

FATHOMS

APRIL — MAY 2006

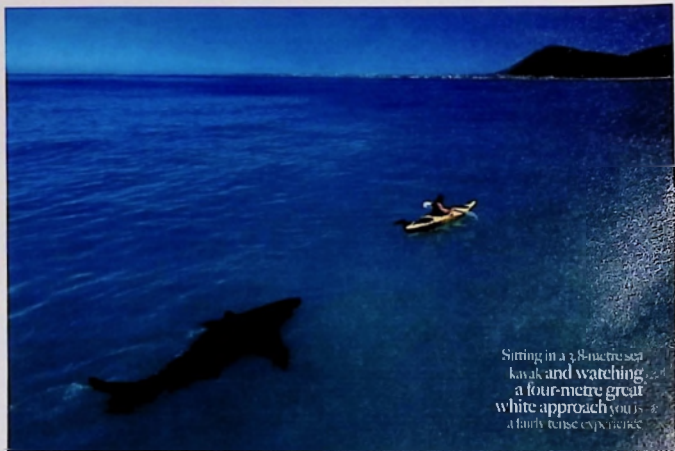
VICTORIAN SUB-AQUA GROUP



<http://members.iinet.net.au/~vsag/>

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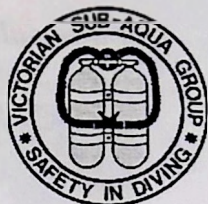


Sitting in a 2.8-metre sea
kayak and watching
a four-metre great
white approach you is
a fairly tense experience



From a friend in South Africa

FATHOMS



Official Journal of the Victorian Sub-Aqua Group

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VSAG General Meetings
3rd Thursday in the month

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Editorial

Alan Storen



It is great to see some new contributors to Fathoms this edition. I hope that we can keep the articles coming. As I write this we are getting ready for the Prom and I am sure there must be some stories that could/should be published. They don't have to be true just believable (well almost!). Reports in May/June edition.

On the social side we have a few activities planned so make sure you put them in your diaries early and commit. Queen's birthday at Queenscliff is on again and not long before the Nimrod Explorer trip to Old.

I have just read a story in Dive Pacific (April/May 2006 edn) about a diver, Robert Hewitt, who spent 75 hours in the sea after failing to rejoin the dive boat on a routine dive off Manta Island, on New Zealand's North Island. Many reports/stories by dive operators, dive medical doctors, psychologists and other divers are included about the survival. Almost all indicated that a safety sausage could have reduced the time in water from over three days to only a few minutes!! Who dives without a safety sausage? I have also read about the value of having a mini CD (about 3 inches in diameter - 8 cm) to use as a reflector and cyalume stick if the dive is 'late afternoon'. Should VSAG consider these as 'required' on each dive? Our motto is 'Safety in Diving'.

Cape Jaffa trip was again very 'rewarding' and most enjoyable. Thanks to JL and Andy for the use of their boats. Reports are inside, photos on the back page. I have also reported on a trip I did to Port Welshpool. Not really the diving I had planned but it proved to be one of the best pier dives that I have done in recent times. Certainly worth a tank of air.

I have included a brief report on VARS (Victorian Artificial Reef Society). This group was formed to 'Sink the Canberra in Victoria'. The ex-HMAS Canberra was decommissioned in November 2005 and VARS has put plans in place to ensure that it is sunk locally. John Lawler (President), Mick Jeacle (Treasurer) and myself (Secretary) are on the committee and we have the support of DIVA and SDFV. The other 3 on the committee are Tom Wende (charter operator), John Allsop (dive shop operator) and Mike Reed (dive instructor). We hope that in the next couple of weeks you will hear from Premier Bracks that Victoria has accepted the ship. Interesting reports on the ex-HMNZ Wellington - hope the same does not happen to the Canberra.

Darren has also reported on the 'SS Launceston dive' and it is very positive. I hope that others take the opportunity to dive this wreck if it becomes available again. I have not dived it for 20 years and I was not impressed on any of my 3 attempts. Viz was terrible on those occasions. It appears that those able to dive it had better experiences Your committee is still interested in finding guest speakers for regular meetings and any recommendations would be most welcome. Remember the committee is working for you and any suggestions for social activities, dives, trips, etc will be considered.

Enjoy your diving

Alan

PLEASE NOTE NEW WEB SITE DETAILS:

<http://members.iinet.net.au/~vsag/>

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

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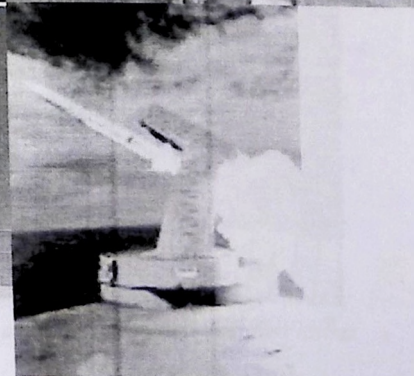
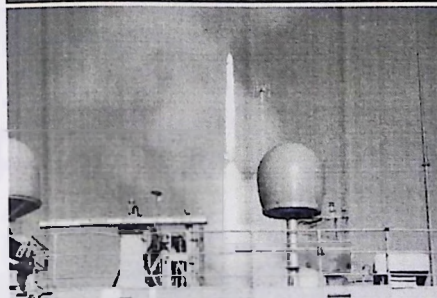
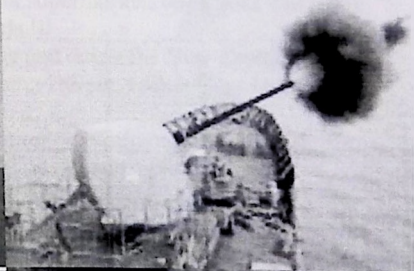
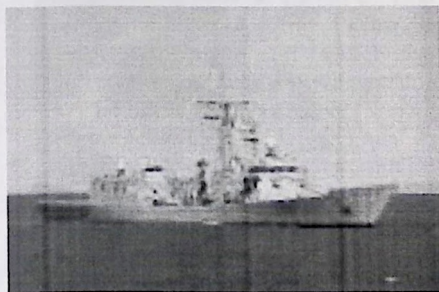
Committee meets 2nd Thursday of the
month at: Leighoah Hotel
1555 Dandenong Road Oakleigh.
ALL MEMBERS WELCOME

Report on the exHMAS Canberra

This is only a quick update on the ex HMAS Canberra as we are currently waiting for the Victorian Government to accept the ship on behalf of the State. It would be an obvious boost for the dive industry and also for tourism.

A committee has been formed and this is called VARS (Victorian Artificial Reef Society Inc) to assist the government in anyway it can with advice on the dive aspects of the project. If the project gets the final go ahead then all members of the dive industry—commercial, recreational, etc will have the opportunity to input..

Many have already supported the project with DIVA (Dive Industry Victoria Association) making a \$500 donation , SDFV (Scuba Divers Federation of Victoria) making a \$500 donation and VSAG making a \$500 donation. These funds will be used to get the project up and started—obviously a lot more money is involved in the sinking (estimates are \$3M to \$5M)



Some Canberra Shots

Dive Report—Cape Jaffa
Jackie Storen and Kathy Pedlow



illustration by AJ Storen

can I play

Greetings to everyone that enjoys the delights of the blue. This is the Tale of two Great Mermaids who decided to enjoy a long weekend of adventure, going deep, hangin' out with two experienced grey nomad cray bashers, friendly dolphins, battling the urge to throw up in swelly conditions, not thinking about SA SHARKS and just having a damn good cray'n time ! Cray Adventure Crew :- John Lawler (Boat Captain/Trainer), Alan Storen (Dad/Dive Buddy), Kathy Pedlow (Seal Magnet also not thinking about SA SHARKS) and moi. Andy and crew and family were the others present VSAG Cray Bashers who bagged out every day – Fantastic effort !

My sole intention for going to Jaffa was to unleash my deep need to be a hunter and gatherer. I wanted to eat something I had caught underwater with my own hands. I am sure I must have always had this burning desire because I paid \$250 to complete a cray catching course and surfaced, frustrated, deeply scarred and crayless !

So I think I must have been the first to sign up for Jaffa 2006, closely followed by Kathy.

Determined and with plenty of myths, legends and stories from Mick Jeacle ; detailing how the crays are just walking about in JAFFA, you can just reach out, grab them and bag em', it's just like a supermarket, open your catch bag they will walk right in off the shelves girls !!!

So I commenced WWWWWhhhohhhh'ing and doing the New Zealand War Cry Huka and singing songs of 'Were going Diving, Going Cray Hunting, Gonna get some of those Crays !

Day One – Bloody Long Drive with Boat in tow. Enjoyed a mega fresh hamburger from a Fish n' Chip shop in Hamilton. **Result - One flat tyre.**

Day Two - Ideal conditions, Flat inviting water, Sun, Smiles all round. Tiny bit nervous, Viz of about 3m, Dry Wetsuit, Tons of Boats and Trailers on the beach, Plenty of Anticipation, Great company and 2 Great Dives North of Margaret Brock Reef. **Result - One cray each.**

Day Three – Weather turned, Swelly sickly water, No Sun. Fun of putting on a Wet Wetsuit, Followed Andy out thru the swell to South of Margaret Brock Reef, Recounting tales of 4m great whites told by fishermen around the Cray Cooking Pot last night...mmmmmm.

Dive 1 – Great dive in a kelp forest Dad said was reminiscent of Old diving days at Queenscliff Kelp beds. Very peaceful but not conducive for crays. Did see one though and after Dad and I pulled off every leg the feisty cray had, we did manage to land the cray in our bag and every leg too !

Dive 2 – I aborted while hanging...gracefully NOT...over the side of the boat ill. Nicole also joined me in this Art form from Andy's boat.

Result – One Legless Cray (but he was big), feeling disillusioned about Cray diving !

Day Four – Dive site tip from Andy (thanks), Andy and crew departed for home, Weather looked foul, Swells to about 1.5 meters, Damn it we are Keen Cray Bashers to be out here, One dive only, saw about 8 beautiful playful dolphins right next to the boat, thought get in quick ‘where there are Dolphins there usually aren’t Sharks !

Result – 2 great sized crays and 1 absolute WHOPPER (see picture) !

Day Five – Bloody Long Drive Home. Trailer packed with 18 crays on ice. Reflected on my cray diving. Enjoyed a mega fresh hamburger from the now famous not to be missed Fish n’ Chips shop in Hamilton.

Result – Tired, Happy, Glad to be with friends, Thanks John for driving and playing ‘Mustang Sally’ music.

All in all, a fantastic weekend away. Much respect to all those who have come before me and fellow VSAG’ers who were supermarket robbers. I look forward to seeing that one day. Catching crays is alot more difficult than I expected, so hats off to anyone who catches one – no matter how big or small or how many. Especially if conditions aren’t ideal. Snares do make it a little easier, but those crays fight to the death !

Thanks to John, who taught us all we know and provided the snares!

Thanks to Kathy, for bashing the abalone, not snoring and sharing my passion for catching a cray !

Thanks to Dad, dive buddy who wrestled crays with me all weekend !

I look forward to enjoying the big cray with you accompanied by a glass of red !



p.s excuse me for that terrible photo with my hood still on. But did you see the size of the cray !! Conclusion – You cant look glam diving for Crays !

**Jackie Storen
Ready for more Cray Catching**

20 Things I learned at Cape Jaffa

by Kathy Pedlow

- 1) It is a loooooong drive to Cape Jaffa.
- 2) Long drives are very relaxing and a great way to catch up with friends.
- 3) They really do have great fresh hamburgers in Hamilton (great find John)
- 4) Tyres blowing out can happen to anyone – even boat trailers.
- 5) You can be very thankful to have the last tyre of it's type if it means getting closer to those crays.
- 6) After a long drive, a delicious BBQ dinner and a few wines – a person can sleep very well
- 7) Launching a boat and getting it out on the sandy beach is not as easy as on the boat ramp at Sorrento but it can be done easily with those that know how and John's special mesh thingies.
- 8) After a disappointing 1st dive by Jackie and Alan, John and I could get to a good spot. It may not have looked it straight away but as we swam on, we dropped over a ledge and there were 2 darling crays.
- 9) Crays are not as easy to catch as I thought.
- 10) Spotting those little cray feelers is very exciting.
- 11) Crays will move backwards into their crevices out of reach.
- 12) Crays are strong and determined not to be caught. They will hang onto anything – rocks, seaweed, your finger, catch bags



- 13) Crays will swim away if you don't grab them and quickly shove them forcefully into your catch bags.
- 14) Snares makes catching crays easier (NOT EASY).
- 15) Snares are allowed in South Australia NOT in Victoria.
- 16) The biggest cray always gets away – Sorry John (refer 13)
- 17) There will always be someone that catches more and/or bigger crays than yours. (go Andy and his team – fantastic effort)
- 18) Cray catching is FUN!
- 19) There is plenty to see underwater at Cape Jaffa besides crays – beautiful kelp gardens, cute weedy sea dragons, dolphins playing around the boat.



- 20) Abalone sliced thinly, bashed to softness and then sautéed on the BBQ with lime juice, chilli marinade, garlic and ginger for barely 2 minutes is delicious.

I had a fantastic break at Cape Jaffa. I learned more about diving and catching crays (Yes John I will try to remember to come at crays from the side, bravely grab them and quickly shove them into the catch bags) drinking, sharing stories and experiences with good friends.

A big thank-you to John Lawler – boat captain and dive buddy, Alan Storen – teller of tales from seas and places far away and Jackie Storen – cook and provider extraordinaire.

VSAG Bowls Night—Elsternwick Park Bowls Club

Alan Storen

After a week delay I had my fingers crossed for good weather. The proposed day (1st Feb) saw torrential rain, high wind and in a word 'unpleasant'. What a difference a week makes! The 8th was a great day and the night even better. Twenty two VSAGs arrived at Elsternwick Park Bowl Club for a meal, some tuition and a couple of hours of fun bowling. Those that could make it were: the Gouldings (John and Carol), the Jeacles (Mick, Annie and family), the Mastrowicz party (Andy, Gail and friends), John Lawler, the Truscotts (Barry and Marie), the Scotts (Bob and June) the Williams (Trevor and Cathy) and the Storens (Alan and Jude).

After a quick practice we sat down to a meal of sausages and salad and then quickly out onto the rinks for the serious stuff. We had three rinks next to each other and bowled for a couple of hours. After a lot of laughs, some cursing, and swearing, some excuses the two best on each rink then played off for the massive prize (actually a bottle of wine!). Unfortunately the ladies had the best of the final and came in first and second with Cathy Williams taking home the wine. Well done, Cathy! I hope that you gave Trevor a glass.

Where else in Melbourne can you get a meal, 2+ hours of bowling, tuition, a free drink all for the price of \$8 each. Throw in the great company, lots of laughs and entertainment and the deal was even better! To cap the evening off we adjourned to the local coffee shop for a drink and relax. A great night and it is something we will do again in the future – book early next time so you do not miss out!

*Thanks again to those that could make it for the company and fun.
Alan*

Cure for colds

Miss Beatrice, the church organist, was in her eighties and had never been married. She was admired for her sweetness and kindness to all. One afternoon the pastor came to call on her and she showed him into her quaint sitting room. She invited him to have a seat while she prepared tea.

As he sat facing her old Hammond organ, the young minister noticed a cut-glass bowl sitting on top of it. The bowl was filled with water, and in the water floated, of all things, a condom! When she returned with tea and scones, they began to chat. The pastor tried to stifle his curiosity about the bowl of water and its strange floater, but soon it got the better of him and he could no longer resist.

"Miss Beatrice", he said, "I wonder if you would tell me about this?" pointing to the bowl. "Oh, yes," she replied, "Isn't it wonderful? I was walking through the park a few months ago and I found this little package on the ground. The directions said to place it on the organ, keep it wet and that it would prevent the spread of disease. Do you know I haven't had the flu all winter."

Dive Report: Saturday, 25 March 2006

Trip:	New Diver Day # 2, Pope's Eye and Sorrento Back Beach.
Dive Depth:	12m (Pope's Eye), 8m (Sorrento).
Weather:	Clear, sunny, light breeze.
Sea:	Flat.
Visibility:	24m (Pope's Eye), 20m (Sorrento Back Beach).
Number of divers:	14 booked, 12 actual.
Number of boats:	3.
VSAG members present:	Alan Storen, John Lawler (boat operator), Mick Jeacle (boat operator), Ted Cornish, Trevor Williams, Barry Truscott (boat operator), Jackie Storen, Chris Storen, Kathy Pedlow.
Guests present:	Dale Belmore, Geoff Belmore, John Merlo.
Withdrawals:	Sarah Williams, Bob Thornhill.

Three New Diver Days have been planned so far in 2006, with the first cancelled due to extreme heat (43°C) and strong winds. With a back list of people interested in joining the club, so far twenty certified divers have been invited to dive with VSAG and eight have accepted.

Sorrento boat ramp was comparatively quiet as we gathered for a 9am start. With slack tides scheduled for early morning and late afternoon, tide-protected dive sites were essential. Pope's Eye was selected followed by the rare opportunity to dive the back beaches – Portsea, Sorrento or Rye. We launched from Sorrento at 9.30.

It was surprising that no other dive groups were present at Pope's Eye when we arrived. It has been a busy location in recent weeks. With only a fishing boat moored within, and a group of snorkellers to contend with, we were able to drop all of the divers together on the protected south side. Nine divers from 3 boats hit the water around 10.30 am.

Alan Storen had brought along some frozen dim sims for burley, and these were distributed to any divers who wanted to do some fish feeding. But that's another story.....

Working in pairs or threes, divers traversed the shallow depths outside the foundations of this incomplete fort. With the sun streaming through the shallows, the flora and fauna were a rainbow of brilliant colours. A huge variety and abundance of fish was matched by the changing under-seascape as divers traversed each side and the base of the site. After a bottom time of around 35-40 minutes, divers were recovered and we started to give some

serious thought to the back beaches.

But first we had to drop off 2 divers. With other commitments later in the day, Jackie and Kathy headed for Portsea Pier in Barry's boat while the other two boats investigated sea conditions along the Back Beaches. And then Barry's boat broke down, possibly with drive shaft problems.

John and crew headed back to Portsea whilst Mick and crew investigated further up the back beaches, finding a site known to Mick close to Sorrento Back Beach where crays are likely to be seen. With Jackie, Kathy and Chris dropped off at Portsea, Barry's boat was towed to Sorrento and retrieved. In the meantime 3 divers from Mick's boat went cray bashing (really 2 and an observer). Diving the rock ledge at shallow depth, once again colour and life abounded. The site had many crevices, bommies and swim throughs to explore. Very near, the bottom turned to undulating sand. Whilst 2 divers chased crayfish, the third enjoyed the scenery and followed a large ray as it skimmed the reef and sandy bottom. After a shorter dive for John Merlo, who came to grips with a cray, somewhat later Trevor and then Mick ascended feeling very satisfied. Three crays were caught.

John's boat arrived and put 3 divers into the water – John, Dale and Geoff. A serene scene above water was only interrupted by gentle bubble streams from the shallow divers.

With Mick under time pressure, we started the return cruise. One hundred metres off the port quarter we spotted a pod of dolphins. We turned to them and they to us. Two metres from the boat a mother and calf surfaced. Dolphins cruised below, nudged the bow on both sides and leaped the bow wave. Astern, dolphins leapt fully out of the water. Rounding Point Nepean, Mick's boat stopped for a late lunch whilst the divers at Sorrento completed their dive.

Returning to Sorrento, Mick's boat was out of the water by 3.30pm with John's crew returning a little later.

I'd like to thank all of the boat owners for supporting this dive day. John Lawler is a rock who can always be relied upon. Mick and Barry somehow made room around significant family commitments. A great day out for all divers.

Abalone Dates

You can only take abs on these dates. All dates inclusive:

14-18 April 2006, 22-25 April 2006, 27-28 May 2006

A letter to the Editor

Dear Alan,

Just the other day I was cleaning out my desk draws when I noticed a letter from a dear friend sent to me after a VSAG Refuge Cove trip in March 2000. I got a great kick out of reading it again after all those years, as it enabled me to reflect on the great times we shared together on numerous Refuge Cove trips over a 20 year period.

The Refuge Cove trip unfortunately has disappeared from the VSAG calendar due to all sorts of reasons. These include the ageing of members who once looked forward to this trip each year, the passing of old sea dog Reg Truscott and the all too familiar horrendous seas experienced on the trip back to Port Welshpool. There was also a need to carry many drums of petrol in addition to tent, cooking facilities, dry ice, food for 3 days, grog, dive gear and tanks, clothes, bedding etc., resulting in the boat being stacked to the gunnels.

For a few trips at least I was spoilt somewhat by traveling in style on Alex Talay's 23 foot Leeder cabin cruiser together with Pat Reynolds. This enabled us to sleep on board and thus saved us the extraneous duties of transferring all of the above mentioned items from the boat to the camp area, and back again at completion of our stay. All we had to do was set the bow and stern anchors upon arrival, top up the petrol tank and transfer any additional drums to the shore. By the time the shore based campers had set up their digs we were half pissed and beginning to wonder if we bought enough supplies to last.

But even this type of luxury had its drawbacks. The onboard stereo blaring after dark attracted all sorts of undesirables to the boat like moths to a bright light. In no particular order of nuisance were Goulding, Llewellyn, Finnegan, Truscott, Hayes, Chernishov, Tipping (both varieties), Sier and others too numerous to mention. Bad luck if one wished to retire to the forward bunk at the end of a long day. Another inconvenience, as far as I was concerned anyway, was the need to go ashore in Pat's little inflatable boat tied to the stern. My balance in this was atrocious and everyone seemed to know when I was mid water in that bloody boat, and did their best to tip me into the drink by swaying the stern anchor line from side to side in violent fashion. They succeeded more than once.

There were many marvelous moments at Refuge Cove that will remain in my mind forever. Who could forget the sight of John Goulding emerging from his tent, his hair dripping beetroot juice, bellowing and cussing and resembling Quasimodo, as he approached bewildered fishermen sharing the camp area with us? The look on the big fat guy's face as John snatched his just cooked T bone steak off his plate and stuffed it in his mouth was priceless. Then there was the time when Tony Tipping was telling his awful South African Airways joke that we all jumped up and walked off half way through. Un fazed he simply followed and just questioned where we were all going.

No doubt the real character of the early trips was John Goulding, who just loved traveling aboard the good ship *Mirrabooka* piloted by his old friend Reg Truscott. It was rare for John to sleep on this trip, especially the night before boarding, which was usually spent at the Foster motel .Every year the proprietor threatened to evict this noisy bunch but somehow it never happened. By the time *Mirrabooka* arrived at the Cove, John was in fine form. However he was still able to supervise the catering for all the troops and they shared many a gourmet delight under John's direction. At times there were mumblings about the meat being still frozen and only partly cooked, but all in all he did a fine job. What I could never understand though was why he brought along several large rusting tins of produce (never knew what they were as the labels were long gone) every year, and then took them back home again where they were stored under the house for the next trip.

John also wrote and directed a play for the re-enactment of the landing of Governor Phillip for the trip of 1988, the year of the bi-centenary celebrations. All members played a part in this lavish production, and all present, including bushwalkers and fishermen, attended. We even had a fellow come in via seaplane which was quite a sight indeed.

I certainly miss those trips but I'm afraid it has become all too hard. Mind you, I would return in a blink of an eye if I could be assured of calm seas for the trips down and back. However, we all know that this is not possible so I will just have to cherish the memories of many enjoyable experiences at this wonderful location.

Now for that letter.....I hope you all enjoy Alex's crass humour as much as I did. And Ted, don't worry, I'll never cook you spaghetti bolognaise again. Will lamb shanks do?

Mick Jeacle

March, 2000

Dear Mick,

It is with cap in hand that I write this heartfelt apology over my appalling behaviour criticizing your spaghetti bolognese.

I now realize that it was the drink doing the talking and that the excruciatingly awful taste of the tucker was not your fault at all.

I've now put two and two together and realize that possum I saw lurking in the tree directly above the cooker deposited an unwelcome poo in the pot.

The fact that you were horribly pissed explains your failure to notice the offending objects you were mixing in with your otherwise magnificent sauce. Also, that bastard Ted failed to hold the towel protecting the flame correctly. This accounted for the hardness of the spag.

In closing I would suggest that you ban that prick Ted from next year's trip. I will naturally accompany you and protect you from eating contaminated food (whilst inebriated) by keeping a close eye on all overhead activities.

Yours sincerely,

Alex

VICTORIA (well at least the dive community) is hoping to scuttle the ex-HMAS Canberra in Victorian waters. More on this later as the project develops. You reps on the committee are John Lawler, Mick Jeacle and Alan Storen. Others are: Tom Wende (DIVA) , Mike Reed (DIVA), JohnAllsopp (DIVA).

WATCH THIS SPACE!!!!

REPORT ON THE WELLINGTON

The ex HMAS Wellington F69 was sunk last year and unfortunately hit by a recent storm—it was broken into three pieces. The following is a report on the damage:

John Lawler

Thought a wee report on the weekend storm swell over the frigate and the subsequent news article in today's DomPost.

We have yet to dive the ship itself so cannot report at this time as to its condition but will do a survey of the ship soon. At present there is still a 1-3m swell and the sea is the colour of milk so visibility is nil underwater and likely to remain so for the rest of the week with another southerly due (although not a hurricane force storm this time).

To put things in perspective nothing unexpected has occurred with the vessel from an above water aspect. I note the following;

We have always known the area is subject to large swell (estimated at 7m based on 12m wave recorder reading at Baring Head Saturday morning) and clearly stated during the resource consent that the ship would slowly be pounded into the seabed. This is similar to the Devon, a wreck of Baring Head that is now deck on deck after 80 years or so. It still provides hard surface as a living reef.

The interior is getting covered in hydroids, worm like creatures that eat on the plankton and in turn provide food for the fish that have already made the interior home.

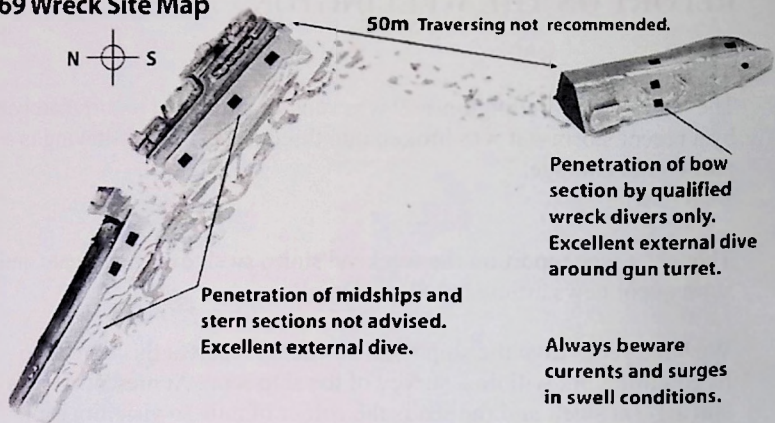
Splash Gordon divers were witness to a school of Barracuda having a feeding frenzy on the triple fins so life has really started on board F69. Exciting stuff.

Keeping you informed on news about our living reef.

Kindest Regards

Marco

F69 Wreck Site Map



We were aware the ship still had some timber remaining as framework in the freezer department and no4 store room remained. We also utilised timber to make the 14 x 1.2m square firing panels to sink the vessel.

We had always envisaged some debris (timber, cork) from the ship and had contingency plans in place should it occur (pick it up).

We have removed most of the debris (wood, cork and some pipe lagging) associated with the ship from the beach at Princess Bay and Houghton Bay and are currently waiting for another low tide so we can survey the area again for any more that may have washed up. This amounted to two trailers including this mornings load and has been removed to the tip by myself and other volunteers. We expect that for the next few storms a little more will find its way out of the ship and we will collect that as well. Wood and cork floats and there is only a small amount now left on the ship, if any at all.

Will report on ship condition once I know, I'm sure it will have some changes.

On a positive note this last weekend Victoria University held a open day at the Island Bay marine lab and the frigate was one of the key displays. A slide show produced by Joanne Long was amazing, documenting the ships development over the last 4 months. It has become a sea of a variety of seaweeds and is home to millions of small triple fin fish. A squad of cod have made the space under the rear of the hull home and starfish have already climbed their way from the seabed onto the top deck.

Subject: Frigate Wellington media release....

[Press Release]

Ref: Frigate Wellington – Island Bay

Following the storms last week the SinkF69 Trust has evaluated the impact of the recent severe storm on the vessel.

A brief dive on the vessel has shown that the vessel has now broken in two, identical to its sister ship, the frigate Waikato, which is a living reef off Northland NZ.

The bow section, including gun turret, is lying on its starboard side, held in place by a eight tonne anchor to which it was attached for sinking, whilst the larger stern section has moved a distance away from the bow section and is now lying on its port side, facing northwest and initial observations suggest that it is unlikely to move any further towards the shore were such a weather event to occur in the coming weeks.

SinkF69 Trust Chairman Marco Zeeman says that the events of the weekend were expected during the life of the ship and were covered fully in the resource consent process.

"It was unfortunate that a one- in-fifty year weather event should occur so soon after she was sunk however the fact that the vessel has broken in two is in line with what was expected and consistent with the Waikato which was sunk off the Northland Coast."

"We have been monitoring the vessel since she sunk and have been delighted with how things have gone and the feedback we have had from divers. We are evaluating the effect of the storm on the vessel and a no-dive zone has been put in place whilst we wait for the seas to clear to enable a full review of the area to be undertaken."

"We want to ensure that the frigate remains a safe and enjoyable dive and the Trust is working with the Police divers and Dive Shops to manage this period."

The trust is comfortable with the way in which the vessel is currently sitting. Mr Zeeman said "The environment under the ocean is always changing and we expected that F69 to also constantly change, particularly following weather such as we had last week. This is what makes wreck diving so exciting after-all. Our initial investigation and discussions with those close to the Waikato suggest that the vessel will now fill with sand as the holes cut in the ship are now lying on the seabed and will continue to settle providing a natural reef and a haven for divers and fish alike."

"We will continue to monitor the situation and will work with both the Harbourmaster and Greater Wellington Regional Council to ensure any action required to meet the terms of the resource consent occur."

The Harbourmaster has declared a prohibited area of 200 metres around the site for both anchoring and no diving until the wreck is better examined and surveyed for any seabed obstructions. Another press release will occur once the ship is again open to divers.

Marco Zeeman

Chairman

SinkF69 Trust

Updated F69 Site Map - Ship reopens 16th March

F69 Dive site reopens Thursday 16th March at midday to divers..... This ship is now recommended as a three dive experience. See new site map attached and contact your nearest dive shop!!

Penetration of stern and mid ships is no longer recommended. This area makes for an exciting external dive, experience the power of the ocean and the impact on F69.

Penetration of bow section by wreck qualified divers only! This area makes for an exciting external dive around the gun turret and wave breakers. No anchoring within 200m of buoys. The frigate Wellington, pummeled by 12m swell on the 3rd March 2006, only 4 months from sinking has split in three. The bow broke free from the main structure of the ship, held in place by the 8 tonne mushroom anchor used at sink time. The subsequent swell, estimated at 12m, caused the ship to slide, destroying its lower decks, pivoting on its embedded propeller shaft and rotating anti clockwise to sit in a NW position. The bow remains in position and is now lying on its starboard side. The bow section remains intact, however wreck qualified divers only should penetrate this section and during the dive consider the change in orientation with being on its side.

It appears the main structure, trying to move backward, has exerted incredible pressure on the propeller shafts which have pushed back into the gearbox's and broken the back of the ship. The lower decks of the ship have been crushed with the upper decks dropping onto them. The engine room and boiler room, both large unsupported rooms, have collapsed, making a gap of approx 10m were the remains of this part of the structure lay crushed between. Midships where the bridge and officers quarters are, remain intact with handrails etc still in place. The stern and flight deck area where the original mooring buoy was attached is also intact, upright with a list to port.

Basically the ship has been flattened midships of main structure with the bow and remaining upper two sections of the ship intact. There is a debris zone on the seaward side and midsection of the ship and between the bridge and bow section. Large numbers of blue cod have moved in with terakihi, kahawai and barracuda making the three part F69 their home as has a carpet of seaweed and algae. Triple fin fish are everywhere and corallines have started inhabiting most areas of the hull and rails with hydroids covering the interior walls, providing feed for the many fish that have made F69's corridors, nooks and crannies home.

F69 Lives on....

The Sink F69 Trust will continue to monitor the situation. This was not an expected outcome so early on in the life of F69 but was part of the ship's long term projected changes including ending up being flattened deck on deck similar to the shipwreck Devon, a few miles east of F69. Newly exposed steel plates and surfaces will soon follow suit, being softened by marine growth within a few months of last week's storms. The reef will continue to evolve as a diverse marine habitat and will certainly enthrall visiting dive tourists for many years to follow.. witness the power of the sea!

Marco

New Zealand

email: sinkf69@divewreck.co.nz

Sink F69 web site: <http://www.divewreck.co.nz>

Subject: Engaged English Tourists, on F69....

Tim Mills splashed out on his marriage proposal, popping the question to his girlfriend with a ring in a scallop shell.

How deep is his love? About 10 to 12 metres, on the hull of the sunken frigate Wellington. The English tourists were diving the wreck on Saturday and Mr Mills had decided it would be the best place to propose to his girlfriend of eight years.

"I thought it would be a good place to do it, then we could come back in two years for our anniversary," he said. Elizabeth Coon opened the specially hinged scallop shell when Mr Mills waved her over and went down on one knee, and a note on a cork floated out: "Will you marry me?"

"It took a while, but then I clicked and said yes, well, I did the okay sign," she said. Splash Gordon dive skipper Dave Watson spread the word to all boats in the area as soon as they came up from the dive. "I thought it was a good fun thing to put out on the airways." The pair have been travelling for eight months and have worked in Wellington since February. Ms Coon said they had learned to dive six years ago. They had dived in Tenerife, Malta and Australia since they left Wimborne, Dorset, but the wreck of the Wellington will be specially marked in her dive logbook. "It'll be the best dive ever."

VSAG RESPONSES

Here is a nice story from New Zealand.....enjoy.

John Lawler

Unadulterated schmalz. The relationship is destined to end by shark attack!

Donald K Abell

Whole heartedly agree Don, that's part of the problem of letting women dive.....let them into the club by all means, but dive....well that's another thing..... soon that poor bloke will be staying home painting the house while she's off to dive the fabulous Bikini Atoll in the Marshall Islands....flying Air Nauru of course!!!!!!.

John Goulding.

So totally disagree. Let's face it girls (unless you are Halle Berry) we do not look our best in wetsuits, sea strangled hair, etc. Despite that he still proposed!

IT MUST BE TRUE LOVE!

I would so have said yes. So romantic

Kathy Pedlow (from the female perspective)

Diving is certainly no glamour sport so the poor fellow must really be besotted however, will all that romance endure when they start having babies and she wants him to stay home on weekends to help look after the kids?

After a few years of that crap, it will be interesting to see who survives the sharks !!!

Josie (the cynic)

Well, I'm a bit disappointed by the whole thing.

F69's a shipwreck?????

I thought he was sending porn...

Rob Kirk

THE COOGGE WRECK by Kathy Pedlow

The morning was bright and sunny. There was only a soft wind. The bay looked lovely and flat. I was in the mood for diving.

We all met at Sorrento jetty and I was told that I would be diving from Mick Jeacle's boat with Barry and Darren. John Lawler's team included Trevor and Sarah Williams, Alan Storen and Dale Belmore. Mick decided not to wait for the second boat.

After a brief consultation between the group and the reasonable conditions at The Heads, we were to dive the Coogee wreck.

It was at 32m. Ooooh. Outside my comfort zone.

"You'll be right," said Mick.

"Mmmmm. Yeah." I nervously replied.

We got ourselves organized, checked our gear and over and down we went.

The wreck was fantastic. It lay like a whale's skeleton resting on the bottom of the ocean bed. There was seaweed and coral all over it. We explored the length and breadth of it. Although Mick was encouraging, I decided I could look at wreck from the outside. So I cruised alongside the wreck peering in holes and gaps in the side to look at all the fish looking at me.

I have to mention the silver fish with yellow tails that were hovering above the back part of the ship. They were beautiful, flashing silver in a group formation. Mick informs me they are always there when he dives the Coogee.

Ascended with Darren and we had our safety stop and then it was back onto the boat. It was a fantastic dive. It was such a buzz, a real feeling of achievement in going beyond (if only a few metres) where I was comfortable.

We hooked up over lunch with boat two. John Lawler and his crew had a great dive and Sarah was buzzing with the excitement of her dive too.

After lunch, Darren and I decided on a second dive. Although not as exciting as the first it was still a good dive. We covered some nice territory, saw a number of fish and coral and Darren found this little yellow water-spider. Now I am not a fan of spiders on land, especially in my home, but in the sea this little fellow was really cute.

After the dive we headed back to land, a quick clean up and some light refreshments.

A wonderful dive. A wonderful day.

Dive Report- Port Welshpool

A Storen

March 2006

Just back from Cape Jaffa and off for several days to Port Welshpool. Desperate for a dive and the charter operator I had booked with cancelled due to the poor weather... bummer. The only option was the local wharf/pier/jetty. I did not know what to expect and I could not find any reference to it in any of my dive guides. The viz and current looked ok so in I jumped at about 8am.



The first thing that I noticed was the abundance of sea horses. Almost every possible place was taken by one or more of these creatures. My estimate was at least 200 of these seen on the dive – I even had one wrapped around my gauges, looked at it to check air and there it was!

Plenty of fish to be seen including sand flat head, trevally and king fish of decent size. Many smaller fish and also whiting in the sea-grass areas.

My next encounter was when the sand went dark. - looked up to see a 2metre ray hovering just over my head. Had encountered many of these in the past but not just above my head – seemed to enjoy the bubbles from my reg! It followed me for about 15 minutes and allowed me to scratch its belly. Fantastic! Also saw many smaller ones but not up close and personal.

Time to check my reg again and this time a squid had taken a fancy to the shiny gauge cage. Would not have minded but I needed to know if I had any air! I am not sure what you call a group of squid – a gaggle, a flock, a school,? Anyway there were many of them and probably on the smaller size. They would dart to the surface, capture small fish and return to the depths. Great to watch!

Noticed the current had started to pick up and so I returned to the ladder to exit the water. My 107 minutes under the water was fantastic and I recommend the dive to anyone. The current needs to be watched as it can flow past the pier fairly quickly at times. Viz was about 4-5 m but enough for the type of diving that you would do! Max depth was 5.2 metre. I could have gone deeper but was fascinated by the fish life at the shallower depth. The name of the wharf is Marginal Wharf but I found it definitely not marginal! The pier is called Fisherman's Pier and is certainly had plenty to offer the fisherman. I did a giant stride entry from the left hand end of the T-section looking towards Snake Island and exited by climbing up one of the many ladders on the side of the pier.

There is another Jetty on the West of the town, called long jetty but it is closed and I did not fancy the long swim out to the end. I might have been tempted had the weather not turned. Went to Agnes Falls (no diving there) and the Grand Ridge Road instead. Highly recommended for the 'muck diver' or those who enjoy pier diving.

Alan

Dive Report 23 March SS City of Launceston

Darren Pearce

Thursday the 23rd of March I was fortunate I was able to dive the SS City of Launceston Heritage Victoria Had a trial access program running for one month trial access for recreational divers 1 month ago I had a e-mail from Andrew Steele from Power House Underwater club asking If anyone was interested in diving the City of Launceston I jumped at the opportunity.

SS City of Launceston (1863 - 1865) was a 368 ton Clyde-built steamship from the small Scottish shipbuilding yard of Blackwood and Gordon. Built to order for the fledgling Launceston and Melbourne Steam Navigation Company. Its early role in colonial steam shipping was the forerunner of the modern Bass Strait ferry service between Tasmania and Victoria For two years, and without incident, the City of Launceston carried passengers (it could accommodate 188), the Royal Mail and cargo across the Strait. On 19 November 1865 the vessel was under the command of Captain Thom. Within two hours of its 7.20pm departure from Melbourne to Launceston the ship was involved in a collision with the inbound SS Penola from Adelaide. The 25 passengers and 24 crew were rescued by the Penola before the City of Launceston sank by the stern.

On Sunday the 19th I had a e-mail sent out to me with a diver application form Once I filled out the form I then had to pay a \$20fee for the permit everything happened pretty quickly. Wednesday night when I got home from work I got another e-mail sent to me which was my diver permit. The dive time I had on my permit was 11:30am and we had arranged to all meet down at Weeribee South boat Ramp at 10:00am. I arrived down at the boat ramp at 930am and I could not believe it there was no wind at all and the water looked like glass and it was very foggy. I met up with one of the MAAV members at the ramp John Munro who was going to come out with us for the day and be our dive interpreter. At 10am the rest of the crew rolled into the ramp, we all kitted up our gear and loaded our spare tanks onto the boats. 10:15 am John Munro gave us a quick briefing of the wreck and what we would expect to see on the wreck. I then found out we were the second group of divers who would be diving this wreck as Dive Victoria had the 700am- 1100am slot. But still I was happy as I had waited all these years to dive this wreck and now it was going to happen. At one stage I thought this wreck was never going to be opened for recreational diving. This wreck has been closed to recreational divers for 25years.

Just as we were about to leave the ramp and head out to the wreck. Marine safety

Victoria turned up and wanted to inspect both boats. The Inspection took longer than it normally did and had thrown out our 10:30am leave from the boat ramp. At one stage I thought they were not going to let us go but by 10:45am they had given us the all clear and we were ready to head out to dive the wreck by this time the fog had lifted.

On Mals boat the GPS showed a distance 16km to the wreck. The boat ride would take about 3 quarters of an hour, the ride out to the wreck was as smooth as glass I can not remember seeing water as smooth as this for a long time. We were blessed! AT 11:25am we arrived within 200meters from the dive site in the distance there was a shark cat hovering around the site that appeared to be Heritage Victoria. We then waited another 5 minutes and proceeded into the wreck-protected zone. On arriving at the dive site we were greeted by the Heritage Victoria dive boat. We scanned around on the bottom and up on the sounder came the city of Launceston. We then got the shot line out and placed it close to the wreck.. We then donned the dive gear. I was first to hit the water followed by Mal and Andrew and descended onto the wreck Dive time was kept to 45minutes to ensure we would get two dives in Maximum depth 19.5 meters average depth 16meters water visibility 6m. I could not get over how clear the visibility was for this dive Diving this wreck it was like being in heaven I came across a lot of different marine life as well as soft sponges The stern of the wreck is broken up and has had thick black plastic sheeting covering it to protect it from breaking up any further other parts of the wreck had plastic sheeting covering parts of the deck. I managed to get some photos of the stern. On the bottom some scallop boats had lost their drag cage on this wreck when they snagged up on the wreck. Now and then I came across a part of a broken plate or a bottle that was hidden.

The highlight of the dive was Taking photos of the bow of the ship and the wreck looked so alive. After the dive we then surfaced and had lunch, while we were having lunch three divers on the Heritage Victoria boat all kitted up and were soon in the water and were down diving the wreck to see what impact recreational diving had on this site. The Day just kept on getting better When we were having lunch in the distance there was two war frigates only about 3 kilometres from our dive site that were probing up and down the area for over an hour and it looked like both ships were performing some sort of exercise one of the war frigates looked like HMAS ANZAC. It was quite impressive watching these ships in the distance. Shortly after the Heritage Victoria divers surfaced. Its was now time for my second dive time 45minutes max depth 18meters visibility 6meters My highlight for the second dive was watching two stingrays trying to corner a large crab at the base of the bow for a meal. Towards the end of the dive I could not believe how quick my dive time went 45minutes on the wreck just did not seem long enough for me on this wreck as there were heaps of features on this wreck that could have kept me amused for hours

All in all it was worth taking the day off work to dive this wreck I would rate this dive 7 out of 10. I Could not get over how intact this wreck is given that this wreck is only in 19meters of water and the dive site is exposed area to wind from all direction and yet its held together from the elements of weather all these years.

I can't understand why Heritage Victoria made out this wreck to be a hard dive this wreck is shallow compared to the wrecks we dive out in the graveyard

In my Opinion the drift diving off Queenscliff would be harder then diving this wreck and throughout both dives there was hardly any current. I cant understand why I was told it is not much of a dive and would have to say this wreck would rate as one of the most accessible wrecks to divers close to Melbourne

I would like to thank John Munro from the MAAV for giving us a great run down of the wreck and for his time he spent out with us on the day he did a great job.

DIVE BOAT FEES

The VSAG committee has set the current member dive boat fee at \$40.00 for local diving. A \$2.00 ramp fee is applicable where required.

The VSAG committee has the discretion to adjust the fee in response to the level of fuel prices and this is reviewed periodically.

It is important that divers bring the correct money on the day. Boat owners have to prepare the boat for the trip home and the last thing they need is chasing up fees and then having to change notes and coins...boat owners are not bankers and divers without correct money may be asked to find change at the kiosk.

Please ensure you have the correct funds and make your donation promptly after each dive day is concluded.

Thank You.
Committee.

PaintingThief

A thief in Paris planned to steal some paintings from the Louvre. After carefully planning, he got past security, stole the paintings and made it safely to his van. However, he was captured only two blocks away when his van ran out of gas.

When asked how he could mastermind such a crime and then make such an obvious error, he replied: "Monsieur, I had no Monet to buy Degas to make the Van Gogh."

(And you thought I lacked De Gaulle to publish a story like this.)

DREDGING UPDATE—Alan Beckhurst

Thought it was time for an update on the Channel Deepening Project, and the latest from the Project Stakeholders Advisory Council. John Hawkins and myself have attended the meetings this year, as some of the results from the Trial Dredge Program have been presented. Most of the documents are available for viewing on either the PoMC website, or the EPA Vic website. We covered the results from the trial which focused mainly on checking if the procedures met the requirements of ISO 14001, the EPA guidelines, and the Environment Management Plan. As these documents basically give a scope of performance, compliance was achieved on all but four non-conformances in the more detailed EMP. One of these non-conformances was for u/w noise levels at the Rip, but it was determined that the initial levels and method of assessment were unworkable, so, with the blessing of the EPA, another performance standard was adopted, and the recorded levels fell below the threshold, negating the non-conformance. I pointed out that it doesn't look good to be changing the performance standards after the EMP is approved. Another non-conformance was for turbidity within a Marine Park in the North of the Bay, and further work is being done to analyse the cause of this. A third non-conformance was for dredging outside the designated area in the Rip, and is being analysed to develop a management strategy to present in the SEES.


The fourth non-conformance was for Rockfall into the Canyon beyond the threshold levels. This is a major problem for the dredger, and the initial cause has been determined that the dredge head was not lifted 50 metres before the canyon Wall on the Northwards runs as described in the EMP. There still needs to be work on this as there is no evidence to support the theory of cause over a number of other scenarios. I pointed out that it has been over 6 months since the rockfall and there is still no official report, to which PoMC promised it would be tabled at the next meeting. The bottom line is that the dredger will have to satisfy the panel it can control rockfall in the Capital Project.

A major concern with the rockfall is that it wasn't discovered until after the trial was completed, even though there was an underwater survey conducted before, during, and after the dredging. The EMP clearly wasn't effective, or wasn't followed, as detection of Rockfall should have stopped dredging. This brought us to the discussion of what action will be taken for the environmental damage caused by the rockfall, and we learned from a guest presenter, Stuart McConnell from the EPA, that they were pretty much powerless to respond, unless it was an oil spill! The question was raised as to which agency actually has statutory power to keep the dredger honest, and Stuart suggested that this should be put to the Dept of Sustainability and Environment, which has been made an action point for the next meeting.

A very swish presentation was made by PoMC as to the considerations and development of the new channel design, and despite some questions on interpretations of input data, it looked OK to me. Interesting though that the new entrance channel is required to be wider just inside the heads to allow for the longer ships to swing, and that this widening has been achieved with the trial dredge, although, as pointed out, not yet to depth. It raises concerns for divers in that now the main shipping channel is much closer to Lonsdale Wall, and may put pressure on safe diving in the future. If the dredging doesn't go ahead, and DUKC technology is adopted, it still may allow some longer vessels to enter the bay using the wider channel, making it a development to monitor.

An hour or so of the next meeting will be devoted to allowing the committee members to have their input, or express ongoing concerns from their groups. I would like to get some feedback from all clubs as to their feeling about this issue, positive or negative, so I can more accurately represent the members of the SDFV. Please get a feeling from your club, and let me know before the next meeting (mid April)

Regards Alan Beckhurst



The Troubadour

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

~~~~~

Recently I passed the milestone of 50 logged dives. This is a long way from the decades of experience and hundreds of dives of some members, but was personally satisfying all the same. I now no longer feel like a new diver.

So "The Troubadour" must grow up too. Certainly it will continue to relate personal diving experiences. But with VSAG having renewed focus on encouraging new divers, there will be some of that as well.

So here goes. "The Troubadour" mark 2.....

~~~~~

In late 2005 the VSAG committee created a new position to focus on diving development. We want to encourage more diving by existing members, attract new divers as members (and to diving in general) and see more boats out more often.

This year we have had 2 new diver days for certified divers who may wish to join VSAG. Five divers have become new members so far this year. And 3 more new divers joined 9 club divers on 3 boats for some superb diving at Pope's Eye and Sorrento back beach.

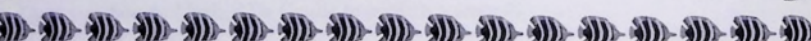
We have also developed a relationship with Williamstown Life Saving Club for try dives for non-certified divers. We are able to use their pool and the adjacent Hobson's Bay to give potential new divers a safe diving experience.

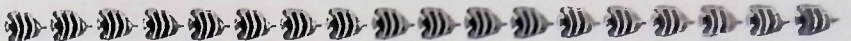
*Older members, please make the new
members very welcome. And get out
there with them to show them some of
your tricks.*



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
The Coral Sea dive trip is approaching. To have to share a room with someone you have never met can be a little worrying. Well I have now met Ted Cornish and I am very worried.



If anyone has a story about Ted telling the truth, please send it to me. But I probably won't believe it anyway.





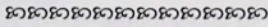
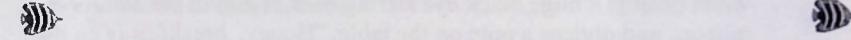




 Not a cloud in the sky, flat water, 3 boats and 14 divers booked. A new diver day so we are limited to shallow dive sites. And what magnificent sites they are. 



 With an ebb tide to contend with, Pope's Eye gives ideal protection as 9 divers hit the water together. The sun-stream highlights the sponge and coral. All types and sizes of fish-life abound. Seven large, sleepy sea carp graze the bottom. I prod a tiny purple-yellow Nemo-like fish and it prods back. We play with a 40cm cuttle fish. 



 Opportunities to dive the back beaches are rare, and this is a rare day. Within a few metres of shore, near Sorrento back beach, divers chase down crayfish. I am content to explore rock crevices, observe a 2 metre Wobbegong and follow the 2 metre Southern Ray which skims by. 

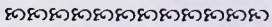
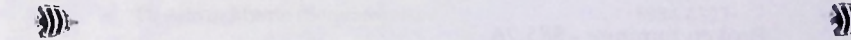
 As the boat cuts the water, a pod of eight dolphins and baby come to play. Cruising below, cresting the bow and leaping way out of the water, the dolphins send us on our way home. 



 When VSAG members are not talking diving they talk cooking. I can't believe the number of times I have heard recipes for scallops, mussels, abalone, crays..... But here's a new one I thought I'd try. (Actually I had no choice.) 

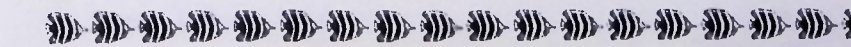
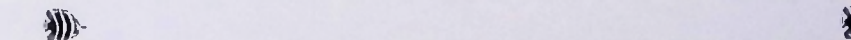
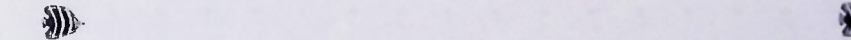
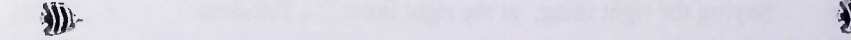
 Take a box of frozen mini- dim sims and a packet of wooden skewers. Prick your hand with the skewers until blood is drawn. Add blood and 2 dim sims to each skewer and hand the lot to any new diver silly enough to accept. Perform a boat entry holding the skewers, making sure that they remain intact. Pause 30 seconds for a fish feeding frenzy. Wait a further 5 minutes for the visibility to clear. Give the remnants of the skewers to Ted Cornish. Spend the rest of the dive doing something else. 

 I'd like to thank Alan Storen for this recipe. 



I am keen to include items by other members, existing and new divers.

Send them to [twilliam@bigpond.net.au](mailto:twilliam@bigpond.net.au).



## The Morning After

Mick wakes up at home with a huge hangover he can't believe. He forces himself to open his eyes, and the first thing he sees is a couple of aspirins next to a glass of water on the side table. And, next to them, a single red rose!

Mick sits down and sees his clothing in front of him, all clean and pressed.

Mick looks around the room and sees that it is in perfect order, spotlessly clean.

So is the rest of the house. He takes the aspirins and then cringes when he sees a huge black eye staring back at him in the bathroom mirror, and notices a note on the table: "Honey, breakfast is on the stove, I left early to go shopping--Love you!"

He stumbles to the kitchen and sure enough, there is hot breakfast and the morning newspaper. His daughter is also at the table, eating. Mick asks, "Daughter...what happened last night?"

"Well, you came home after 3 A.M., drunk and out of your mind. You broke some furniture, puked in the hallway, and got that black eye when you ran into the door." "So, why is everything in such perfect order, so clean, I have a rose, and breakfast is on the table waiting for me?"

His daughter replies, "Oh THAT!... Mom dragged you to the bedroom, and when she tried to take your pants off, you screamed, "Leave me alone, lady, I'm married!"

Broken furniture - \$85.26

Hot Breakfast - \$4.20

Red Rose bud -\$3.00

Two Aspirins -\$0.38

Saying the right thing, at the right time.....Priceless.



## 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 |
| Dr Adrian Murrie (Sorrento)  | 5984 4322 |

### VHF Emergency Channel... 16

# AUSTRALIA, SOUTH COAST - THE RIP 2006

Lat 36° 16'

Long 144° 37'

Tidal Stream Predictions (Rates in Knots)

Positive (+) Direction Flood Negative (-) Direction Ebb

Time Zone -1000

## APRIL

Slack Maximum Time Time Rate  
**1** 0857 07:23 -5.8  
 SA 1035 14:25 7.5  
 SU 1710 19:51 4.8  
 2303

**2** 0432 07:59 -6.4  
 SU 1111 15:13 7.5  
 SA 1850 20:31 4.7  
 2342

**3** 0650 08:37 -6.6  
 MO 1458 15:57 7.6  
 MO 1848 21:13 4.8

**4** 0018 09:32 4.5  
 SA 0545 09:19 -6.4  
 TU 1282 15:40 7.2  
 WE 1652 21:55 4.3

**5** 0025 04:05 4.1  
 WE 0821 09:58 -6.0  
 WE 1316 17:31 6.4  
 TH 2014 22:56 3.9

**6** 0531 04:38 3.6  
 SA 0856 10:33 -6.3  
 TH 1352 18:02 5.5  
 TH 2023 23:15 3.4

**7** 0210 05:10 3.0  
 WE 0756 11:05 4.8  
 FR 1382 18:43 4.8  
 FR 2135 23:55 2.9

**8** 0253 05:45 2.3  
 SA 0618 11:41 -3.0  
 SA 1445 19:28 3.6  
 SA 2352

## MAY

Slack Maximum Time Time Rate  
**1** 0349 07:26 4.2  
 MO 1045 14:48 7.9  
 2159 20:12 4.2  
 2353

**2** 0430 08:54 -6.2  
 TU 1135 15:50 7.5  
 TU 1833 20:53 4.2

**3** 0060 02:59 4.0  
 WE 0512 08:48 5.9  
 WE 1203 19:16 5.9  
 WE 1912 21:55 4.0

**4** 0038 03:37 3.8  
 TH 1240 15:48 6.1  
 TH 1847 22:16 3.7

**5** 0635 03:47 3.7  
 FR 1315 17:23 5.1  
 FR 2021 22:34 3.3

**6** 0155 04:51 2.8  
 SA 0719 10:40 4.9  
 SA 1351 17:53 4.8  
 SA 2055 23:27 3.0

**7** 0241 05:30 2.1  
 WE 0850 11:16 3.3  
 SU 1449 18:23 3.9  
 SU 2139

**8** 0000 02:8  
 MO 0336 05:20 1.8  
 MO 0912 12:56 2.9  
 MO 1511 19:11 3.2  
 22:11

## JUNE

Slack Maximum Time Time Rate  
**1** 0449 08:24 5.2  
 TH 1132 15:45 6.5  
 TH 1849 21:20 3.7

**2** 0028 03:14 3.4  
 WE 0536 06:07 4.7  
 FR 1211 16:21 5.9  
 FR 1920 22:00 3.6

**3** 0105 03:55 3.1  
 SA 0622 06:46 4.1  
 SA 1245 16:02 5.3  
 SA 1947 22:35 3.4

**4** 0145 04:35 2.8  
 WE 0711 10:22 3.5  
 SU 1318 17:15 4.7  
 SU 2015 23:03 3.3

**5** 0328 05:21 2.5  
 MO 0803 11:01 3.6  
 MO 1352 17:40 4.0  
 MO 2044 23:31 3.4

**6** 0314 06:35 2.3  
 MO 0902 11:50 3.3  
 TU 1429 18:12 3.4  
 TU 2114

**7** 0408 07:53 2.5  
 WE 1020 12:47 3.8  
 WE 1512 18:59 2.7  
 21:45

**8** 0500 08:49 3.6  
 TH 1158 13:57 3.4  
 TH 1610 18:58 2.1  
 22:21

## JUNE

Slack Minimum Time Time Rate  
**16** 0314 06:38 2.0  
 TU 1022 14:21 7.3  
 TU 1742 21:19 3.7  
 2318

**17** 0352 07:09 3.2  
 WE 1101 15:00 7.0  
 WE 1822 20:49 3.7  
 2330

**18** 0454 07:42 3.3  
 TH 1144 16:38 7.0  
 TH 1900 21:29 3.8

**19** 0518 08:23 3.1  
 FR 1202 16:17 6.5  
 FR 1938 23:09 3.5

**20** 0101 04:10 3.2  
 SA 0607 06:10 4.8  
 SA 1300 16:58 6.8  
 SA 2012 22:49 3.4

**21** 0144 04:03 3.0  
 TU 0754 10:08 4.4  
 TU 1340 17:43 5.1  
 TU 2045 23:29 3.4

**22** 0812 11:17 3.9  
 MO 1425 18:33 4.3  
 MO 2115

**23** 0338 07:15 3.0  
 TU 0933 12:25 3.3  
 TU 1516 19:37 3.6  
 2300



# PORT PHILLIP HEADS (PT. LONSDALE)

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

APRIL - 2006

|    | Time     | m    |       | Time | m         |      | Time | m  |           | Time | m    |    |           |      |      |
|----|----------|------|-------|------|-----------|------|------|----|-----------|------|------|----|-----------|------|------|
|    | <b>1</b> | 0132 | 1.41  |      | <b>9</b>  | 0051 | 0.65 |    | <b>17</b> | 0202 | 1.30 |    | <b>25</b> | 0132 | 0.59 |
|    |          | 0732 | 0.07  |      |           | 0719 | 1.06 |    |           | 0505 | 0.18 |    |           | 0826 | 1.18 |
| SA |          | 1429 | 1.61  | SU   |           | 1315 | 0.43 | MO |           | 1455 | 1.53 | TU |           | 1356 | 0.47 |
|    |          | 2003 | 0.39  |      |           | 2049 | 1.13 |    |           | 2336 | 0.53 |    |           | 2120 | 1.24 |
|    | <b>2</b> | 0220 | 1.43  |      | <b>10</b> | 0153 | 0.66 |    | <b>18</b> | 0237 | 1.31 |    | <b>26</b> | 0252 | 0.61 |
|    |          | 0812 | 0.00  |      |           | 0832 | 1.01 |    |           | 0539 | 0.16 |    |           | 1000 | 1.23 |
| SU |          | 1517 | 1.64  | MO   |           | 1415 | 0.52 | TU |           | 1531 | 1.54 | WE |           | 1519 | 0.56 |
|    |          | 2046 | 0.41  |      |           | 2149 | 1.11 |    |           | 2111 | 0.54 |    |           | 2223 | 1.26 |
|    | <b>3</b> | 0300 | 1.43  |      | <b>11</b> | 0325 | 0.67 |    | <b>19</b> | 0312 | 1.30 |    | <b>27</b> | 0413 | 0.39 |
|    |          | 0902 | -0.02 |      |           | 1001 | 1.01 |    |           | 0913 | 0.14 |    |           | 1112 | 1.36 |
| MO |          | 1603 | 1.62  | TU   |           | 1540 | 0.55 | WE |           | 1609 | 1.52 | TH |           | 1945 | 0.60 |
|    |          | 2127 | 0.43  |      |           | 2245 | 1.12 |    |           | 2145 | 0.56 |    |           | 2320 | 1.30 |
|    | <b>4</b> | 0332 | 1.40  |      | <b>12</b> | 0452 | 0.60 |    | <b>20</b> | 0347 | 1.29 |    | <b>28</b> | 0512 | 0.26 |
|    |          | 0945 | 0.01  |      |           | 1117 | 1.05 |    |           | 0948 | 0.14 |    |           | 1224 | 1.50 |
| TU |          | 1646 | 1.56  | WE   |           | 1708 | 0.60 | TH |           | 1648 | 1.47 | FR |           | 1757 | 0.60 |
|    |          | 2206 | 0.46  |      |           | 2333 | 1.15 |    |           | 2221 | 0.57 |    |           | ●    |      |
|    | <b>5</b> | 0416 | 1.36  |      | <b>13</b> | 0545 | 0.49 |    | <b>21</b> | 0423 | 1.26 |    | <b>29</b> | 0013 | 1.34 |
|    |          | 1027 | 0.06  |      |           | 1216 | 1.19 |    |           | 1025 | 0.16 |    |           | 0613 | 0.16 |
| WE |          | 1729 | 1.46  | TH   |           | 1809 | 0.59 | FR |           | 1730 | 1.41 | SA |           | 1321 | 1.61 |
|    |          | 2245 | 0.49  |      |           | ●    |      |    |           | 2258 | 0.59 |    |           | 1803 | 0.68 |
|    | <b>6</b> | 0456 | 1.30  |      | <b>14</b> | 0616 | 1.19 |    | <b>22</b> | 0504 | 1.23 |    | <b>30</b> | 0101 | 1.37 |
|    |          | 1107 | 0.14  |      |           | 0626 | 0.39 |    |           | 1105 | 0.20 |    |           | 0701 | 0.07 |
| TH |          | 1812 | 1.36  | FR   |           | 1303 | 1.31 | SA |           | 1518 | 1.35 | SU |           | 1412 | 1.67 |
|    |          | 2323 | 0.54  |      |           | 1853 | 0.57 |    |           | 2339 | 0.61 |    |           | 1940 | 0.66 |
|    | <b>7</b> | 0536 | 1.22  |      | <b>15</b> | 0651 | 1.24 |    | <b>23</b> | 0555 | 1.20 |    |           |      |      |
|    |          | 1146 | 0.23  |      |           | 0730 | 0.30 |    |           | 1151 | 0.27 |    |           |      |      |
| FR |          | 1859 | 1.26  | SA   |           | 1343 | 1.41 | SU |           | 1913 | 1.29 |    |           |      |      |
|    |          |      |       |      |           | 1929 | 0.55 |    |           |      |      |    |           |      |      |
|    | <b>8</b> | 0604 | 0.59  |      | <b>16</b> | 0127 | 1.25 |    | <b>24</b> | 0629 | 0.61 |    |           |      |      |
|    |          | 0921 | 1.14  |      |           | 0732 | 0.23 |    |           | 0700 | 1.16 |    |           |      |      |
| SA |          | 1228 | 0.33  | SU   |           | 1419 | 1.49 | MO |           | 1248 | 0.36 |    |           |      |      |
|    |          | 1951 | 1.18  |      |           | 2002 | 0.54 |    |           | 2016 | 1.26 |    |           |      |      |

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# PORT PHILLIP HEADS (PT. LONSDALE)

LAT 38 18 LONG 144 37 TIME ZONE +1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

MAY - 2006

| Time m      | Time m      | Time m      | Time m      |
|-------------|-------------|-------------|-------------|
| 1 0745 129  | 9 0124 064  | 17 0207 130 | 25 0257 040 |
| MO 0748 025 | TU 0514 139 | TH 0800 017 | TH 0907 135 |
| MO 1458 165 | TU 1530 064 | WE 1514 159 | TH 1457 075 |
| MO 2022 035 | TU 2042 117 | WE 2047 062 | TH 2139 130 |
| 2 0228 129  | 10 0236 062 | 18 0242 131 | 26 0245 021 |
| MO 0232 005 | MO 0300 126 | TH 0645 016 | TH 0755 145 |
| TU 1541 164 | WE 1457 072 | TH 1565 157 | FR 1615 077 |
| TU 2103 034 | WE 2132 115 | TH 2123 052 | FR 2238 131 |
| 3 0209 127  | 11 0351 055 | 0325 130    | 27 0418 023 |
| MO 0215 011 | TU 0640 117 | TH 0920 012 | TH 1207 124 |
| WE 1622 157 | TH 1504 077 | FR 1530 152 | SA 1728 070 |
| WE 2143 034 | TH 2229 117 | FR 2204 060 | SA 2234 132 |
| 4 0248 129  | 12 0448 047 | 0412 125    | 28 0545 017 |
| MO 0258 017 | FR 1145 128 | TH 1005 022 | TH 1332 161 |
| TH 1751 145 | FR 1722 077 | SA 1712 147 | SU 1825 073 |
| TH 2222 055 | FR 2313 119 | SA 2240 062 |             |
| 5 0150 127  | 13 0532 038 | 0500 127    | 29 0628 124 |
| MO 0157 025 | TU 0231 139 | TH 0651 030 | MO 0634 154 |
| FR 1741 145 | SA 1514 035 | SA 1802 142 | MO 1352 164 |
| MO 2201 055 | SA 2359 122 | SU 2332 050 | MO 1915 069 |
| 6 0512 129  | 14 0612 030 | 0658 121    | 30 0715 135 |
| MO 0516 034 | TU 0514 149 | TH 1142 039 | MO 0722 134 |
| SA 1822 132 | SU 1555 072 | MO 1850 132 | TU 1438 164 |
| SA 2243 067 | SU 2243 067 |             | TU 2050 060 |
| 7 0559 114  | 15 0644 129 | 0927 052    | 31 0251 130 |
| MO 0555 045 | MO 0649 023 | TH 0710 122 | TH 0207 117 |
| MO 1930 129 | MO 1504 155 | TU 1239 051 | WE 1520 160 |
| SU 1932 069 | MO 1932 069 | TU 1944 134 | WE 2043 063 |
| 8 0629 063  | 16 0120 128 | 0120 047    |             |
| MO 0635 125 | MO 0728 019 | TH 0924 126 |             |
| MO 1238 035 | TU 1433 159 | WE 1344 062 |             |
| MO 1952 121 | TU 2000 065 | WE 2040 131 |             |

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# PORT PHILLIP HEADS (PT. LONSDALE)

LAT 38 18 LONG 144 37 TIME ZONE +1000

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

JUNE - 2006

| Time m      | Time m      | Time m      | Time m      |
|-------------|-------------|-------------|-------------|
| 1 0341 133  | 9 0236 049  | 17 0518 134 | 25 0419 035 |
| TH 0667 021 | FR 1050 124 | SA 0913 022 | SU 1145 149 |
| TH 1500 156 | FR 1455 027 | SA 1623 155 | SU 1635 084 |
| TH 2124 051 | FR 2112 120 | SA 2165 035 | SU 2300 128 |
| 2 0326 129  | 10 0234 045 | 18 0408 134 | 26 0518 023 |
| TH 0332 027 | TH 1100 122 | MO 0600 028 | MO 1242 159 |
| FR 1337 149 | SA 1613 050 | SU 1703 153 | MO 1752 080 |
| FR 2005 090 | SA 2257 120 | SA 2243 049 | MO 2359 128 |
| 3 0402 125  | 11 0430 037 | 0502 133    | 27 0612 022 |
| SA 1011 034 | TH 1153 141 | MO 1048 038 | TH 1333 156 |
| SA 1712 144 | SU 1721 085 | MO 1744 149 | TU 1863 076 |
| SA 2245 059 | SU 2234 121 | MO 2331 043 |             |
| 4 0451 121  | 12 0522 030 | 0600 132    | 28 0662 129 |
| MO 0462 042 | MO 1243 149 | MO 1138 049 | TH 0702 022 |
| SU 1745 139 | MO 1814 084 | TU 1520 145 | WE 1420 155 |
| SA 2326 059 |             |             | WE 1943 070 |
| 5 0639 116  | 13 0600 124 | 0623 038    | 0141 129    |
| MO 0726 051 | TH 0809 024 | TH 0721 133 | TH 0743 024 |
| MO 1819 134 | TU 1250 154 | WE 1230 061 | TH 1502 154 |
|             | TU 1859 079 | WE 1911 140 | TH 2029 055 |
| 6 0602 058  | 14 0654 127 | 0716 034    | 30 0226 128 |
| MO 0636 114 | MO 0655 019 | MO 0534 130 | MO 0831 038 |
| TU 1206 051 | WE 1415 155 | TH 1327 073 | FR 1538 151 |
| TU 1856 130 | WE 1942 073 | TH 2201 135 | FR 2112 051 |
| 7 0652 050  | 15 0144 130 | 0214 030    |             |
| MO 0745 114 | MO 0740 017 | MO 0941 140 |             |
| WE 1253 071 | TH 1459 159 | FR 1430 051 |             |
| WE 1935 120 | TH 2025 067 | FR 2058 132 |             |
| 8 0162 053  | 16 0251 135 | 0310 028    |             |
| MO 0655 118 | MO 0826 015 | MO 1045 145 |             |
| TH 1342 080 | FR 1542 159 | SA 1542 055 |             |
| TH 2021 129 | FR 2159 067 | SA 2159 129 |             |

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## VSAG Meeting and Dive Calendar

| Dive Date | Location | Dive Captain | Phone | Meeting Point | Time |
|-----------|----------|--------------|-------|---------------|------|
|-----------|----------|--------------|-------|---------------|------|

### *April*

|       |                                                               |             |            |          |     |
|-------|---------------------------------------------------------------|-------------|------------|----------|-----|
| 14-18 | Wilsons Prom                                                  |             |            |          |     |
| 20    | General Meeting                                               |             |            | Bells    | 8pm |
| 22    | [SAT] Phillip Island                                          | John L      | 0414922916 | Newhaven | 9am |
| 25    | [TUE] Single Tank Dive—possible shore dive                    | Alan Storen | 9803 3573  |          |     |
| 29    | [SAT] Special Charter Dive<br>Stony Point<br>2 dives for \$50 | JL          | 0414922916 | Sorrento | 9am |

### *May*

|    |                                           |        |              |          |     |
|----|-------------------------------------------|--------|--------------|----------|-----|
| 13 | [SAT] Night dive -<br>Flinders or Rye TBA | Pat R  | 0407 334 276 | tba      | 8pm |
| 18 | General Meeting                           |        |              | Bells    | 8pm |
| 28 | Heads Area                                | Alan S | 9803 3573    | Sorrento | 9am |

### *June*

|       |                                      |        |              |       |     |
|-------|--------------------------------------|--------|--------------|-------|-----|
| 10-12 | Queenscliff<br>BOOK EARLY—by May 6th | Alan S | 9803 3573    |       |     |
| 15    | General Meeting                      |        |              | Bells | 8pm |
| 24    | Exploratory Dive                     | JL     | 0419 922 916 | Rye   | 9am |

**ANY TIME** Interested in a shore dive ( Saturday, etc) or a night dive (shore or boat). Ring Alan Storen on 9803 3573 (H). Free gear hire is available—wetsuits depending on size!

**IMAX** Are you interested? Ring Alan Storen with expression of interest 9803 3573 or email



Jaffa 2006