has major concerns in regard to the impact of the Shipping Channel deepening proposal on the Port Phillip Bay ecology. We fear toxic algal blooms, ships running aground, oil-spills, water that is murky and unsafe for diving and release of pollutants such as lead, Mercury and others. These are the very real risks of the Channel deepening project.

DIVA is alarmed that the State Government has pre-empted the Environmental Effects Statement for the proposed channel deepening, by announcing that it is prepared to commit itself to a project that could have such disastrous consequences.

DIVA has taken a strong interest in the proposed deepening of the Great Shipping Channel by the Port of Melbourne Corporation. We have attended many of the Port of Melbourne Corporation public meetings, taken part in various aspects of the Environmental Effects Study (EES) and attended the "Blue Wedges" public meeting. DIVA's major concerns are;

- i) The closure of Port Phillip Heads during the channel deepening works (dredging) which will prevent diving operations from taking place during such time, therefore resulting in diving and other related tourism businesses incurring financial losses.
- ii) The increased turbidity over a protracted period of time which will not only affect marine life, but also affect recreational divers and snorkelers. Reduced visibility will negatively affect the enjoyment of diving and snorkelling resulting in fewer participants in these activities.
- iii) The impact on safety and how it will affect diving and snorkelling operations. Increased turbidity and a change in water flow movement will result in dive operators having to review and change safety and operating procedures to ensure diver safety and prevent diving accidents occurring as a result of changed water conditions.
- iv) The detrimental effect on tourism to Victoria. The damage inflicted on the bay will result in the destruction of our 10-year program to increase tourism to Victoria. The Marine Parks, which were established in 2003, have

played a pivotal role in the diving industry's goal to increase the beauty our bay has to offer. However, the marine parks may become barren and too dangerous for the public to visit due to loss of nutrients and changes in water flow movement.

Potential impacts of the proposed channel deepening:

Impacts of increased turbidity on aquatic fauna

The proposal would involve the removal of 40 million cubic metres of sand, rock from the seabed and ongoing dredging operations. This would inevitably increase the turbidity (murkiness) of the water over significant areas of the Bay.

Increased turbidity will reduce light penetration in the water column thereby reducing photosynthesis. This will cause reduced primary production of phytoplankton, seagrasses, and therefore reduced opportunities for the Bay species that feed directly or indirectly among them.

Of particular concern to DIVA is the negative impact on marine life, particularly around the Port Phillip Bay Marine Parks. The main concern here is that the silting caused by the dredging will literally "choke" many delicate marine animals which in turn will affect the entire food chain. This will have detrimental effects on the bay's fish stocks and other marine plants and animals including Victoria's state marine emblem, the fragile Weedy Sea Dragon. The marine mammals, including whales, sharks and seals, that reside in Port Phillip Bay and use areas of the bay will also suffer negative impacts.

Reduced nutrient processing capacity

The plant and animal life on the bottom of the Port Phillip Bay - the "bottom habitat" is critical for the long-term function of water quality and aesthetic value of Port Phillip Bay" according to Dr. Graham Harris. "What you see is maintained by what you don't see. The 1996 CSIRO Port Phillip Bay Environmental Effects Study categorically recommended that dredging be minimized in order to protect this vital Ecosystem Function" (4).

The CSIRO study also recommended that the nitrogen load on the Bay be reduced to 1000 tonnes per annum. Melbourne Water has spent 200 million dollars since 1996 in order to reduce the nitrogen load by 500 tonnes per annum. Dr Harris has calculated that the proposed channel deepening will reduce the capacity of the Bay to deal with nitrogen by around the same 500 tonnes (4).

The resultant increase in nitrogen levels in the Bay will increase the risk of toxic algal blooms and eutrophication (depleted oxygen levels in the water, leading to death of aquatic life). According to the CSIRO study "Eutrophication can result from excessive nutrient loading, with disastrous consequences for many marine organisms and commercial fisheries" (3)

This could have massive, adverse effects not only on the ecosystem of the Bay, but on commercial and recreational activities on and around the Bay.

Re-suspension of Heavy metals and all classes of pollutants

The seabed in some areas of Port Phillip Bay is known to contain toxic materials, much of which, at present, is found in sediments in a reasonably stable condition. Pollutants of significance include lead, mercury, TBT (from ships) DDT, Cadmium, petroleum and chlorinated hydrocarbons (3). They are concentrated in the sediments of the harbours, drains and creek-mouths, where the fresh-water meets the salt-water. (3)

Channel deepening activities would inevitably reintroduce immeasurable quantities of suspended particles and pollutants such as heavy metals into the water column. Marine animals would be exposed to these toxic materials in the water and through the food chain. Fish accumulate many of the chemicals from polluted environments. From time to time elevated levels of pollutants have been found in fish from Port Phillip Bay (3).

The disturbance of these toxic sediments, especially in and around the Yarra River, if not handled properly, are likely to significantly increase the levels found in various fish species. These pollutants will then pass up the food chain, potentially affecting species such as water birds, dolphins, penguins and humans.

Increased risk of oil spills

"The passage through the Port Phillip Heads is a difficult and dangerous one. If the main channel is dredged to allow ships with a draft of 14 metre to enter and depart there is a significantly increased risk of those ships grounding if they get out of the main shipping channel. There are many causes for such deviation from the main channel, they include rainsqualls and fog obscuring beacons and lights, unexpected currents, mechanical and communication breakdowns and human error." according to Mr. Frank Hart a retired mariner.

Were any large vessel to run aground at the Heads the consequent environmental damage could be an environmental and economic disaster. The ship could become a total loss. In the event of an oil tanker grounding the environmental damage would last for many decades as evidenced in other parts of the world.

No seasonal 'window of opportunity' exists when the works would not cause serious harm. The channel deepening works are proposed to take more than two years to complete. From an environmental point of view, all seasons appear to be unsuitable for various reasons (see below):

Spring and summer is characterised by:

- Heavy rainfall events, which wash relatively high nutrient loads into the Bay
- Increased sunlight hours per day which, combining with warmer water temperatures and increased nutrient loads, may create toxic algal blooms. This will com-

pound the issues associated with increased turbidity

- Predominantly south to south-westerly winds, generating wave action which transports macroalgae, dead animals and sediments towards northeastern bayside beaches
- Increased numbers of beach goers and recreational swimming
- Increased numbers of recreational anglers

Winter and Autumn is characterised by:

- Penguins requiring optimum feeding conditions (vulnerable to starvation) following substantial loss of weight and condition during their seasonal moult (2).
- Primary producers being limited by lower water temperatures
- Northerly winds
- Colder water temperatures
- Absence of heavy thunderstorms: a greater frequency of minor rainfall events
- Fewer hours of sunlight per day
- Increased sightings of dolphins in top end of bay suggesting a seasonal reliance on fish stocks in this area.

Port Phillip Bay is well documented as being subject to strong winds and swells. Due to the relative shallowness of the bay, these can stir up the bottom sediments and make the water murky. In addition, heavy rainstorms deliver tonnes of silts from the Yarra and other streams affecting substantial areas of the Bay.

Limitations of possible strategies to limit the environmental impact of the channel deepening

DIVA acknowledges the efforts to anticipate any environmental impacts of channel deepening via the EES process. However, we see some major and probably insurmountable issues:

Cost: The economic costs of probably irreversible damage to the nitrogen processing capacity of the Bay can be estimated to be a figure greater than \$200 million. Is the Port of Melbourne Corporation or the State Government willing to bear this kind of cost? We urge that this issue be given serious consideration as the health of Port Phillip Bay is at stake.

Logistics: 40 million cubic metres is a huge amount of material. The October 2003

Key Effects statement, suggested management options for only 10% of the dredged material (6, p4). What are the plans for the other 90%?

The contaminated dredge material from the Yarra River and Williamstown Channel will certainly require "appropriate management measures" (6, p8). We are yet to be told what these measures are, or be convinced that adequate management measures are possible.

Time: The project is proposed to take two years to complete – with ongoing dredging operations (when it has already been recommended that dredging in the Bay be minimised). An ecosystem or a species can possibly adapt to a short period of disruption. However, severe disruption over a period, greater than two breeding seasons is likely to be fatal for Port Phillip Bay fauna and the Port Phillip Bay ecosystem generally.

Impossibility: Too often we have seen that some environmental effects are impossible to predict. Once the damage is done its done!

Summary

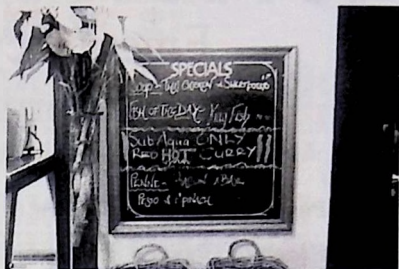
DIVA is seriously concerned that the channel deepening proposal threatens the future health of Port Phillip Bay and that if the channel deepening is allowed to proceed, we may see the demise of this ecosystem and the many plants, fishes and animals within it. We will also see financial losses on a grand scale with the demise of commercial operations that rely on the bay and therefore the loss of many jobs.

References

1. Cullen M, Blake B, et al, Urban Penguins, Nature Australia Winter 1996, pp23-27
2. Cullen M, Blake N and Hogg Z, Data of the St Kilda Penguin Study Group 1986-2001 page 5
3. Harris G, Port Phillip Bay Environmental Effects Study, 1996, pp 15, 21,39 and 95.
4. Harris, G, Transcript from the address to the Blue Wedges Coalition public meeting, 16th March 2004
5. Mustoe S, Existing Ecological conditions in Port Phillip Bay: Marine Mammals and little Penguins Specialist Study, 2003, page 49
6. Parsons Brinckerhoff, Channel Deepening Project Environment Effects Statement, Key Features Report October 2003, Overview Brochure
7. Earthcare St Kilda - Position statement on the impacts of the Port Phillip shipping Channel Deepening
8. DIVA Committee April 2004

HOT CURRY FOR VSAG

For those that often eat at Bells before the normal meetings and those (@#!#@# according to Billy Bell) that were tempted to go to the local 'curry' restaurant instead of Bells, Bill had the cooks prepare a special meal.



Nude beach sparks barge flip

From correspondents in Austin, Texas

May 3, 2004

PARTYGOERS wanting a glimpse of nude sunbathers at the only nude beach in Texas rushed to one side of a barge, prompting it capsize and dump all 60 people into Lake Travis.

Two people were hospitalised with minor injuries yesterday after the rented double-decker barge sank near Hippie Hollow, a lakeside park and the only public nude beach in Texas.

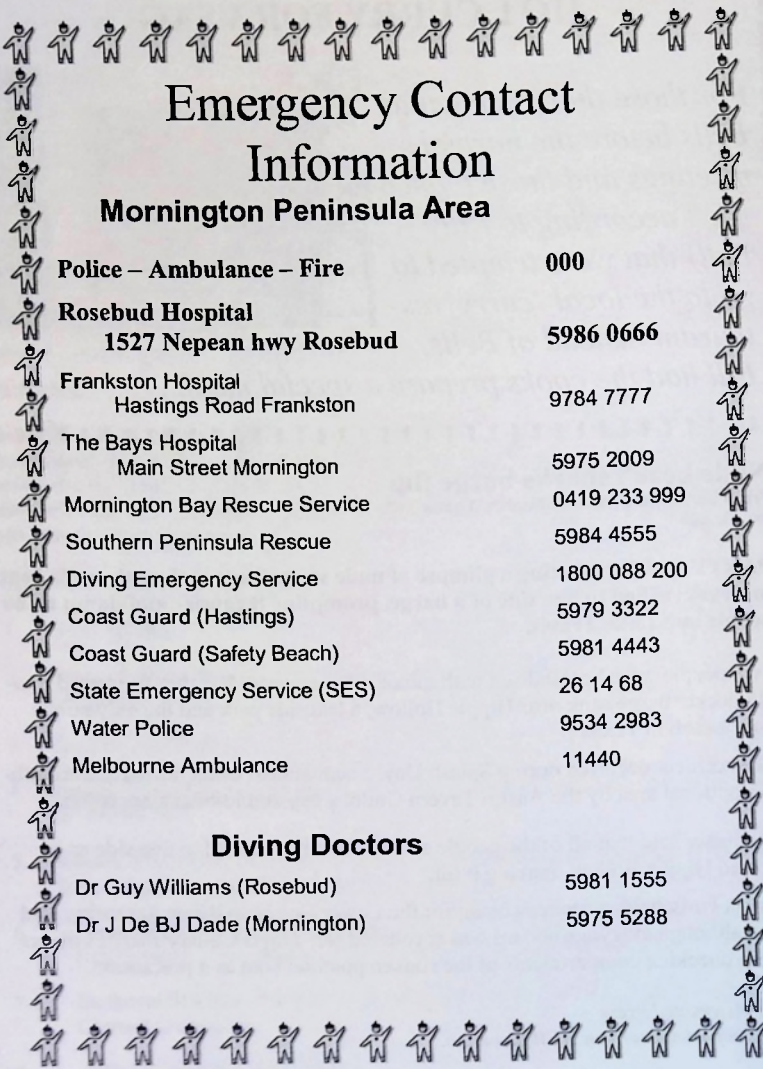
The accident occurred during Splash Day, a semiannual event hosted at the clothing-optional area by the Austin Tavern Guild, a gay and lesbian association.

Witnesses said that all of the people aboard the barge moved to one side as it neared Hippie Hollow, making it tilt.

Krista Umscheid, a spokeswoman for the Lower Colorado River Authority, said that although everyone aboard was accounted for, Travis County sheriff's divers were checking compartments of the sunken pontoon boat as a precaution.

The Associated Press

This report appears on NEWS.com.au.



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 36° 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	0354 1.39	0456 0.36	0418 1.25
0943 0.29	0959 0.22	1214 1.44	0958 0.39
TU 1443 0.76	WE 1708 1.57	TH 1732 0.83	FR 1703 1.47
2125 1.27	2234 0.53	2325 1.22	2245 0.56
2 0320 0.35	0449 1.35	0542 0.32	0503 1.25
1054 1.41	1048 0.32	1258 1.48	1036 0.45
WE 1601 0.80	TH 1755 1.52	FR 1822 0.80	SA 1738 1.44
WE 2224 1.28	2329 0.50	●	● 2321 0.51
3 0425 0.25	0555 1.30	0011 1.23	0555 1.25
TH 1159 1.52	1136 0.44	0626 0.29	1121 0.54
TH 1716 0.60	FR 1641 1.45	SA 1336 1.51	SU 1815 1.40
● 2324 1.31	●	SA 1904 0.76	●
4 0527 0.15	0023 0.49	0054 1.25	0002 0.45
4 1256 1.62	0711 1.26	0708 0.27	0656 1.26
FR 1817 0.76	SA 1224 0.56	SU 1412 1.52	MO 1212 0.63
●	SA 1926 1.39	SU 1944 0.72	1655 1.36
5 0023 1.35	0117 0.48	0136 1.27	0049 0.39
5 0625 0.09	0821 1.26	0745 0.27	0805 1.30
SA 1350 1.67	SU 1315 0.68	MO 1445 1.53	TU 1308 0.73
SA 1911 0.71	SU 2012 1.34	MO 2022 0.68	TU 1942 1.32
●	0018 1.38	0014 0.46	0215 1.27
6 0720 0.07	0926 1.29	0821 0.28	0916 1.35
SU 1442 1.69	MO 1413 0.77	TU 1520 1.52	WE 1413 0.82
SU 2001 0.66	MO 2059 1.29	TU 2059 0.65	WE 2035 1.29
7 0211 1.41	0310 0.43	0257 1.27	0257 1.27
7 0814 0.08	1028 1.33	0854 0.31	0854 0.31
MO 2051 0.61	TU 1519 0.83	WE 1554 1.52	WE 1554 1.52
●	TU 2147 1.25	WE 2135 0.82	WE 2135 0.82
8 0907 1.41	0405 0.40	0337 1.26	0337 1.26
8 0907 0.14	1124 1.39	0925 0.34	0925 0.34
TU 1620 1.63	WE 1630 0.85	TH 1629 1.50	TH 1629 1.50
TU 2143 0.56	WE 2237 1.23	TH 2210 0.59	TH 2210 0.59

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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.

JUNE - 2004

Time Start	Time Start	Time Start	Time Start
1 0545 flood	0943 flood	0043 flood	0928 ebb
1 1239 ebb	0608 ebb	0608 ebb	0754 flood
TU 1734 flood	WE 1241 flood	TU 1734 flood	TH 1513 ebb
2 2323 ebb	WE 1946 ebb	2 2323 ebb	2053 flood
2 0650 flood	1015 ebb	1015 ebb	0145 flood
2 1405 ebb	0709 ebb	0709 ebb	0834 flood
WE 1823 flood	TH 1322 flood	TH 1322 flood	FR 1558 ebb
●	● 2020 ebb	● 2020 ebb	● 2142 flood
3 0017 ebb	11 0234 flood	11 0234 flood	0200 ebb
3 0749 flood	0814 ebb	0814 ebb	0914 flood
TH 1514 ebb	FR 1404 flood	FR 1404 flood	SA 1539 ebb
● 2045 flood	2054 ebb	2054 ebb	2222 flood
4 0113 ebb	12 0337 flood	12 0337 flood	0245 ebb
4 0844 flood	0924 ebb	0924 ebb	0953 flood
FR 1611 ebb	SA 1449 flood	SA 1449 flood	SU 1715 ebb
2141 flood	SA 2130 ebb	SA 2130 ebb	2258 flood
5 0209 ebb	13 0437 flood	13 0437 flood	0330 ebb
5 0936 flood	1045 ebb	1045 ebb	0407 flood
SA 1701 ebb	SU 1544 flood	SU 1544 flood	1055 ebb
SA 2227 flood	2211 ebb	2211 ebb	1749 ebb
6 0306 ebb	14 0533 flood	14 0533 flood	2031 ebb
6 1026 flood	1658 ebb	1658 ebb	0313 flood
SU 2311 flood	MO 1620 ebb	MO 1620 ebb	0929 ebb
7 0404 ebb	15 0624 flood	15 0624 flood	MO 2101 ebb
7 1113 flood	1317 ebb	1317 ebb	0245 ebb
MO 1830 ebb	TU 1828 flood	TU 1828 flood	0953 flood
MO 2356 flood	2340 ebb	2340 ebb	SU 1715 ebb
8 0506 ebb	16 0711 flood	16 0711 flood	2258 flood
8 1158 flood	1420 ebb	1420 ebb	0306 ebb
TU 1911 ebb	WE 1951 flood	WE 1951 flood	0415 ebb
●	●	●	1107 flood
●	●	●	TU 1820 ebb
●	●	●	WE 1645 flood
●	●	●	WE 2224 ebb
●	●	●	0003 flood
●	●	●	0050 ebb
●	●	●	0500 ebb
●	●	●	WE 1141 flood
●	●	●	WE 1847 ebb
●	●	●	0036 flood
●	●	●	0545 ebb
●	●	●	TH 1212 flood
●	●	●	TH 1914 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

JULY - 2004

Time m	Time m	Time m	Time m
1 0244 0.26	9 0449 1.57	17 0507 0.34	25 0452 1.32
TH 1027 1.42	FR 1032 0.38	SU 1225 1.37	MO 1026 0.47
TH 1525 0.86	FR 1727 1.53	SA 1745 0.83	SU 1707 1.44
TH 2137 1.28	FR 2316 0.39	SU 2333 1.17	MO 2302 0.35
2 0352 0.20	9 0552 1.34	17 0558 0.31	25 0542 1.33
FR 1133 1.49	FR 1116 0.16	SU 1308 1.40	MO 1111 0.55
FR 1641 0.86	SA 1805 1.47	SU 1837 0.78	MO 1742 1.40
MO 2245 1.29			MO 2342 0.30
3 0501 0.15	11 0001 0.37	19 0025 1.19	27 0638 1.33
SA 1236 1.50	SU 0855 1.31	MO 0643 0.29	MO 1158 0.64
SA 2356 1.33	SU 1159 0.80	MO 1347 1.44	TU 1819 1.36
	SA 1843 1.40	MO 1922 0.72	
4 0605 0.11	12 0045 0.37	20 0114 1.22	28 0025 0.28
SA 1333 1.60	MO 0754 1.30	TU 0723 0.28	MO 0742 1.33
SA 1849 0.73	MO 1243 0.70	TU 1423 1.47	WE 1247 0.73
	MO 1920 1.33	TU 2003 0.66	WE 1903 1.32
5 0705 0.10	13 0128 0.38	21 0159 1.25	29 0115 0.23
MO 1427 1.63	TU 0850 1.29	WE 0800 0.29	TH 0850 1.34
MO 1945 0.84	TU 1330 0.78	WE 1458 1.49	TH 1345 0.81
	TU 2001 1.27	WE 2042 0.59	TH 1958 1.28
6 0158 1.40	14 0216 0.39	22 0242 1.28	30 0215 0.21
MO 0801 0.13	MO 0946 1.30	TU 0833 0.31	MO 1002 1.35
TU 1516 1.63	WE 1427 0.84	TH 1530 1.50	FR 1454 0.85
TU 2042 0.56	WE 2047 1.22	TH 2117 0.53	FR 2105 1.25
7 0254 1.41	15 0312 0.39	23 0324 1.30	31 0329 0.20
FR 0856 0.19	TH 1042 1.31	FR 0907 0.35	MO 1113 1.39
WE 1603 1.61	TH 1534 0.87	FR 1603 1.50	SA 1614 0.83
WE 2136 0.49	TH 2141 1.18	FR 2152 0.47	SA 2226 1.25
8 0350 1.40	16 0411 0.37	24 0407 1.31	
TH 0945 0.28	FR 1135 1.34	MO 0945 0.40	
TH 1645 1.58	FR 1644 0.67	SA 1635 1.48	
2228 0.43	FR 2237 1.17	SA 2226 0.41	

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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.

JULY - 2004

Time Start	Time Start	Time Start	Time Start
1 0614 flood	9 0130 flood	17 0013 ebb	25 0127 flood
TH 1816 flood	FR 0711 ebb	SA 1354 ebb	MO 0724 ebb
TH 2322 ebb	FR 1302 flood	SA 1532 ebb	SU 1301 flood
	MO 1945 ebb	SA 2114 flood	SU 1925 ebb
2 0719 flood	10 0243 ebb	18 0115 ebb	26 0206 flood
FR 2005 flood	MO 0811 ebb	MO 0848 flood	MO 0818 ebb
	FR 1342 flood	SU 1614 ebb	MO 1388 flood
	MO 2015 ebb	SU 2159 flood	MO 1950 ebb
3 0930 ebb	11 0912 flood	19 0217 ebb	27 0249 flood
SA 1358 ebb	SU 0915 ebb	MO 0934 flood	MO 0924 ebb
SA 2114 flood	SU 1422 flood	MO 1649 ebb	TU 1419 flood
	SU 2048 ebb	MO 2237 flood	TU 2019 ebb
4 0140 ebb	12 0918 flood	20 0316 ebb	28 0339 flood
SU 1645 ebb	MO 1024 ebb	MO 1015 flood	MO 1046 ebb
SU 2208 flood	MO 1507 flood	TU 1720 ebb	WE 1506 flood
	MO 2118 ebb	TU 2312 flood	WE 2055 ebb
5 0252 ebb	13 0443 flood	21 0410 ebb	29 0437 flood
MO 1011 flood	MO 1133 ebb	MO 1051 flood	TH 1214 ebb
MO 1729 ebb	TU 1602 flood	WE 1749 ebb	TH 1608 flood
MO 2258 flood	TU 2152 ebb	WE 2344 flood	TH 2143 ebb
6 0403 ebb	14 0529 flood	22 0459 ebb	30 0545 flood
MO 1059 flood	MO 1241 ebb	TH 1124 flood	FR 1333 ebb
TU 1807 ebb	WE 1715 flood	TH 1814 ebb	FR 1730 flood
MO 2346 flood	WE 2230 ebb		MO 2246 ebb
7 0511 ebb	15 0617 flood	23 0016 flood	31 0857 flood
WE 1842 ebb	MO 1345 ebb	MO 0546 ebb	MO 1442 ebb
	TH 1850 flood	FR 1155 flood	SA 1927 flood
	TH 2317 ebb	FR 1839 ebb	
8 0038 flood	16 0708 flood	24 0050 flood	
TH 0612 ebb	FR 1443 ebb	MO 0633 ebb	
TH 1915 ebb	FR 2015 flood	SA 1227 flood	
	FR 2015 flood	SA 1902 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

AUGUST - 2004

Time m	Time m	Time m	Time m
1 0447 0.18	0622 1.35	0003 1.14	0619 1.36
2 1217 1.44	1128 0.57	0621 0.32	25 1141 0.61
SU 1730 0.76	MO 1753 1.37	TU 1317 1.35	WE 1750 1.32
3 0557 0.16	1002 0.28	0057 1.20	0003 0.17
4 1315 1.50	TU 1207 0.65	WE 1353 1.40	0718 1.32
MO 1836 0.66	TH 1827 1.30	FR 1943 0.55	TH 1227 0.69
5 0052 1.34	0041 0.31	0145 1.27	0053 0.19
6 0658 0.15	0600 1.26	0742 0.31	0828 1.27
TU 1407 1.54	WE 1248 0.72	TH 1428 1.44	FR 1320 0.75
WE 1937 0.54	FR 1905 1.23	SA 2018 0.45	1936 1.22
7 0153 1.39	1024 0.34	0230 1.33	0155 0.22
8 0752 0.18	TH 0852 1.23	0818 0.33	0943 1.26
WE 1454 1.57	FR 1338 0.79	SA 1500 1.46	SA 1430 0.78
MO 2031 0.43	1951 1.17	2052 0.37	2054 1.18
9 0250 1.42	0215 0.36	0314 1.38	0315 0.25
10 0842 0.24	0949 1.21	0856 0.36	1054 1.29
TH 1535 1.57	FR 1438 0.83	SA 1533 1.48	SU 1600 0.75
TU 2121 0.35	2047 1.13	2127 0.29	2224 1.19
11 0345 1.43	0319 0.38	0357 1.41	0441 0.25
12 0928 0.32	1048 1.22	0935 0.41	1157 1.34
FR 1814 1.54	SA 1553 0.84	SU 1905 1.44	MO 1723 0.64
SA 2206 0.29	2154 1.10	2202 0.23	2344 1.25
13 0439 1.42	0429 0.37	0440 1.42	0551 0.24
14 1010 0.40	1146 1.25	1016 0.47	1253 1.41
SA 1648 1.50	SU 1711 0.80	MO 1637 1.41	TU 1630 0.51
SA 2247 0.26	2301 1.10	2239 0.19	
15 0531 1.39	0530 0.34	0527 1.40	
16 1050 0.49	1236 1.30	1058 0.54	
SU 1721 1.44	MO 1815 0.73	TU 1712 1.37	
MO 2326 0.27		2319 0.17	

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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.

AUGUST - 2004

Time Start	Time Start	Time Start	Time Start
1 0008 ebb	9 0226 flood	17 0210 ebb	25 0224 flood
2 0908 flood	0949 ebb	0917 flood	0918 ebb
SU 1536 ebb	MO 1358 flood	TU 1613 ebb	WE 1403 flood
3 0135 ebb	2000 ebb	2210 flood	WE 1945 ebb
4 0908 flood	1030 ebb	0315 ebb	0312 flood
MO 1621 ebb	TU 1433 flood	1000 flood	1030 ebb
2 2155 flood	WE 1641 ebb	TH 1447 flood	TH 2025 ebb
3 0300 ebb	2028 ebb	2243 flood	
4 0413 ebb	1047 ebb	0408 ebb	0409 flood
5 1700 ebb	WE 1516 flood	TH 1707 ebb	TH 1145 ebb
2247 flood	2058 ebb	2315 flood	FR 1545 flood
4 1048 flood	1183 ebb	0456 ebb	2118 ebb
WE 1734 ebb	TH 1609 flood	1110 flood	0518 flood
2335 flood	2134 ebb	FR 1733 ebb	SA 1709 flood
5 0515 ebb	1300 ebb	SA 1758 flood	2235 ebb
TH 1806 ebb	FR 1725 flood	0544 ebb	0639 flood
6 0610 ebb	2222 ebb	1143 flood	1410 ebb
FR 1208 flood	1404 ebb	SA 1758 flood	SU 1918 flood
1836 ebb	SA 1929 flood	0204 flood	0015 ebb
2329 ebb	2329 ebb	SU 1822 ebb	0758 flood
7 0108 flood	1457 ebb	0264 flood	MO 1502 ebb
SA 1244 flood	1904 ebb	SU 1822 ebb	O 2045 flood
1904 ebb	0049 ebb	0101 flood	0155 ebb
8 0756 ebb	0627 flood	0721 ebb	0901 flood
SU 1319 flood	MO 1539 ebb	MO 1250 flood	MO 1545 ebb
1832 ebb	2131 flood	O 1845 ebb	TU 2143 flood
1832 ebb	2131 flood	0147 flood	
1832 ebb	2131 flood	0815 ebb	
1832 ebb	2131 flood	TU 1325 flood	
1832 ebb	2131 flood	TU 1913 ebb	

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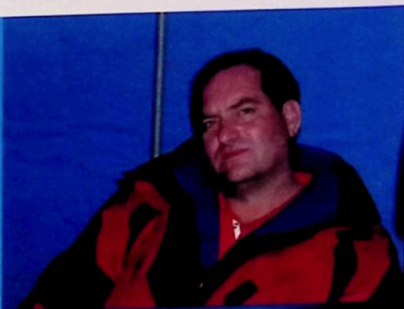
VSAG Meeting and Dive Calendar

Dive Date	Location	Dive Captain	Phone	Meeting Point	Time
June					
11-13	Queenscliff- Boarfish Lodge				
17	Meeting- Guest John Carroll Port Phillip Pilot			Bells	8pm
20	Local Diving	John Lawler	9589 4020	Sorrento	9am
July					
4	George Kermodé	Gerry	9725 2381	ring	
15	Meeting			Bells	8pm
18	New deep sub	Darren	9729 4444	Sorrento	9am
August					
1	Sponge Beds	Leo	0418 375 102	Sorrento	9am
15	Castle Rock / local	Alan	9803 3573	Sorrento	9am
19	Meeting—Guest Gary Schipper Sydney to Hobart crew			Bells	8pm
September					
tba	Ski weekend	Leo	Ring early to book		

Wilson's Prom Cup Weekend

Saturday 30 October to Tuesday 2 November

Book now with Priya.



Wilson's Prom- Tidal River 2004



The 11-leg seastar that is native to Port Phillip Bay is easily identified and should be left where it belongs.



Alternative view of *Asterias amurensis* - note the turned up tips which help with identification of this seastar.

ABOVE: The native seastar and the marine pest—the Northern Pacific Seastar

Port Phillip Heads —> the areas marked in red are to be removed as part of the proposed channel deepening.

