

FATHOMS

JUNE- JULY 2005

If undeliverable

Return to VSAG

BOX 2526W

GPO Melb 3001



VSAG Trip 2005 to Truk Lagoon
The Yamagiri
Photo by Darren Pearce

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
3rd Thursday in the month

Bell's Hotel
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South Melbourne, 8.00 pm
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Editorial Submissions to:

Editorial

Alan Storen

With winter diving about to start it is time to drag out the dry suit, if you have one and book into a VSAG dive. Don't let the cold weather put you off as the viz is often the best at this time of the year.

The divers are back from the club trip to Truk (Chuuk) and 3 reports are elsewhere in the mag – all had a great time. Alan B report will be featured in the next magazine. Pat and I went to Guam for a few days after Truk and, while we did not dive we had a very enjoyable time – ask one of us about the Police chase!!, or the tour we had over the Australian submarine.

A few things coming up on the social calendar and the committee needs your support to make these events a success. Pat is in the process of organising a car rally on the 24th July, Leo is arranging a ski weekend on the 10/11 September, a Blues Train night at Queenscliff on the 15th October, the prom weekend on the cup 'long' weekend in November (29th October – 1st November) and the xmas function is planned for Friday 25th November. Please put these in your diary. If you have any other requests for a function please see one of the committee.

It is that time of the year again and annual sub notices have been included for members with this edition of Fathoms. Please send payment to the Treasurer asap. I have also included your phone numbers and email addresses on the form and it would be appreciated if these could be checked as when I have sent out reminders via email some have bounced! If you need to update you could also email me as it will speed up the process. The AGM is coming up in September and nominations are needed for new members on the committee. At least 4 places will be vacant and fresh ideas are always welcome. For those new to the club there are nominally 12 places on the committee with 4 becoming vacant each year. Members whose position has become vacant can of course be renominated. If you wish to nominate another member for a position please use the included form and give to the secretary before, or at, the July general meeting on the 21st July. Without members on the committee the club can not function.

*Enjoy your diving
Alan*



Subject: Hand To Hand Virus Update- make sure you read!

Date: Tue, 31 May 2005

There is a dangerous virus being passed electronically, orally and by hand.

This virus is called Worm-Overload-Recreational-Killer (WORK). If you receive WORK from any of your colleagues, your boss or anyone else via any means DO NOT TOUCH IT.

This virus will wipe out your private life completely.

If you should come into contact with WORK put your jacket on and take 2 good friends to the nearest pub. Purchase the antidote known as Work-Isolator-Neutralizer-Extractor (WINE). The quickest acting WINE type is called Swift-Hitting-Infiltrator-Remover-All-Zones (SHIRAZ) but this is only available for those who can afford it, the next best equivalent is Cheapest-Available-System-Killer (CASK).

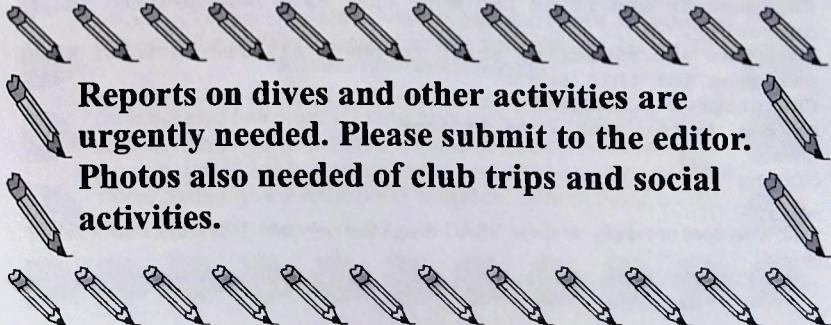
Take the antidote repeatedly until WORK has been completely eliminated from your system

Forward this warning to 5 friends. If you do not have 5 friends you have already been infected and WORK is controlling your life.

This virus is DEADLY (Destroys-Every-Available-Decent-Living-Youngster).

Update 05-05-05:

After extensive testing it has been concluded that Best-Equivalent-Extractor-Remedy (BEER) may be substituted for WINE but may require a more generous application.

A decorative border of pencils surrounds the central text. The pencils are arranged in a roughly rectangular frame, with some pointing towards the center and others pointing outwards.

Reports on dives and other activities are urgently needed. Please submit to the editor. Photos also needed of club trips and social activities.

Incorrect Recreational Rock Lobster Measures - Orange plastic ones.

John Lawler

-----Original Message-----

From: AllReps-bounces@sdfv.org.au [mailto:AllReps-bounces@sdfv.org.au]

On Behalf Of SDFV

Sent: Friday, 27 May 2005 9:31 AM

To: sdfv allreps

Subject: [SDFV] Note: Incorrect Recreational Rock Lobster Measures - Orange plastic ones.

Hi folk,

You might want to mention the following to your club members and have a good look at your orange plastic cray measurer.

cheers,

dan SDFV secretary

>From: Chris Angwin

>To: DPI All Staff 26/05/2005 03:14

>Subject: Incorrect Recreational Rock Lobster Measures

To all staff that hand out the orange Recreational Rock Lobster measure.

On the weekend I handed out one of these measures to a recreational diver who had taken an undersized female Rock Lobster. Today I was given back this measure by his dive companion and shown that the Female 10.5 cm was printed next to the 11cm gap and the Male 11cm was printed next to the Female gap. I then inspected our stock of recreational RL measures and found two more that have been printed incorrectly.

I advise all Fisheries staff to check all recreational RL measures for this error.

Christopher J. Angwin

Acting Senior Fisheries Officer

Cowes

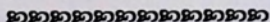
Office 59525910

[Ed: This does not apply to those VSAG divers that only take 10lb crays, others should check!]



The Troubadour

*Thoughts and experiences of a new
VSAG member and diver.*



I was sitting in the diver's briefing room at the Melbourne Aquarium when another diver asked: "Did anyone not get this dive for a present"? That's right. No-one books a shark dive for themselves – it's always a present. Well, it beats socks for Christmas.....

I was keen to learn more about sharks. It was also a chance for friends and family to actually see what this diving caper is about. There were 5 sharks and a number of 7-gill sharks to swim with. Surprisingly, I was not concerned for my safety before or during the dive.

Touching the sharks is taboo. You are immediately ejected for that. However, the rays like their tummies rubbed which is fun. When a diver remains calm and still a ray will swim down within stroking distance. We were warned to avoid poking them in the mouth or gills though.

The shark dive is a great dive for new divers with a few dives under their (weight) belts. It is a very interesting, easy, thirty-minute dive. But the depths are only 4 metres and 7 meters, so good buoyancy control is needed. After all, you don't want an awkward pop-up to the surface in front of friends and relatives, do you??



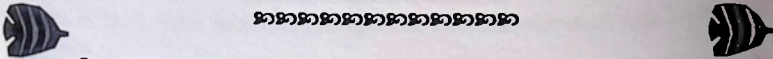
Over the past few months I have built up a full diving rig from scratch with the help of VSAG members. I priced each item through dive stores before acquiring it new or second hand. Dive stores always give a discounted quotation, without being asked.





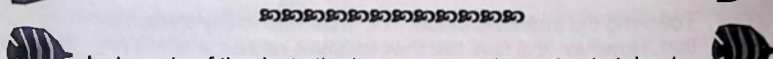
Using these discounted prices, my rig would have cost \$6,309. I now have a rig of new and good quality used equipment which cost \$3,650. That's a saving of \$2,659 or 42%.

That's certainly worth the cost of my VSAG membership.

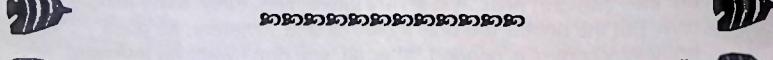


September 2004 and a VSAG new members' dive. Out to the scallop fields, off Rye, with John Lawler as buddy. And down we went. I felt like wingman to a World War 2 fighter ace, trying to keep up with "Wing Commander John" in low viz. Scallops everywhere, but where's the ace?

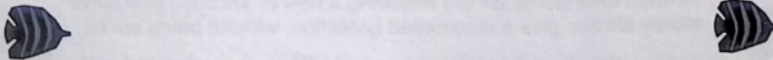
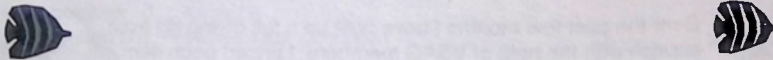
An unsuccessful 60-second search for my buddy and then up to the surface. John popped up 15 seconds later. Down again, this time with a rope-line between us. "Space Cadet Williams" follows "Wing Commander Lawler". Score for the day: 100+ scallops.



Just a note of thanks to the boat owners who make their boats and themselves available for VSAG dives. This is one of the real strengths of the club, providing a lot of flexibility to dive many locations according to conditions whilst keeping the costs down for all members.



I am keen to include items by other new members and new divers. Send them to twilliam@bigpond.net.au.



DIVE REPORT— 24th April

JOHN LAWLER— DIVE CAPTAIN

Divers: *Alan Storen, Jackie Storen, John Lawler, Meg Johnson and Barry Truscott*

Boats: John Lawler

We were fortunate to have just made up a crew for the club dive on April 24th as VSAG divers on club dives are getting smaller and smaller in numbers these days.

Alan Storen, Jackie Storen, Meg Johnson and Barry Truscott were the divers who arrived at the usual meeting place, the Sorrento boat ramp, for what was turning out to be a great sunny warm day and a very weak southerly wind.

We decided that the tides were not right for safe bay diving so out to the heads for a look see at the condition outside was the plan.



Out through the rip we then headed west to an area now called Beckhursts Reef in the GPS. This great dive area is named after Alan and Mary who put me onto this dive site. It is a wonderful reef for a dive when the conditions are right, as they were today! The sea was just great and no swells.

Meg, Jackie and Alan were up for the first splash in and the depth sounder put the divers right on the spot. The expression on their faces on surfacing was enough to tell us their dive was great and they confirmed this with excited tales of the underwater sights they had just experienced.

Bazza and I were soon over the side and whilst we were keen to bag a cray or two the area seemed to have been well and truly done over by the professionals. The ledges that should have had some crays in the dark holes were all empty. However the dive was really magic and 'cray or no cray' we were very happy to have dived in this colourful place.

Near this dive area was our good friend Alan Beckhurst who would normally be in the water but a cold had kept him above. Not to miss a good day out he was doing a spot of fishing for the dinner table and the catch was good.

Our attention turned to a hot drink and some lunch and we returned to the bay. With Lunch over Bazza and Meg had finished their day's diving. The rest of us planned another dive.

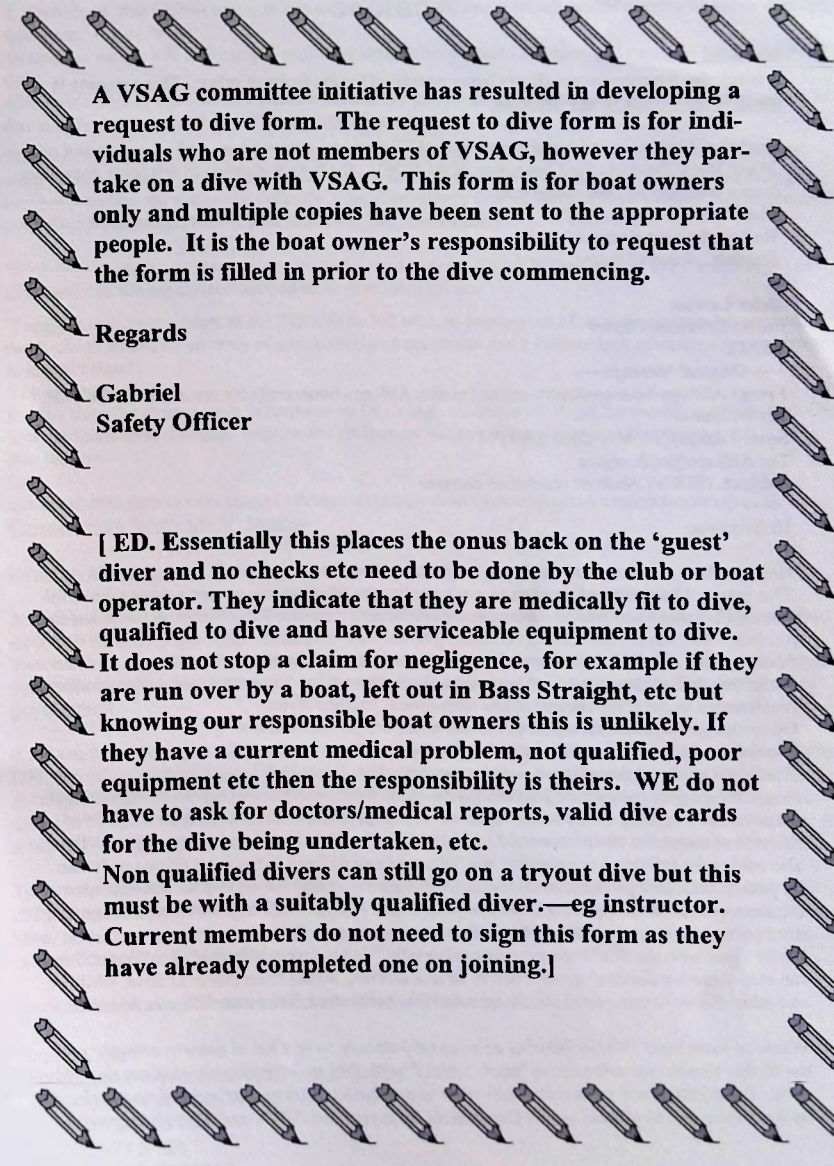
On one other dive, out from Queenscliff, our divers found an anchor and tied the buoy line to it before surfacing. When we tried to retrieve the rope and anchor the tide had turned and the current was too running hard and we had to let the rope go....this dive site was stunning so we put in the GPS and called it "rope reef". This was to be second dive for today.

With slack water right on us we dived this beautiful reef (didn't find the rope however!!). As is usual on the slack water the reef was alive with a spectacular display of all species of fish and the colour variation was better than looking through a Taubmans paint sample book.

So that was our day...a great one at that....again.

To Meg, Jackie, Alan and Bazza...thanks for your special company, good fun and the safe and happy diving we all enjoyed.

JL.

A decorative border of pencils surrounds the text on the page. The pencils are arranged in a slightly curved line at the top and bottom, and vertically along the left and right sides.

A VSAG committee initiative has resulted in developing a request to dive form. The request to dive form is for individuals who are not members of VSAG, however they partake on a dive with VSAG. This form is for boat owners only and multiple copies have been sent to the appropriate people. It is the boat owner's responsibility to request that the form is filled in prior to the dive commencing.

Regards

**Gabriel
Safety Officer**

[ED. Essentially this places the onus back on the 'guest' diver and no checks etc need to be done by the club or boat operator. They indicate that they are medically fit to dive, qualified to dive and have serviceable equipment to dive. It does not stop a claim for negligence, for example if they are run over by a boat, left out in Bass Straight, etc but knowing our responsible boat owners this is unlikely. If they have a current medical problem, not qualified, poor equipment etc then the responsibility is theirs. WE do not have to ask for doctors/medical reports, valid dive cards for the dive being undertaken, etc.

Non qualified divers can still go on a tryout dive but this must be with a suitably qualified diver.—eg instructor. Current members do not need to sign this form as they have already completed one on joining.]

Abalone

Members,

A black day for recreational divers being penalised for the faults of others. This outcome is quite unbelievable to say the least.

Dredging, Abalone, restricted fishing zones, Williamstown contract loss..and on and on and on.
Many Many thanks to the Committee of the SDFV for their dedication to this issue..they have done a great job and got ambushed!

Please read.

Roll on the next elections!

Regards...from an angry...

John Lawler

Public Relations Officer

VSAG.

-----Original Message-----

From: AllReps-bounces@sdfv.org.au [mailto:AllReps-bounces@sdfv.org.au] **On Behalf Of** Ian Williams

Sent: Tuesday, 31 May 2005 5:49 PM

To: AllReps@sdfv.org.au

Subject: [SDFV] Abalone regulation changes

Hi Everyone.

Here's a short summary but prepare to be gob smacked.

This may not have filtered through to everyone but the Minister has put out a press release following Fisheries analysis and recommendations arising from the RIS process and submissions.

Main points: Permanent closure of the central zone except for 60 nominated days.

Reduction in daily bag limit (and possession limit) from 10 to 5 in central zone. Yes no more requirement to cut at the request of the recreational abalone divers.

Other changes and the full report of the bad news can be read found at

http://www.dpc.vic.gov.au/domino/Web_Notes/newmedia

The SDFV press release response can be seen at <http://www.sdfv.org.au/press>

As a follow up we have asked VRFish to request as much information as possible regarding the detail and/or summary of the submissions as well as outcome or recommendations. Some of this will of course be touted as confidential but I like to think it's worth asking anyhow. I'm also asking for information regarding the 500kg seizure defined in the press release as "taken by thieves pretending to be recreational abalone fishers". Greg Hayes said he was told some of the abs were cut but stepped back from it when asked to back it up. http://www.dpc.vic.gov.au/domino/Web_Notes/newmedia.nsf/bc348d

I fully agree with the SDFV press release especially "that we were effectively told that nothing can stop these regulations" given I had to sit in a meeting across from Dallas D'Silva, while he and other Fisheries reps, emphatically pressed this home even, before the RIS was released.

Where to from here? While fisheries coincidentally already have a list of dates to coincide with the 60 day season, we will need to "work closely" with DPI to determine which dates should be open. I'm skeptical and personally don't want to touch it as I'm sure any backlash to the closure by the public will be allayed by the Department by saying that SDFV and VRFish "agreed" to

it. Outside of this I know some people would have a preference which would need to be taken into consideration. Let us know.

In essence we are still looking and exploring what other avenues are open and happy to take suggestions.

Also here's a bit of light hearted entertainment. Try guessing which sector made the following quotes in denial of high amounts of illegal abalone poaching.

"The uncritical repetition of unsubstantiated and totally impossible figures by some Government officials, divers and enforcement officers not only transcend the normal bounds of self interested exaggeration but threatens the status of a valuable Australian fishery (in) the international market. Not to mention poisoning relationships between the D.C.N.R. and stakeholders."

"Both diving groups and processors resent the implication of the RIS that there is large scale illegal activity and that the regulations need to be in place to limit this".

"I suggest that most readers of the RIS will be left with an impression of an enforcement-driven document, characterised by an array of unsubstantiated assertions and a distinct lack of compelling evidence to support them".

Yes you guessed it.

It came from the commercials in response to DPI's high estimates of illegal harvesting back in 1996. Oh how the times have changed. <http://www.parliament.vic.gov.au/sarc/abalone/abreport96.html>

Bye for now

Ian

xx

Comments from Mick Jeacle

What an absolute joke. But why am I not surprised?

As if these new regulations will stop abalone thieves. I presume "abalone thieves" are defined as those who take the legal number of fish on any given day, and then stock pile them until they have accumulated a large quantity to sell, to make it "worthwhile". If this is the case, then they will simply make more trips, on the scheduled 60 days to be allowed by this "temporary" government.

It appears that it is done & dusted and little can be done. However, if it is true that "**each year DPI would work closely with groups which represent recreational abalone fishers to determine which 60 days should be open for abalone fishing in central Victorian waters**" then we must have a say in this through SDFV. My ideal would be to request every Sunday for a start (the day most recreational divers choose to dive), together with all public holidays.

To conclude, what about the total banning of taking greenlip abalone in Port Phillip Bay? Where did that come from? Where else in the Central Zone can a Melbourne diver find greenlip abalone, apart from say Flinders? Will the daily bag/possession limit for greenlip abalone be increased from 2 to 5? I doubt it.

I reckon Bracks is a re-incarnation of Hitler's right hand man.

Mick Jeacle
Life Member – Victorian Sub Aqua Group
5 Donn Close FRANKSTON SOUTH VIC 3199
Phone: 03 5971 2786
Fax: 03 5971 2483
Mobile: 0438 712786

Truk Lagoon – May 2005

Pat Reynolds

Four divers left Melbourne on Thursday May 19th, Alan Storen, Alan Beckhurst, Darren Pearce and Pat Reynolds. We arrived on Guam at 5.30am then continued on to Truk by 10.30am.

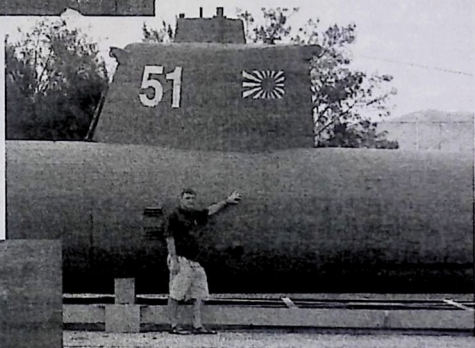
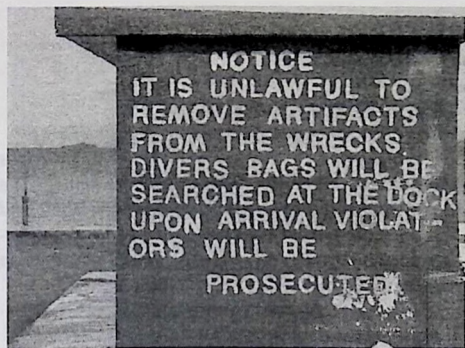
After getting settled, Alan Beckhurst suggested a dive so we did our check out dive on the Fujikawa, a nice easy 30 metre dive. Over the next week we also dived: San Francisco Maru, SS Nippo Maru, Amagisan Maru, Emily Flying Boat, Heian Maru, Fujikawa Maru, Sankisan Maru, Rio De Janeiro, Yamagiri Maru, Shinkoku Maru, Kensho Maru, Fumitzuki, Hoki Maru.

To top it off we finished with a shark dive. Then Back to Guam where Alan Storen and I toured the Island. We checked out the US Naval Base, which included an Australian Navy Submarine on a flag raising tour. Alan Showed his Army pass to a sailor on duty and we were in for an inspection of the sub. The shopping at the base was great, bought everything wholesale.

On Wednesday we enquired about the Guam Police ride along, you go out with the patrol officer as his partner for one shift. After a bit of talking we were given permission to do the 2pm to 10pm shift. Attending a few accidents and a robbery, speeding at 110 mph between calls- a real adrenalin rush. The next afternoon found us heading back to Cairns June 2, Stayed overnight, then home to Melbourne- a hell of a trip. Thanks to Alan S, Alan B, Darren for their company.



Pat



Truk lagoon 2005

Darren Pearce

This was my second dive adventure to Truk Lagoon in nine years and was lucky I was able to come back and dive some of the old wrecks and see if they had changed much. The big Advantage for me on this trip was having more dive experience under my belt and having great company and diving with three experienced divers. I was also looking forward to getting on some of the deeper wrecks I was unable to dive last time I was over in Truk

Thursday Afternoon on 20th May I met up with Pat Reynolds and Alan Storen at Melbourne airport and we later on meet up with Alan Beckhurst at Cairns International Airport. After meeting up with Alan Beckhurst we then Boarded our international flight to Guam. After arriving in Guam at 435am I could not believe how long it took going through the customs. It took us over a hour before we got sorted out and put in transit so we could board our final flight to Chuuck.

I was so relieved when we arrived in Truk Friday morning at 10am after being up all night on the plane flight from Cairns. We were then picked up at Chuuk airport by a worker at the Blue lagoon Resort that was formally Continental Micronesia resort. After checking in to our rooms with our luggage and having lunch. Shortly after having lunch we then decided to walk over to the Blue lagoon dive Shop and organise to do our first dive on the Fujikawa Marau. We were all keen and eager to get in the water rather than sleep as our first dive on the Fujikawa Marau was meant to be on Saturday
The Fujikawa Marau makes a great introductory wreck dive at truk lagoon. I still remember doing my first wreck dive on the Fujikawa Marau back in 1996 with Micronesia Aquatics which was run by Clarke Graham. Fujikawa Marua was a armed Cargo Aircraft ferry . The ship builder was Mitsubishi, Nagasaki built back in 1938 the ship weighed on 6,938 tons 434feet long . the diving depth is only 50feet to the bow and 120feet to the sand and the wreck site is position upright facing south east. The ship has six large Cargo holds filled with a variety of equipment. It also has a bow and stern gun and below the deck of the bow and stern gun ammunition can be found . In Cargo hold number two you can still find several partially stripped Zero Planes at a depth of 100 feet.

On arriving to dive the Fujikawa Marau the first change I noticed about the wreck was there was no mask breaking the surface of the water. I found the bridge of the ship to be a lot more broken up and felt there were a lot less artefacts on the Fujikawa Marau. Our first dive plan we planned to try and get into Cargo hold number 2 and look at the planes when we went down into the holds. The water visibility was reduced to less then 1 foot due to other visiting divers silting the cargo holds out towards the end of the dive we ended up swimming out of the cargo hold and went for a look around to part of the bridge of the Fujikawa where we went through the different deck levels I manage to get some good shots of the front bow gun.



I manage to get on two other wrecks in truk I have never dived. The first one was the San Furanshisuko Marau the builder was Yamashita built back in 1918 the ship weighed on 5381 tons with a depth of 170 feet to the bow and 180 feet at the stern.. the Position of the wreck is siting upright and is facing North East

I found diving the Sanfransisco Marau to be a rather interesting dive. The part of the wreck I chose to dive was from the bridge of the ship to the bow. as that's where I was told most of the interesting features of the wrecks are found.. The bridge of the ship is badly damaged On the forward deck there are three light war tanks jumbled together on the deck near the bridge. In the first cargo hold I went into I found half truk frames and oil drum in the front hold I came across anti ship mines stacked neatly. After looking in the front hold I then surfaced and swam towards 75MM-bow gun that was lightly covered with coral growth bodies.

The other wreck I had never dived before was Hoki Marau which made it a rather interesting dive with all the coral growing off the wreck and we ended up swimming down towards the stern of the ship where we entered one of the back cargo holds Inside the cargo holds at 140 feet I could not get over what I found. there were all these perfectly intact cars jeeps and even a bull dozer all in good condition the cars still had the glass headlights windows and seats all in good condition. I could not get over how well they have held together after all these years.

*The Highlights of my dive trip to truk were when I dived the Fujikawa Marau for a night dive the other highlight was diving the Yamagari Marau coming across a human skull which is found in the engine room.
[ED. Photo on the front cover]*

For the wrecks with the most coral growth and marine life I have to say the Shin-koko Marau and Sankisan Marau really stood out. I found all the wrecks in truk I dived on to be quite unique and special in there own way I found when diving on them they all had a story to tell.

Towards the end of my trip we ended up doing a shark dive down at Island called Shark Island I thought this was a great way to finish of a diving holiday Over all I counted about 12 reef sharks which were white and black tip reef sharks.

All up I had a great time away diving in truk lagoon I like to thank Pat Reynolds for organising the trip and also thank Alan Beckhurst and Alan Storen and Pat for the good company ...this will be one dive holiday I wont forget for a long time

TRUK Lagoon and Guam May 2005

Alan Storen

The Truk trip started on the 19th of May with a domestic flight to Cairns via Brisbane. Darren Pearce picked me up at home at 12:30 pm and we headed for the airport. Darren had booked his car into 'long term airport parking' and, after parking, we were offloaded into a transfer minibus. Disaster one! My compact digital camera was made very compact when it was run over by the bus – their driver loaded our bags and had accidentally dropped my camera on the ground. No photos this trip!

Pat met us at the airport and we set off for Cairns. Alan Beckhurst met us at Cairns as he had taken an earlier flight. Next stop Guam although only for US custom clearance – which took over an hour!! and then on to Truk or Chuuk as it is also known. We met up with another group from Geelong who were doing the same tour as us. They had 5 divers and one non-diver. One of their group had their luggage left in Melbourne. He used a pair of jeans for a wetsuit and hired BC, reg, etc for the first few days. If you visit Truk you will see these jeans now hanging up in the sunset bar alongside the VSAG t-shirt.

We arrived at Truk mid-morning and then were transported to the Blue Lagoon Resort – our home away from home for the week.

Our dive guide for the week was to be Meckency and dive boat decky Anthony.

Fist dive was at 1pm and the selected wreck was the Fujikawa Maru. We only dived the stern as it was a long wreck and we planned to do another dive on the bow on another day. Great dive with many artefacts to be seen, lots of china bottles, saki bottles and a stove in one of the stern holds. Telegraph on the stern near the stern gun, shells (not the sort you find on the beach but ones that go bang!), and even a bath tub.

1. Fujikawa Maru (stern), length 132m, Max depth 26.4m, dive time 42 mins, Water temp 30°C, In 13.17 out 14.01. (details from my dive computer) viz- 20m

Next day we again dived the Fujikawa (bow this time) but unfortunately the viz was well down on the previous day (b.... tourists silting up the place). Many shells, bullets, torpedoes, machine guns, zero airplane wing and other bits, cockpits, oil drums, shoes were seen.

2. Fujikawa Maru (Bow) Max depth 24.8m, dive time 46 mins, 30°C, In 10.01 out 10.47 viz 10m.

Next trip under the water was at Eten Island where we did a snorkel on a zero fighter plane.

3. (Snorkel) Zero Fighter plane depth 9m, 42 mins.

After lunch we dived the Hein Maru, one of the bigger wrecks in Chuuk which, in its earlier days was a passenger ship but was converted into a submarine tender and as a result had many submarine 'bits' inside and attached. Spare periscopes were bolted to the deck and torpedoes and warheads on the forward deck. The wreck was on its side and the large props could be easily seen. Large engine room.

4. *Hein Maru* length 155m, Max depth 24.2m, dive time 49 mins, 30°C, In 13.43 Out 14.32 viz 15m.

First dive on Sunday was the Shinkoko Maru. A huge oil tanker sitting upright. Large engine room, interesting bridge area and many artefacts to be seen.

5. *Shinkoko Maru*, length 152m, max depth 29.7m, dive time 46 mins, 29°C, In 9.24 Out 10.10, viz 15m., Deco.

Next dive saw us on the Yamigiri Maru, which had many huge shells on board for the battleships, some large metal containers in mining box-cars and a steamroller and cement mixer – probably used when constructing the airstrip on Eten Island. Also sighted was a wheelbarrow in the hold, artillery guns, small gauge railway carriages and spare prop blades. Skull in the engine room. Many artefacts on deck.

6. *Yamagiri Maru*, length 133m, max depth 29.6m, dive time 51mins, 29°C, In 13.37 Out 14.28, viz 15m, Deco

Monday's first dive was on the Nippo Maru and this got my vote for the best dive of the trip. A light Japanese tank on the bow deck, truck frames, machine guns, US howitzers, gun bases and spare barrels on the stern, mine sweepers in the companion way. This dive had it all!

7. *Nippo Maru*, length 107m, max depth 39.7m, dive time 55 mins, 29°C, In 9.38 Out 10.33, viz 20m, Deco.

Next the Rio de Janeiro, a very large passenger liner converted to a submarine tender, shallow, lying on its side. Some large gun bases, hundreds of crates of beer bottles, big props.

8. *Rio De Janeiro Maru*, length 140m, max depth 29.3m, dive time 51 mins, 29°C, In 13.30 Out 14.21, viz 20m, deco

Tuesday' first dive was on the Kensho Maru. Bow deck caved in, booms on deck, boxes of ammunition, good pilot house/ radio room, displays of china, vases, shoes, etc. Good engine room, machine shop, tools.

9. *Kensho Maru*, max depth 29.7m, dive time 64 mins, 29°C, In 9.36 Out 10.42, viz 20m, Deco

The next dive/snorkel was on the 'lunch' island called Faleat Island – owned by the dive shop operator and AB did a long snorkel around the reef.

10. (Snorkel) *Faleat Island snorkel (AB)*

Next we dived the Sankisan Maru. Eight trucks, aircraft parts, gliders, ammunition, and excellent marine life.

- 11. Sankisan Maru, length 117m, max depth 22.6m, dive time 61 mins, 29°C, In 13.35 Out 14.36. viz 20m*

Wednesday's first dive was a deep dive on the San Francisco Maru. AB and Darren kitted up with their twins and I used a 50 pony bottle as safety. Three tanks on the deck, tractors in the hold, a steamroller, another truck on the sand, shells, mines in the hold, my number two choice dive. Great dive.

- 12. San Francisco Maru, length 117m, max depth 55.2m, dive time 75 mins (about 19 mins bottom time and the rest deco!) In 9.46 Out 11.01 viz 20+m, Deco.*

Next dive was the Betty Bomber, shallow but almost a deco with the residual from dive 1. A good dive with the engines about 100 m from the body.

- 13. Betty Bomber, max depth 19.8m, dive time 50 mins, In 13.35 Out 14.29, 30°C, viz 20m.*

We also did a night dive on the Fujikawa Maru (see above for details).

- 14. Fujikawa Maru, night, max depth 26.9m, dive time 58 mins, In 18.29 Out 19.27, 29°C.*

Thursday's first dive was on the Hoki Maru, formerly the MV Hauraki. Seized at sea, this was a NZ ship then used by the Japanese as a supply ship. Six bulldozers, 8 trucks in the holds plus other machinery in the workshop.

- 15. Hoki Maru, length 137m, max depth 40.6m, dive time 48 mins, In 09.43 Out 10.31, 29°C, viz 20m, Deco*

Next time in the water was a snorkel on the Susuki Patrol Boat #46. An interesting snorkel.

- 16. (Snorkel) Patrol Boat 34 ex IJN Susuki, depth 12m, dive time 47 mins.*

Final dive for the day was the Shinkoku Maru. (see above)

- 17. Shinkoku Maru, max depth 29.8m, dive time 58 mins, In 13.30 Out 14.28, 29°C, viz 20m, Deco*

Friday-dive one was on the IJN Fumizuki. A destroyer, one of the few that can be seen at Truk. Gun platform display: gas masks, china, bullets, Boxes of ammo, bow/ stern

guns, torpedo launcher, machine gun nest.

18. IJN Fumizuki, length 103m, max depth 35.7m, dive time 52 mins, In 09.02 Out 09.54, 29°C, Deco.

Last dive at Truk was on an island to the North of Moen (the Island on which we stayed). The Island was called 'Shark Island' but this is only a local name, actual name not known! Dive was on a reef with several varieties of shark – white tip, black tip and greys. The reef was also worth a look.

19. Shark Island. Max depth 21.9m, dive time 63 mins, In 10.55 Out 11.59, 29°C.

The above depths/times etc are from my computer and they would be similar but not the same for the other divers. I had two computers and my backup sometimes gave a slightly different reading hence some variation in the above. Viz varied greatly, sometime one the same wreck and so I have only estimated the average—some time it was 30+m for part of the dive and then 10m for the next part.

That completed the dive/snorkel program – 16 dives and 3 snorkels. We spent the rest of the day at the resort – the dive guides put on a BBQ lunch, local style and we bought the mandatory souvenirs, T-shirts, other clothes, stamps in the log book, etc.

On the Saturday we did the 'Truk Tour'. A visit to Xavier College to see a typical school, a look at some tunnels in the hills and Japanese gun placements, and of course the 'gift shop'.

We flew out on Saturday afternoon to Guam. Alan B and Darren only had that night and next morning to 'see the sights'. They left us about 3pm to catch their flight. Pat and I hired a car on the Monday morning and we were able to see a bit more of Guam. About 200m down the road from the hire company we had our first accident, a Korean lady had run into the back of us. Pat had great delight in calling 911-emergency as all accidents, no matter how small must be reported to the police. The police arrived and filled out the necessary paperwork and we were soon (one hour later) on our way. Minimal damage to either car and no injuries.

Our first real stop was the US Navy base. Using my Army pass I was able to get into the base and with Pat as a 'guest' we had the chance to see many of the areas not normally shown to visitors. We drove around as we liked! Their museum was not open but we could see many of the outdoor exhibits. We were able to visit the Australian submarine HMAS Sheean which was based at Sierra pier right near three US nuclear subs. The Sheean was there on a joint exercise with the US Navy. Again using my Army pass we were able to get a full tour of the sub and the

Navy Officer spent about 2 hours showing us all over/in/ around the sub. Well worth the visit.

We had heard of a police 'drive-along' where visitors to Guam could do a shift (up to 8 hours) riding around Guam with a police patrol observing what they did. We called in on the Tuesday afternoon and signed all the paperwork – indemnities in case we got shot, beaten up, killed in a car smash, etc. It was almost America after all!! Not knowing what to expect we fronted Tuesday afternoon about 2pm ready for action. Pat in one patrol car and myself in another. My first action was a traffic accident – all must be reported to 911. I think the damage to the cars was \$25 all up and I am sure my partner was trying to make a date with one of the 'accident' victims, an attractive 27yo female. He was a real character – ex US Marine. Our next action was a 'blue light' which is police talk for a high speed chase-lights flashing, siren on. I could see the speedo from where I sat and was happy with the speed of 120-125 until I realised that it was miles per hour not kilometres per hour. I survived! I think 125 mph is over 200 kph!

We attended a couple more accidents -one serious, a wife beating, a brawl, a robbery. Pat had a similar experience with his police partner and I think he attended a car break-in. A minister's car was broken into at a shopping centre and a box of bibles were taken – imagine the surprise when the thief open the box! I was surprised at the amount of paperwork that is involved – 4 pages of A4 for a simple traffic accident! A great experience, I wonder if the Victorian Police have a similar scheme!

We departed Guam on Thursday afternoon and flew into Cairns, overnight at the Colonial Club Resort and then on to Brisbane and home, reaching Melbourne about 9pm.

Many thanks to Pat for his organisation, Pat, Alan B and Darren P for their company, Alan B for not complaining when I snored, if I did?, and the Geelong crew, who gave us some light relief especially in the bar. A most enjoyable trip.



SCUBA MARKET

SCUBA TANK FOR SALE

LOOKING FOR AN ADDITIONAL TANK?
LOOKING FOR YOUR FIRST TANK?

HERE'S YOUR CHANCE TO PICK UP A GOOD
OFFER ON A SCUBA TANK.

This tank has just been tested, is in top condition; filled and ready to go
diving.

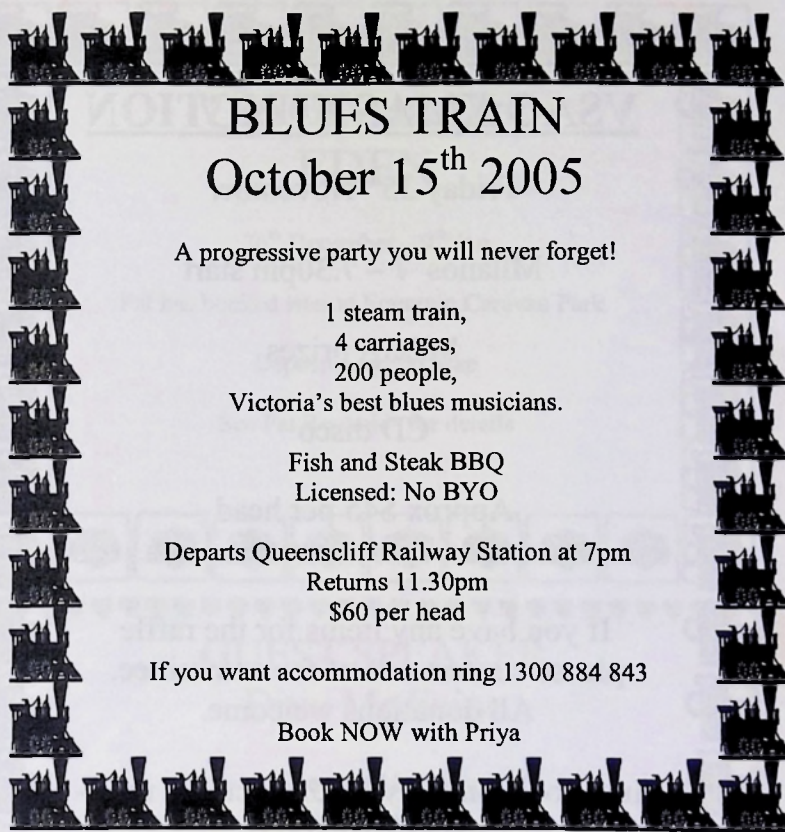
95 cu ft, CIG aluminium, yellow, mesh protector and boot:

\$249 (new \$500!)

Contact John Lawler.

9589 4020

0414 9916



BLUES TRAIN

October 15th 2005

A progressive party you will never forget!

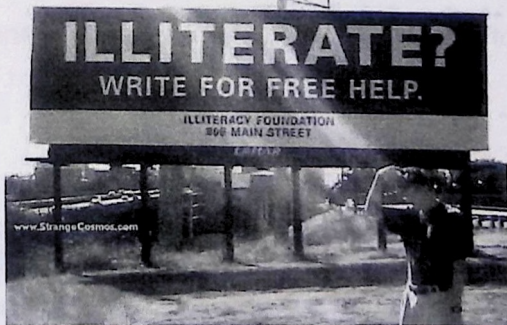
1 steam train,
4 carriages,
200 people,
Victoria's best blues musicians.

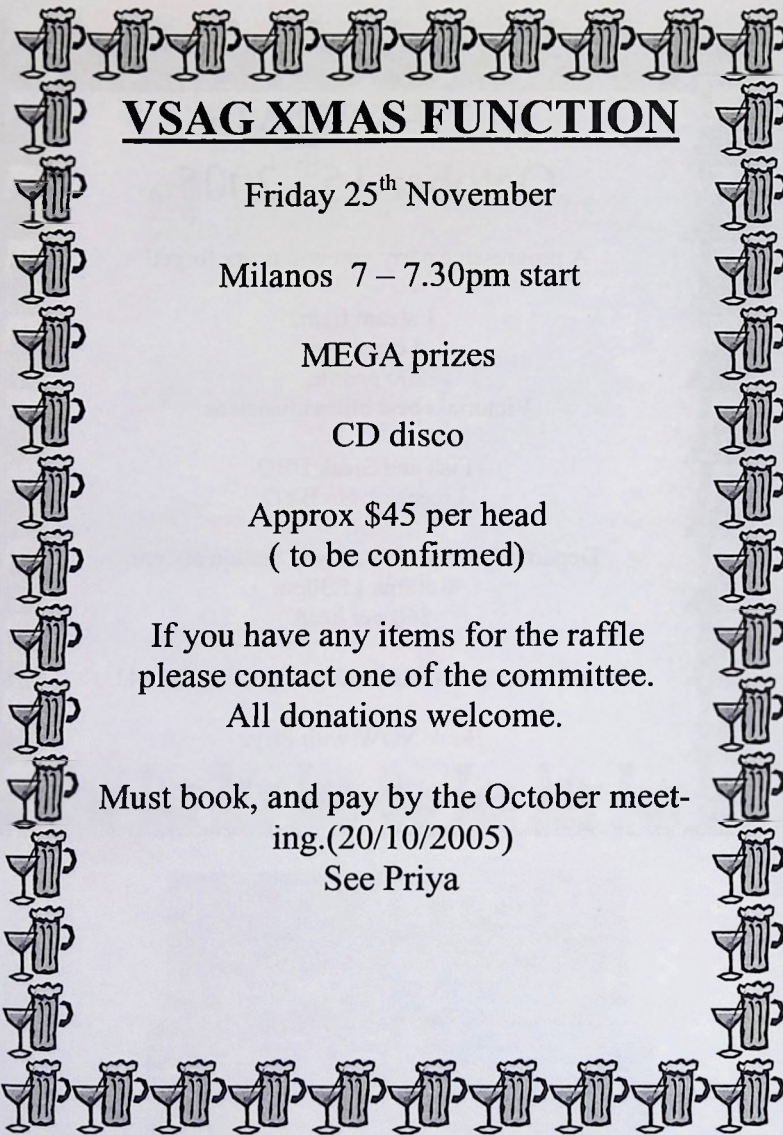
Fish and Steak BBQ
Licensed: No BYO

Departs Queenscliff Railway Station at 7pm
Returns 11.30pm
\$60 per head

If you want accommodation ring 1300 884 843

Book NOW with Priya





VSAG XMAS FUNCTION

Friday 25th November

Milanos 7 – 7.30pm start

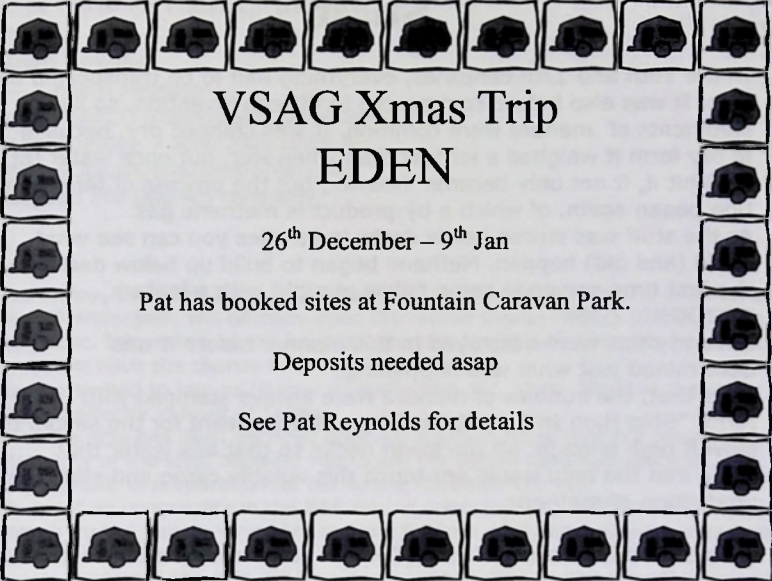
MEGA prizes

CD disco

Approx \$45 per head
(to be confirmed)

If you have any items for the raffle
please contact one of the committee.
All donations welcome.

Must book, and pay by the October meet-
ing.(20/10/2005)
See Priya



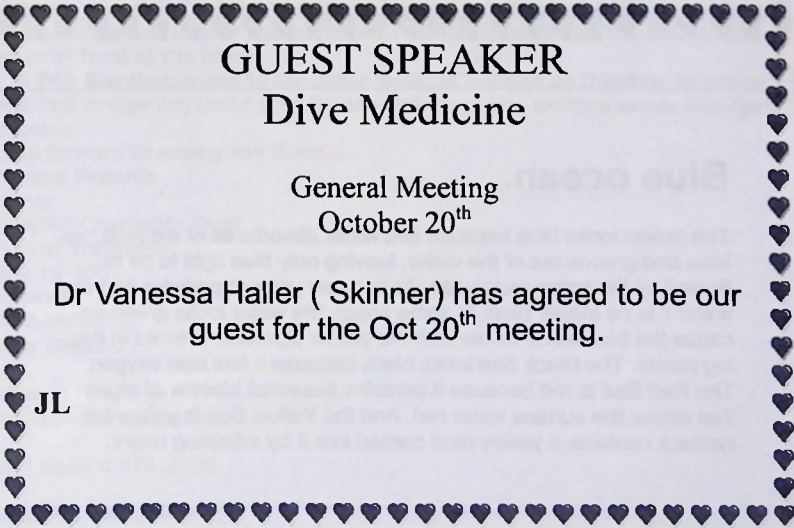
VSAG Xmas Trip EDEN

26th December – 9th Jan

Pat has booked sites at Fountain Caravan Park.

Deposits needed asap

See Pat Reynolds for details



GUEST SPEAKER Dive Medicine

General Meeting
October 20th

Dr Vanessa Haller (Skinner) has agreed to be our
guest for the Oct 20th meeting.

JL

Sh..it


In the 16th and 17th centuries, everything had to be transported by ship. It was also before commercial fertilizer's invention, so large shipments of manure were common. It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas.

As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term, "Ship High In Transit," on them which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term "S.H.I.T," which has come down through the centuries and is in use to this very day.



Blue ocean.

The ocean looks blue because sea water absorbs all of the reds, yellows and greens out of the water, leaving only blue light to be reflected by the water molecules. As soon as you put particles into the water it is no longer blue! In some areas, the water looks green because the blue water mixes with the yellow pigments present in floating plants. The Black Sea looks black because it has little oxygen. The Red Sea is red because it contains seasonal blooms of algae that colour the surface water red. And the Yellow Sea is yellow because it contains a yellow mud carried into it by adjoining rivers.

All,
Some info on the Wellington ship in NZ.
Cheers,

John Lawler

-----Original Message-----

From: MARCO [mailto:marco@zeeman.co.nz]

Sent: Tuesday, 7 June 2005 10:59 AM

To: F69Opening@taranakiwharf.co.nz

Subject: F69 Opening ceremony.

Hi,

This Friday, the **10th June** at **2.00pm**, the Hon. Annette King, MP and Mayor Kerry Prendergast, will officially open the retired frigate HMNZS Wellington to the public. Interest in what's happening within the ship has been huge and now the public have the chance to see for themselves.

You are invited to join us (if your in Wellington, NZ, at the time) at the ship, moored directly in front of TePapa.

Once the ship has been declared open we will take those that are present for a quick tour of the ship, allowing you to see her before too much more is stripped out, in preparation for her future life under the sea.

We will then congregate in the **F69 Bar** to celebrate. The **F69 Bar** will be operating from the hanger every Friday from 5.00pm until late and weekends from 10.00am to 5.00pm.

During weekends the ship will be **open to the public** to view the **displays/officers quarters/bridge/4.5"guns**. Below deck tours will also be available on weekends and can be booked at the **F69 Museum Shop**, situated on the wharf in front of the frigate.

The **F69 Bar** then opens to the wider public at 5.00pm on this day, so please feel free to stay on, invite your friends and enjoy this exciting venue into the evening.

Look forward to seeing you there....

Kindest Regards

Marco

SinkF69 Charitable Trust

Project Wellington

Box 14-205

Kilbirnie

Wellington

New Zealand

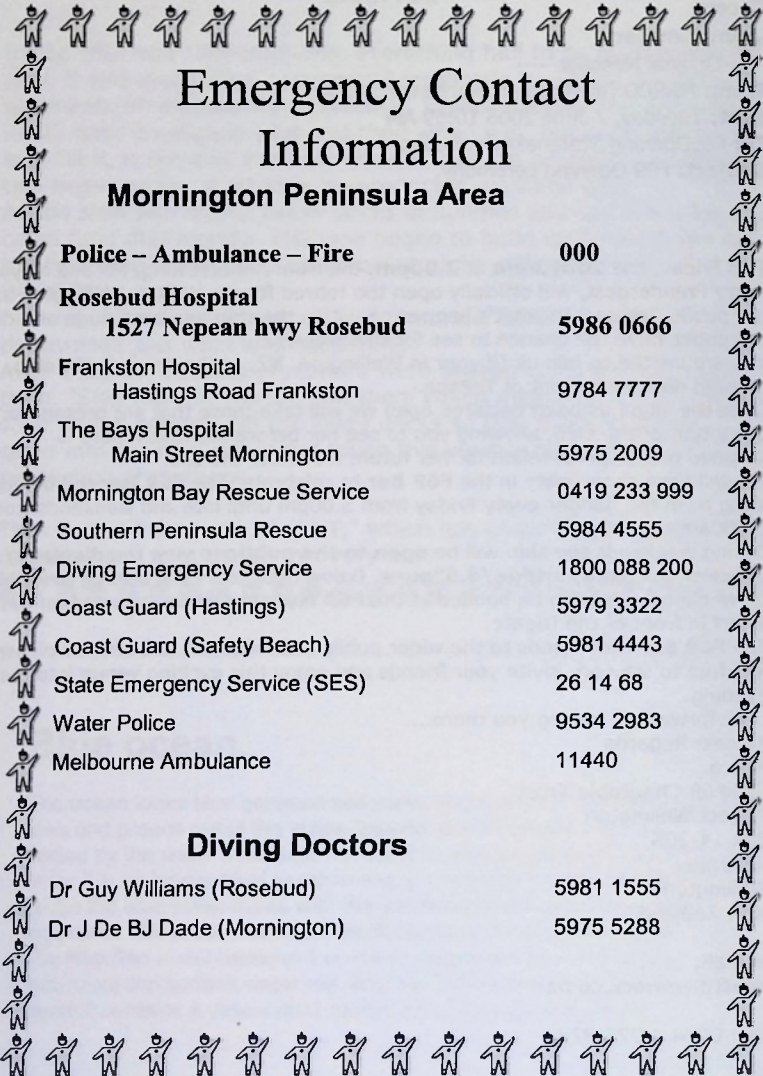
e€mail:

info@divewreck.co.nz

fax: 0064 4 976 3238

Sink F69 web site:

<http://www.divewreck.co.nz>



Emergency Contact Information

Mornington Peninsula Area

Police – Ambulance – Fire	000
Rosebud Hospital 1527 Nepean hwy Rosebud	5986 0666
Frankston Hospital Hastings Road Frankston	9784 7777
The Bays Hospital Main Street Mornington	5975 2009
Mornington Bay Rescue Service	0419 233 999
Southern Peninsula Rescue	5984 4555
Diving Emergency Service	1800 088 200
Coast Guard (Hastings)	5979 3322
Coast Guard (Safety Beach)	5981 4443
State Emergency Service (SES)	26 14 68
Water Police	9534 2983
Melbourne Ambulance	11440

Diving Doctors

Dr Guy Williams (Rosebud)	5981 1555
Dr J De BJ Dade (Mornington)	5975 5288

PORT PHILLIP HEADS (PT. LONSDALE)

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

JUNE - 2005

Time m	Time m	Time m	Time m	Time m
1 0600 1.28 WE 1146 0.42 1851 1.42	9 0657 0.23 TH 1412 1.57 1936 0.71	17 0632 1.18 FR 1845 1.33	25 0719 0.11 SA 1442 1.82	1 0239 flood 0821 ebb 1420 flood 2112 ebb
2 0032 0.49 TH 1240 0.55 1842 1.37	10 0730 1.29 FR 2015 0.68	18 0038 0.51 SA 1245 0.72 1928 1.29	26 0214 1.38 SU 1530 1.62	2 0347 flood 0939 ebb 1510 flood 2150 ebb
3 0134 0.45 FR 1339 0.67 2034 1.33	11 0211 1.29 SA 1822 1.53 2053 0.85	19 0125 0.46 SU 1345 0.81 2016 1.26	27 0307 1.40 MO 1615 1.60 2146 0.50	3 0456 flood 1107 ebb 1615 flood 2235 ebb
4 0238 0.41 SA 1445 0.78 2128 1.30	12 0249 1.28 SU 1554 1.51	20 0218 0.40 MO 1453 0.88 2110 1.24	28 0401 1.39 TU 1559 1.57	4 0558 flood 1234 ebb 1743 flood 2326 ebb
5 0341 0.36 SU 1600 0.81 2222 1.28	13 0328 1.26 MO 1627 1.48 2207 0.62	21 0318 0.33 TU 1608 0.90 2210 1.24	29 0501 1.37 WE 1741 1.53 2331 0.38	5 0349 ebb SU 1915 flood
6 0437 0.31 MO 1711 0.81 2315 1.28	14 0408 1.24 TU 1700 1.44 2243 0.60	22 0422 0.25 WE 1718 0.87 2315 1.26	30 0810 1.35 TH 1823 1.47	6 0018 ebb MO 1451 ebb 2028 flood
7 0528 0.27 TU 1808 0.78	15 0449 1.21 WE 1732 1.41 2318 0.58	23 0524 0.18 TH 1817 0.81	1 0111 ebb TU 1544 ebb 2125 flood	7 0111 ebb TU 1544 ebb 2125 flood
8 0004 1.28 WE 1331 1.57 1855 0.74	16 0537 1.19 TH 1807 1.37 2357 0.55	24 0623 0.13 FR 1352 1.60 1911 0.74	2 0200 ebb WE 1629 ebb 2211 flood	8 0200 ebb TH 1706 ebb 2032 ebb

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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 - 2005

Time Start	Time Start	Time Start	Time Start	Time Start
9 0245 ebb TH 1709 ebb 2250 flood	17 0301 flood 0901 ebb 1422 flood 2100 ebb	25 0304 ebb FR 1422 flood 2100 ebb	1 0239 flood 0821 ebb 1420 flood 2112 ebb	9 0245 ebb TH 1709 ebb 2250 flood
10 0329 ebb FR 1510 flood 2150 ebb	18 0350 flood 1016 ebb SA 1509 flood 2131 ebb	26 0411 ebb SU 1824 ebb	2 0347 flood 0939 ebb 1510 flood 2150 ebb	10 0329 ebb FR 1510 flood 2150 ebb
11 0412 ebb SA 1819 ebb	19 0446 flood 1153 ebb SU 1609 flood 2208 ebb	27 0518 ebb MO 1900 ebb	3 0456 flood 1107 ebb 1615 flood 2235 ebb	11 0412 ebb SA 1819 ebb
12 0000 flood 0454 ebb SU 1137 flood 1848 ebb	20 0545 flood 1323 ebb MO 1733 flood 2256 ebb	28 0623 ebb TU 1939 ebb	4 0558 flood 1234 ebb 1743 flood 2326 ebb	12 0000 flood 0454 ebb SU 1137 flood 1848 ebb
13 0332 flood 0537 ebb MO 1210 flood 1915 ebb	21 0645 flood 1434 ebb TU 1934 flood 2353 ebb	29 0727 ebb WE 1320 flood 2003 ebb	5 0349 ebb SU 1915 flood	13 0332 flood 0537 ebb MO 1210 flood 1915 ebb
14 0106 flood 0620 ebb TU 1241 flood 1939 ebb	22 0745 flood 1531 ebb WE 2053 flood	30 0833 ebb TH 1402 flood 2036 ebb	6 0018 ebb MO 1451 ebb 2028 flood	14 0106 flood 0620 ebb TU 1241 flood 1939 ebb
15 0114 flood 0708 ebb WE 1312 flood 2005 ebb	23 0057 ebb TH 1621 ebb 2145 flood		7 0111 ebb TU 1544 ebb 2125 flood	15 0114 flood 0708 ebb WE 1312 flood 2005 ebb
16 0218 flood 0800 ebb TH 1345 flood 2032 ebb	24 0200 ebb FR 1706 ebb 2230 flood		8 0200 ebb WE 1629 ebb 2211 flood	16 0218 flood 0800 ebb TH 1345 flood 2032 ebb

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PORT PHILLIP HEADS (PT. LONSDALE)

LAT 38° 18' LONG 144° 37' TIME ZONE -10CO
TIMES AND HEIGHTS OF HIGH AND LOW WATERS

JULY - 2005

Time m	Time m	Time m	Time m	Time m
1 0021 0.35	9 0106 1.23	17 0006 0.37	25 0207 1.40	
FR 0720 1.34	SA 1427 1.28	SU 1250 0.72	MO 1509 1.59	
FR 1907 1.41	SA 1958 0.69	MO 1842 1.32	MO 2044 0.44	
2 0112 0.34	10 0149 1.25	18 0047 0.33	26 0304 1.44	
0825 1.35	SU 0759 0.29	MO 0810 1.30	TU 0856 0.22	
SA 1314 0.72	SU 1500 1.29	MO 1312 0.80	TU 1551 1.59	
SA 1953 1.35	MO 2038 0.64	MO 1927 1.28	TU 2136 0.34	
3 0204 0.34	11 0230 1.25	19 0137 0.29	27 0401 1.46	
0927 1.36	MO 0834 0.32	TU 0916 1.32	WE 0945 0.31	
SU 1410 0.31	MO 1530 1.48	TU 1412 0.87	WE 1631 1.57	
MO 2043 1.29	MO 2115 0.59	TU 2021 1.24	WE 2225 0.26	
4 0300 0.34	12 0312 1.26	20 0237 0.28	28 0500 1.45	
1027 1.38	TU 0908 0.36	WE 1028 1.36	TH 1031 0.40	
MO 1516 0.36	TU 1600 1.48	WE 1523 0.90	TH 1710 1.52	
MO 2136 1.25	TU 2150 0.55	WE 2127 1.23	TH 2311 0.22	
5 0359 0.33	13 0352 1.26	21 0347 0.22	29 0600 1.42	
1125 1.41	WE 0941 0.41	TH 1136 1.41	FR 1115 0.51	
TU 1628 0.36	WE 1630 1.46	TH 1640 0.87	FR 1748 1.46	
TU 2232 1.22	WE 2224 0.50	TH 2244 1.24	FR 2355 0.22	
6 0455 0.31	14 0434 1.26	22 0500 0.17	30 0700 1.39	
1218 1.44	TH 1015 0.48	FR 1238 1.47	SA 1159 0.61	
WE 1731 0.34	TH 1700 1.44	FR 1749 0.79	SA 1828 1.39	
WE 2328 1.21	WE 2256 0.46			
7 0546 0.30	15 0519 1.26	23 0000 1.28	31 0038 0.25	
1307 1.46	FR 1052 0.55	SA 0607 0.14	FR 0756 1.35	
TH 1826 0.79	FR 1731 1.40	SA 1333 1.53	SU 1243 0.70	
	FR 2330 0.41	SA 1851 0.68	SU 1909 1.32	
8 0019 1.22	16 0610 1.27	24 0107 1.34		
0634 0.28	SA 1134 0.63	FR 0707 0.13		
FR 1350 1.47	SA 1805 1.36	SU 1423 1.57		
FR 1915 0.74		SU 1949 0.56		

Port Phillip Heads - Tidal Streams

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

JULY - 2005

Time Start	Time Start	Time Start	Time Start	Time Start
1 0337 flood	9 0309 ebb	17 0313 flood	25 0422 ebb	
FR 0945 ebb	SA 1008 flood	FR 0945 ebb	MO 1100 flood	
FR 1443 flood	SA 1721 ebb	SU 1439 flood	MO 1752 ebb	
2110 ebb	SA 2309 flood	SU 2040 ebb	MO 2349 flood	
2 0430 flood	10 0400 ebb	18 0401 flood	26 0528 ebb	
2110 ebb	SA 1045 flood	FR 0401 flood	TU 1145 flood	
2110 ebb	SU 1750 ebb	FR 0401 flood	TU 1825 ebb	
2110 ebb	SU 2343 flood	MO 2115 ebb		
3 0522 flood	11 0448 ebb	19 0500 flood	27 0038 flood	
SU 1215 ebb	MO 1119 flood	MO 0500 flood	WE 0529 ebb	
SU 1653 flood	MO 1815 ebb	MO 1255 ebb	WE 1226 flood	
SU 2230 ebb	MO 1815 ebb	TU 1634 flood	WE 1856 ebb	
4 0614 flood	12 0015 flood	20 0606 flood	28 0129 flood	
1326 ebb	MO 0532 ebb	MO 0606 flood	TH 0728 ebb	
MO 1821 flood	TU 1149 flood	MO 1407 ebb	TH 1305 flood	
2319 ebb	TU 1839 ebb	WE 2306 ebb	TH 1927 ebb	
5 0705 flood	13 0046 flood	21 0715 flood	29 0217 flood	
MO 1429 ebb	MO 0617 ebb	MO 0617 ebb	FR 0829 ebb	
TU 1953 flood	WE 1219 flood	WE 1512 ebb	FR 1344 flood	
	WE 1902 ebb	TH 2009 flood	FR 1958 ebb	
6 0014 ebb	14 0119 flood	22 0026 ebb	30 0303 flood	
WE 0756 flood	TH 0702 ebb	FR 0822 flood	SA 0932 ebb	
WE 1522 ebb	TH 1248 flood	FR 1600 ebb	SA 1425 flood	
WE 2100 flood	TH 1926 ebb	FR 2118 flood	SA 2030 ebb	
7 0113 ebb	15 0153 flood	23 0146 ebb	31 0348 flood	
TH 0843 flood	FR 0751 ebb	FR 0921 flood	SU 1036 ebb	
TH 1607 ebb	FR 1321 flood	SA 1642 ebb	SU 1510 flood	
2151 flood	FR 1948 ebb	SA 2211 flood	SU 2103 ebb	
8 0212 ebb	16 0230 flood	24 0308 ebb		
FR 0927 flood	SA 0846 ebb	FR 1014 flood		
FR 1647 ebb	SA 1357 flood	SU 1718 ebb		
2232 flood	SA 2013 ebb	SU 2300 flood		

PORT PHILLIP HEADS (PT. LONSDALE)

LAT 38° 18' LONG 144° 37'

TIME ZONE -1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

AUGUST - 2005

Time m	Time m	Time m	Time m	Time m
1 0124 0.29	9 0218 1.26	17 0105 0.22	25 0354 1.53	
MO 0852 1.31	TU 0917 0.34	WE 0845 1.27	TH 0926 0.34	
MO 1331 0.77	TU 1500 1.45	WE 1337 0.81	TH 1558 1.52	
MO 1956 1.25	TU 2055 0.47	WE 1946 1.21	TH 2157 0.11	
2 0215 0.33	10 0259 1.30	18 0206 0.22	26 0445 1.51	
TU 0950 1.29	WE 0850 0.37	TH 1000 1.27	FR 1008 0.42	
TU 1430 0.83	WE 1528 1.45	TH 1448 0.83	FR 1633 1.47	
MO 2051 1.19	WE 2126 0.41	TH 2102 1.18	FR 2239 0.11	
3 0316 0.35	11 0338 1.32	19 0324 0.22	27 0536 1.46	
MO 1050 1.28	TH 0924 0.42	FR 1112 1.31	SA 1049 0.49	
WE 1542 0.85	TH 1557 1.44	FR 1613 0.79	SA 1710 1.41	
MO 2153 1.15	TH 2157 0.35	FR 2233 1.20	SA 2320 0.14	
4 0422 0.35	12 0418 1.34	20 0446 0.21	28 0625 1.39	
TH 1149 1.30	FR 1000 0.47	SA 1215 1.38	SU 1129 0.56	
TH 1658 0.83	FR 1627 1.42	SA 1732 0.68	SU 1747 1.34	
TH 2257 1.15	FR 2228 0.31	SU 2355 1.27		
5 0522 0.34	13 0550 1.35	21 0558 0.19	29 0700 0.20	
FR 1242 1.33	SA 1036 0.53	SU 1309 1.45	MO 0715 1.31	
FR 1804 0.77	SA 1657 1.38	SU 1838 0.53	MO 1209 0.63	
● 2355 1.15	● 2300 0.27		● 1827 1.26	
6 0615 0.32	14 0545 1.34	22 0103 1.37	30 0042 0.27	
SA 1325 1.36	SU 1115 0.60	MO 0659 0.15	MO 0809 1.24	
SA 1859 0.70	SU 1729 1.34	MO 1357 1.50	TU 1253 0.70	
	SU 2335 0.24	MO 1934 0.38	TU 1912 1.18	
7 0048 1.18	15 0637 1.32	23 0203 1.45	31 0130 0.33	
MO 0701 0.31	MO 1157 0.67	MO 0752 0.22	MO 0906 1.18	
SU 1400 1.40	MO 1804 1.30	TU 1440 1.54	WE 1345 0.76	
SU 1943 0.62		TU 2026 0.25	WE 2008 1.11	
8 0135 1.22	16 0015 0.22	24 0300 1.51		
MO 0742 0.32	MO 0736 1.29	MO 0841 0.27		
MO 1430 1.43	TU 1242 0.75	WE 1520 1.54		
MO 2021 0.54	TU 1848 1.25	WE 2113 0.16		

Port Phillip Heads - Tidal Streams

LAT 38° 18'

LONG 144° 37'

TIME ZONE -1000

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

AUGUST - 2011

Time Start	Time Start	Time Start	Time Start	Time Start
1 0435 flood	9 0445 ebb	17 0422 flood	25 0013 flood	
MO 1604 flood	TU 1104 flood	WE 1218 ebb	TH 0825 ebb	
MO 2141 ebb	TU 1737 ebb	WE 1557 flood	TH 1210 flood	
	TU 2346 flood	WE 2128 ebb	TH 1816 ebb	
2 0525 flood	10 0528 ebb	18 0533 flood	26 0057 flood	
TU 1248 ebb	WE 1134 flood	TH 1337 ebb	FR 0718 ebb	
TU 1717 flood	WE 1800 ebb	TH 1724 flood	FR 1246 flood	
WE 2227 ebb		WE 2244 ebb	FR 1847 ebb	
3 0621 flood	11 0017 flood	19 0653 flood	27 0138 flood	
WE 1355 ebb	TH 0810 ebb	FR 1439 ebb	TH 0811 ebb	
WE 1910 flood	TH 1202 flood	FR 1937 flood	SA 1323 flood	
TH 2326 ebb	FR 1922 ebb		● 1918 ebb	
4 0722 flood	12 0049 flood	20 0022 ebb	28 0218 flood	
TH 1452 ebb	FR 1231 flood	SA 1526 ebb	SU 0903 ebb	
TH 2035 flood	FR 1844 ebb	● 2100 flood	SU 1400 flood	
5 0041 ebb	13 0123 flood	21 0159 ebb	29 0258 flood	
FR 0820 flood	SA 1303 flood	SU 1605 ebb	MO 0957 ebb	
FR 1539 ebb	● 1905 ebb	SU 2155 flood	MO 1440 flood	
● 2130 flood			MO 2021 ebb	
6 0910 flood	14 0159 flood	22 0322 ebb	30 0340 flood	
SA 1616 ebb	SU 0831 ebb	MO 1640 ebb	TU 1054 ebb	
SA 2210 flood	SU 1338 flood	MO 2243 flood	TU 1525 flood	
	SU 1930 ebb		TU 2058 ebb	
7 0306 ebb	15 0239 flood	23 0430 ebb	31 0430 flood	
SU 0954 flood	MO 0933 ebb	TU 1051 flood	MO 1159 ebb	
SU 1647 ebb	MO 1415 flood	TU 1713 ebb	WE 1626 flood	
● 2245 flood	MO 2000 ebb	WE 2329 flood	WE 2144 ebb	
8 0359 ebb	16 0325 flood	24 0530 ebb		
MO 1031 flood	● 1053 ebb	MO 1131 flood		
MO 1713 ebb	TU 1459 flood	WE 1745 ebb		
MO 2316 flood	TU 2037 ebb			

VSAG Meeting and Dive Calendar

Dive Date	Location	Dive Captain	Phone	Meeting Point	Time
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June

11-13	Queens b'day Queenscliff				
16	Meeting			Bells	8pm
26	Barwon Bommie	Alan S	9803 3573	Sorrento	9am

July

3	Courier	Leo M	0418 375 102	Sorrento	9am
17	Eliza Ramsden	Alan S	9803 3573	Sorrento	9am
21	Meeting—Speaker			Bells	8pm
24	Car Rally <i>C</i>	Pat R	9789 1092	tba	tba
31	Awesome Reef <i>C</i>	JL	9589 4020	Sorrento	9am

August

14	Lonsdale Wall ✓	Alan Storen	9803 3573	Sorrento	
18	Meeting			Bells	8pm
26/28	tba	Alan S <i>AL</i>	9803 3573	Sorrento	9am

DIARY DATES

11-13	Queenscliff	
June		
Sept	Ski Weekend - book in with Leo M	
Oct 15	Queenscliff Blues Train - book with Priya	
Oct/Nov	Cup weekend—Wilson's Prom	
Nov 25	VSAG Xmas Function	

4/9 hool. A.S.

25/9 B. Bommie A.S.

2/10 [Signature] FAIRFAXS

10/10 Sorrento V.S.

FUJIKAWA MARU

SUNK FEBRUARY 12 1944
DURING US NAVY'S
'OPERATION HAILSTONE'
THIS PLAQUE PLACED
FEBRUARY 1994
ON THE 50TH ANNIVERSARY
OF THIS ACTION
IS DEDICATED TO THE
PRESERVATION OF AND RESPECT
FOR THE REMAINING SHIPS,
AIRCRAFT AND ARTIFACTS AS A
HERITAGE FOR THE PEOPLE
OF TRUK LAGOON



