

# FATHOMS

FEBRUARY - MARCH 2006

VICTORIAN SUB-AQUA GROUP



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

Postal Address: ~~VSAG BOX 2526 W.GPO~~  
Melbourne 3001



# SHARK ATTACK!

On Thursday January 5th 2006 an experienced diver of over 30 years was attacked by a shark in the waters off Eden, NSW.

The diver, Andrew Mastrowicz, was unable to be helped by his two diving buddies, Joe and Nicole Mammolito, who were unaware of the attack until the end of the struggle.

The shark, a sleepy Port Jackson, just over a meter in length, was first seen sleeping under a ledge, between two large boulders.

The shark was startled awake when it was pulled out of his safe home, backwards by the tail, for the entertainment of the three divers.

Andrew, however, was not aware that this shark was to avenge the countless Port Jackson sharks that are woken from dreamy sleeps for diver entertainment each day.

The shark (held one handed by his tail fin) swung around and attached his gummy jaws to Andrew's left forearm (damage shown in inset photo). The struggle was short, but this diver was left with the following reminder.



*If you are going to annoy a sleeping shark, make sure you have a proper grip on its tail!*

# FATHOMS



*Official Journal of the Victorian Sub-Aqua Group*

*In this February– March issue...*

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**VSAG General Meetings**  
3<sup>rd</sup> Thursday in the month

Bell's Hotel  
157 Moray Street (cnr Coventry Street)  
South Melbourne, 8.00 pm

**Editorial Submissions to:**

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## **Editorial**

### **Alan Storen**



*With 2005 well and truly gone and almost forgotten and over one tenth of 2006 already gone it is time to check the diary and make sure you include lots of VSAG activities in your calendar. As you will read about in this edition of fathoms the xmas trip to Eden was great and Eden lived up to its name. Great to have an article from Greg Richards (a member of BRUG) who joined us at Eden and*

*another from Mick. Thanks to Pat for his hard work and organisation. Thanks also to Mick and Andy for the use of their boats.*

*Some local diving also in January and February and we have tried to include some more variety in the dive calendar. We have had a midweek dive off Beaumaris and a night dive at Mornington Pier. Actually had Pat and Peter Vleugel in (under) the water. We hope to include more of these dives in the next few months. How does a nightdive on South Channel Fort, a sleep-over on the Fort and a dawn dive on the Fort sound? If it does please let Trevor Williams know and we might try to arrange it. If not please let him know of any other dives that do appeal.*

*The wreck 'SS City of Launceston (1863-65)' is to be opened for diving in March-April for 11 days only – mainly Sat/Sun and Thursdays at a permit cost of \$20 per diver. The committee has considered this but as we also need \$10million public liability cover and need to cover the costs of one of the MAAV guides per boat, the club will not be arranging this as a club dive. Those wishing to dive this wreck at this time should contact the charter operators. If you are interested and let me know I will forward any details that I get from other clubs who might have a spare spot on their boats. I have dived this wreck and the viz was at best about 2 metres. I would not want to be the last diver on the wreck. ( details on page 12)*

*On the social side we have had a very successful Lawn bowls night at Elsternwick Park Bowls Club and while the photos and report will not appear until the next edition the 22 members and friends that turned up had a great night.*

*The catch and cook day planned for the 5<sup>th</sup> Feb did not go ahead and the committee needs feedback to make sure the events planned do get the support they need to make them successful.*

*We have planned a busy first half of 2006 and with the Commonwealth Games, Easter and other activities we hope that you can find time to attend several VSAG activities.*

*Next major event on the calendar is the Prom at Easter. We will be running a raffle and need you support. Some great prizes are available.*

*Hope to see you under the water soon  
Alan*

PLEASE NOTE NEW WEB SITE DETAILS:

**[http: //members.iimetro.net.au/~vsag/](http://members.iimetro.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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ALL MEMBERS WELCOME



# PHILLIP ISLAND DIVE REPORT

## DECEMBER 28<sup>TH</sup> 2005.

*Most of the regular VSAG'ers had taken off for the Christmas break to Eden so those of us left behind planned local diving and Phillip Island got the nod.*

*We followed the ( Grey Ghost )Fisheries boat out through the channel and they called on us to ensure we knew the new regulations re abalone take days.*

*Our last dive at the island was made easy by the fact that the wind was coming in from the south west and so the bay on the east side of the island was a bit protected..not so today!*

*Wind was pretty much from the south and the conditions on the south side were very wild and swells were big! The east side bay was quite swelly but reasonable enough for diving.... well that was our thinking anyway today.*

*Our crew for today was Alan and AJ Storen,Rob Kirk and a new intending member,Simon Salkin.*

*Rob,Simon and I did the first dive and the viz was just ok but swelly. Despite this we saw a plethora of fish varieties and a good sized cray that was a good size as he had a good deep hole for a home and well out of reach of hungry divers. Abalone were plentiful and our quota of sized catch was bagged.*

*Alan and AJ dived into deeper water well out from the bay and had a very good dive but again it was a swelly adventure.*

*Simon became extremely unwell due to the swells so we took him back around the island and dropped him on a beach for rest with a promise to collect him on our way home.*

*Back out to sea the brave trio of AJ,Rob and Alan decided to drop onto the Pinnacles site and managed to make a dive duration of around 30 minutes...big swells,brave divers. Despite the swells the dive was still safe and all this was taken into account before the dive.*

*After collecting our beached diver Simon,it was a quick trip back to Newhaven,boat out and washed down and all with smiles after a testy days diving at beautiful Phillip Island.*

*Cheers. John Lawler. Dive Captain.*

### Interesting trivia

Many years ago in Scotland, a new game was invented. It was ruled "Gentlemen Only, Ladies Forbidden"...and thus the word GOLF entered into the English language.

## EDEN by name.....EDEN by nature

By Mick Jeacle

The town of Eden, the main port for the southern coast of New South Wales, lies within the **Ben Boyd National Park** which covers some 9,000 hectares, and stretches from Pambula Bay in the north, to Disaster Bay in the south. It was in this idyllic town that eight members from VSAG together with 4 members from the Black Rock Underwater Diving Group (BRUDG) spent a most enjoyable two weeks over the 2005 Christmas break.

I was particularly looking forward to this holiday because it would give me and Annie the opportunity to catch up with our old mate John Morell and his wife Annabelle. John is one of life's true characters, and he has lived in the same rented flat for just on 32 years now, since he came across from New Zealand in 1974. John is a jack of all trades, having been a welder, an Eden fisherman among other things, and is now the official Eden



Town Crier. He also takes great delight in escorting busloads of tourists on day trips around the surrounding area on behalf of his mate, the proprietor of the Half Way Motel. Those members who were present on the 1984 trip will no doubt remember John well. I have included his picture herein.

Annie and I called to see John the day after we arrived. He knew we were coming to Eden this year and he was quick to chastise us for not calling in the day before on our way to the caravan park. John gave us some clues on fishing and other pursuits, and just happened to mention that if we were after mussels, then the best place to get these was from the new Navy wharf in the front of **Edrom**, just behind the Chip Mill wharf. Needless to say my eyes lit up and the next day we collected a bag full of the biggest, most succulent mussels one could wish to see. We ate so many of these over the next few days, that even Annie pleaded "*no more mussels please, I'm mussell'd out!*"

The next day (28 December) we faced a bit of a dilemma. My boat was still the only boat and we had ten divers wanting to dive the *Tasman Hauler*. Andy had not yet arrived, but was expected later that afternoon.

So, our only option was to divide into two groups and do a shuttle service. Fortunately, mobile phones were operational out to sea, so it was simply a matter of calling in to the others back at the camp to make their way down to the boat ramp, just as we were leaving the dive site. The first shift consisted of myself, Bazza, Glen and



Bev Farmer, and Greg Richards from BRUDG. Whilst I had the site logged into my GPS unit, it would not be hard to find as a surface buoy marks its position, and the Eden Dive charter boat makes numerous trips to the two tugs each day. The wreck is much the same as I remember it from some years ago, but it is fairly devoid of fish-life, and the colorful growth seems to have disappeared for some reason. I would only rate this dive in the "fair to good" category, and most likely others did the same, as I was not asked to take anyone back again. Back at the ramp five sets of dive gear were quickly and efficiently removed from the boat, and 5 sets were replaced for the remaining divers from BRUDG viz: Eddie Van Maanen and his two sons, Peter Altis and Mike Mossveld. The guys all reported they had a good dive and expressed an interest in diving the other tug *Henry Bolte* next time. On the way back to the ramp we called at the Navy Wharf to gather some mussels. Eddie & Peter swam over to one of the steel ladders which enter the water and simply reached down about two feet and collected a bag full or two in no time at all. The verdict that night....*delicious!*

Next day was a rest day from diving, although the Black Rock boys traveled to nearby Merimbula to dive the wharf. They were to repeat this more than once, and I was beginning to wonder just what was down there to create such interest. But for me, I was keen to try a spot of fishing to target the tasty sand flathead. Barry & Marie were also keen to go, as was my dearly beloved Annie. So, we were off to the ramp and headed to Aslings Beach, a popular beach inside North Head. With the wind coming predominantly from the East, we drifted parallel to the shore in about 40 feet of water using squid as bait. It was fairly slow at first, and we were catching smallish flathead not much bigger than the Port Phillip Bay specimens. Then, around lunch time, things changed for the better. We were consistently pulling in fish around 40cm in length, with Marie taking the prize with a fish of 48cm. They were coming thick and fast and I remember at one point not having time to eat my sandwich. When fish are biting like this one needs to take advantage of the situation, and that we did. We ate fresh flathead for the next few nights and enjoyed it immensely.

The next day Andy was ready to give it a go, and the divers were evenly distributed between the two boats. We decided to dive the *Henry Bolte* this time, located only 200m or so from the Tasman Hauler, but closer to the shore. This may explain why the wreck is fairly broken up, whereas the Hauler is intact. My new old mate Greg Richards is right when he says that this is a much more interesting wreck in that it attracts interesting fish life despite its mangled appearance. There are still some spots where you can enter and be surrounded by fish, and this fact alone enhances a dive no end. However, having said that, it too is not the sort of dive that I would rush back to every month. Given that we did not have to rush back to the ramp, we decided to have a second dive at a place called *Jacko's Cave* which is situated only a few hundred metres further south of the tugs. This proved to be a great dive commencing at a wide, high entrance and extending some 50 metres or so back, with the height of the cave gradually getting less and less until it is only a little over a metre or so. Right at the very end were two small openings and a couple of crays peering down from high ledges. Very enjoyable.

Upon checking with Andy we learned that his boat was performing badly. It would be some days before it was functional again, and only after completely draining the old fuel left over from last Easter, and a visit to the marine dealer to flush out all traces of moisture from the system. The worst news of the day came from my daughter Samantha who rang to inform me that our house had been burgled and my laptop, among other things, was stolen. I tried to put this to the back of my mind as some 4 years of work and records were lost, with no backup.

One day we decided to travel by boat from the ramp to the wreck of the *Empire Gladstone* which lies in about 10 metres of water just off Haycock Rock, about 8 kms South of Merimbula. Bazza had read somewhere that this was one of the best wreck dives in the world, and as we kitted up we all had a chuckle at such an outlandish statement. However, once we were in the water and began exploring the wreck, we were amazed to find that it is in excess of 400 feet long with much to see. Part of its cargo was iron ore destined for the BHP steelworks in Newcastle, and this is strewn everywhere. Fishlife is extensive including blue groper, yellowtail, silver sweep, blue and banded morwong, leatherjackets and all types of wrasse. There are mussels clinging to almost every piece of metal including the three boilers. It was great to dive a wreck with so much interest in only 30 feet of water which made for a very relaxed dive indeed. Even Bazza was heard to say "what a great wreck!"

New Year's eve has finally turned out to be just another night for our ageing crew, who now couldn't give a stuff about staying up to midnight. Even Annie was in the cot by about 11pm which I found amazing. For years she would send someone back to our tent to get me up to join all and sundry for the countdown, but now she has finally seen the light. Dinner was a quiet affair at the Eden Country Club where the food was ordinary, and the lack of air conditioning in the place also played a major part in our early exit. The next day the temperature soared to 45 degrees, with John Morell and his next door neighbour Max Brown commenting that they had never seen such temperatures in Eden before. The next day a large branch crashed down from a tree in the park, narrowly missing a near new Toyota Prado, owned by a young Asian couple. The wife was so traumatized that she ordered hubby to pack up immediately and return to Melbourne, even though they still had a week to go.

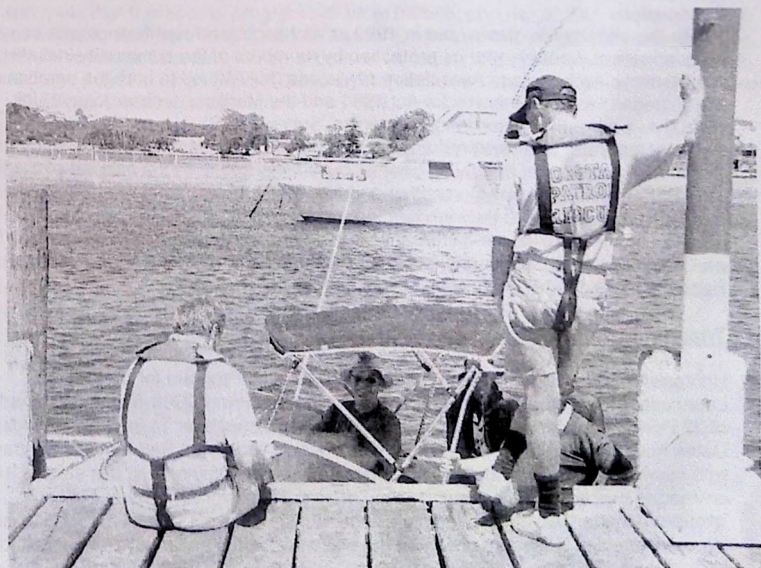
We certainly had plenty of opportunities to dive. There is always





somewhere to dive, no matter where the wind is coming from. Mewstone Rock at North Head was a popular destination, and many were happy to use up any spare air at the Chip Mill wharf. We ventured as far south as Mowary Point for an enjoyable reef dive, and we dived the Seahorse Shoals just out from South Head on one of the last days. This spot could produce anything on a good day and it would not surprise to see big schools of kingfish there, or even sharks and whales. It has that feel about it. We also had another dive on the Empire Gladstone for Alan's benefit, who, together with Jude and son Anthony (AJ) had replaced the Devries family on their site for the second week. This day was made all the more interesting by the fact that we were towed into Merimbula following the dive due to my boat suffering some ill effect of ferrying so many divers back and forth over the previous 10 days. Oh well, it made for a more interesting day – thanks to Pat and Annie for picking up my boat trailer and to Jude & AJ for driving up to Merimbula to pick us all up and taking us home. Those mobile phones certainly are handy little gadgets.

Well, I have rambled on enough. Sorry to bore you all but Alan wanted to pad out the magazine somewhat as he was short on articles. We all had a great time, and I am sure that the divers and families from BRUDG did as well, as they managed plenty of boat dives despite our shortage of boats. With the cost of fuel these days, I think that long trips may be a thing of the past. Eden is a nice comfortable distance, so let's do it again next year.





# SS City of Launceston (1863-65)

## Background

The iron screw steamer City of Launceston was built in 1863 by Blackwood & Gordon shipbuilders as the flagship for the Launceston & Melbourne Steam Navigation Company (LMSNCo), who intended it for use as a Bass Strait cargo and passenger ferry. The fittings on board included flushing blue and white decorated ceramic toilets, and the LMSNCo boasted of the highest standards of luxury and comfort at the time. The City of Launceston was wrecked following a collision with another steamer the SS Penola in November 1865, and the subsequent legal wrangling over blame and costs led to the demise of the LMSNCo and takeover of their fleet by the Tasmanian Steam Navigation Company. Salvage attempts were carried out over the following year involving hulks and chains, and the uniquely inventive Maquay Devices, however these attempts all failed.

The City of Launceston is now one of Victoria's most significant and intact shipwreck sites. Lying in 22 metres depth in the protected embayment of Port Phillip, the entire ship's hull remains intact to main deck level, with silt mounded up against its hull. The combination of a depositional site environment, and resulting blanket of anaerobic silt, negligible current and low light levels has contributed to its excellent state of preservation. As a result the City of Launceston is 'a remarkably well-articulated wreck site which can provide rare intra-site contextual information for an inter-colonial passenger steamship of the mid-19th century' (Strachan (1999: 3.1). There are no other known sites of this period or type in Australia comparable with the City of Launceston.

When the site was re-discovered in 1980 its archaeological significance was immediately apparent. Lobbying for its protection by members of the community including the Maritime Archaeology Association of Victoria (MAAV) led to both the creation of the Victorian Historic Shipwrecks Act 1981 and the Maritime Archaeological Unit (MAU) as part of the Victoria Archaeological Survey (VAS).

A Protected Zone was declared around the City of Launceston, forbidding entry to the site to members of the diving general public. In 1996, with the support of the Historic Shipwrecks Advisory Committee and following lobbying from the diving industry to allow public access to the site, funding was allocated by the Heritage Council Victoria to allow a detailed pre-disturbance survey and undertake a test excavation. This enabled a research design and excavation plan to be formulated, and ten seasons of fieldwork were conducted between 1997 and 2002.

## Trial Public Access Program

Heritage Victoria will be running a Trial Public Access Program for the City of Launceston Protected Zone over four weeks in March/April 2006. There will be a total of 22 Permits provided for access to the Protected Zone, over 11 days (2 visits/day). Dates have been selected over a four week period, mostly on Saturdays & Sundays, with several also on weekdays (Thursdays have been nominated at this stage). It is envisaged that there will be morning and afternoon sessions, however only one 'group' or 'charter' will be allowed access per session. Permit Conditions for accessing the Protected Zone and diving on the site will be strict and must be adhered to by

all divers and boat operators. Breaches and incidents will be investigated and may result in the closure of the program. Offenders may be prosecuted.

As the depth of the site is approximately 22 metres, subject to low visibility and silty seabed deposits, divers will be required to be suitably qualified and experienced for these conditions. To ensure that divers have good buoyancy control and to prevent damage to the surface of the wrecksite, divers need to demonstrate that they have undertaken at least 20 dives at 20m depth, and have experience diving and navigating in low visibility. Permit Conditions will require each group/charter to reserve a place on their vessel for a Site Interpreter endorsed by Heritage Victoria; this is a volunteer role undertaken by members of the Maritime Archaeology Association of Victoria (MAAV).

Operators/clubs will require public liability insurance from an approved insurer (\$10 million coverage) and their insurance policy needs to be sighted and approved by the Department of Sustainability and Environment (DSE) Insurance Section. Clubs and operators must have boat handlers, dive instructors and/or divemasters with recognised affiliations (eg; PADI, SSI, NAUI, NASDS) who are liable for all boating and diving related risks and injuries.

Heritage Victoria will be running an information session on the Trial Public Access Program at 7pm on Tuesday 28th February in the Baw Baw Room, Level 4, 8 Nicholson Street, East Melbourne. Clubs and Dive Charter operators interested in participating in the Trial Access Program and applying for Permits to access the Protected Zone should send at least one representative to this information session. It is imperative that a representative of the group is present so that the permit application and approval process is clear and the group understands how the permit conditions will operate. We anticipate that this access program will be extremely popular so Expressions of Interest will be invited from Dive Clubs & Charter Operators following the Information Session, and Permit Sessions will be allocated via lottery. Permit Fees as classed in the Heritage (Historic Shipwrecks) (General) Regulations 1996 will apply (\$20 per person + \$100 per commercial operator).

To reserve a place at the session contact Cassandra Philippou at Heritage Victoria's Maritime Heritage Unit on 03 9637 9348 or email Cassandra at [cassandra.philippou@dse.vic.gov.au](mailto:cassandra.philippou@dse.vic.gov.au). Space is limited so please only bring a maximum of two members of your group/club/organisation to the session.

I hope you are all excited at the prospect of viewing one of Victoria's most significant and spectacular submerged archaeological sites, and we hope that the program will be a great success.

Sincerely

Cassandra Philippou  
City of Launceston Trial Public Access Program Coordinator

**NOTE: VSAG will not be diving this as a club. If you wish to dive you will need to make your own arrangements.**

## **THE EDEN XMAS TRIP: AN OUTSIDERS VIEW.**

*Greg Richards (BRUG)*

*Many a good trip away has been ruined by lousy weather, torrential rain, poor dive spots or even a rotten crew- this wasn't one of them.*

*As a late addition to the VSAG Xmas trip to Eden I approached the camping ground on Boxing Day with a mixture of trepidation and apprehension. After all, these blokes have known each other forever and probably won't take too readily to some interloper trying to scab a dive off their boats.*

*After putting up my tent in the midst of these strange and yet oddly appealing strangers I went about making contact with them. In keeping with my colonial ancestors this took the form of bribes and peace offerings- mostly alcohol, interspersed with outright lies about my local dive knowledge.*

*All appeared to be going well until late that day one of their boat owners called me aside and informed me that tomorrow would be a lay day. A lay day!! I couldn't believe it. Enraged I jumped to my feet and stared straight into his abdomen and said, "(gulp) sounds fair to me old chap..."*

*The following morning I joined a small band of dedicated divers in having a quiet little splash off the Merimbula Jetty. As concerned marine environmentalists we made sure that we shot only photos and left only our footprints, and left some well-fed Blue Groper, and 2 or 3 very unhappy sea urchins.*

*That afternoon it was established that 2 boats would be made available for diving in the morning, and by morning I mean 7.30am on the knocker and not a minute more. I was ecstatic. At last a mob that know what they are doing and are serious about it.*

*The next day dawned and I staggered over to the boat ready and rarin' to go. 7.35 came and went, then 7.40. As the minutes ticked inexorably past it became apparent that one of our crew was either using a very cheap Balinese Rolex to keep track of time or even worse, he just couldn't care less. I suspect it was the latter.*

*Launching and retrieval was affected with a minimum of fuss (I was impressed) and the dive trip began in earnest. The dive conditions were pretty good and our boat made the trip in utmost comfort and speed. Sadly, reports began filtering through that the 2<sup>nd</sup> boat was not running well, although they all managed to get in and have an excellent dive on the Tugs, before staggering back to port.*





*The next few days all became a blur of early morning starts and 2 shifts of divers operating out of the one boat. We fixed the problem of the recalcitrant late riser, by lying to him as to the real time and occasionally just leaving him behind. After several promising theories (guess's) as to the exact nature of the problem concerning the malfunctioning outboard, all was revealed and the 2<sup>nd</sup> boat became operational again.*

*The dives varied from Mowarry Point, Jackos cave, Tugs 1 & 2, Sea Horse Shoals, Boyd's Tower Bommie, The Chipmill Pylons, Mewstone Rock and even The Empire Gladstone. If you listen to the crap that we spoke at nights whilst de-gassing over a bottle of Shiraz, it would also seem that we dived the Eliza Ramsden, The Subs, "Hero's Cave" and possibly even The Coogee.*

*On several occasions we split into several disparate groups and went our separate ways. Some returning with a container load of flathead, some with mussels and others with severe and ongoing hangovers.*

*As the days flowed into one another and the heat increased towards 45C life became quite sluggishly tranquil and the diving proceeded at a pace in keeping with our advancing years. The viz was usually good and the fish life and bottom varied*

*and always interesting.*

*The nightlife was a moving feast of small parties, outdoor cinema experiences, drinking binges, card games and cooking demonstrations. New Years Eve came and went with most VSAGer's tucked safely into their little beds well before the fireworks.*

*As with all camping trips people come and others go. I did notice however that the only people to go were always camped near me! One of the more outspoken wives from several campsites away did inform me that my snoring didn't go unnoticed. Taking umbrage, I immediately challenged her husband to a test of strength. My specialist tells me that I should be able to use my arms again by the middle of the year.*

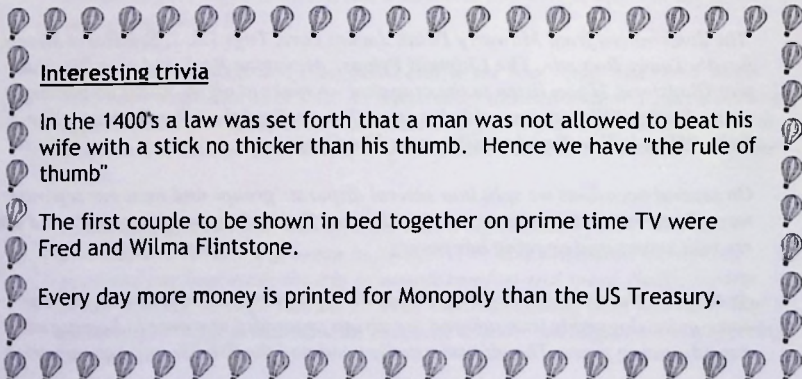
*On my last night we had dinner and a great evening at the Fishermen's Club with a large selection of the VSAG crew and then watched the rain belt down on my previously bone dry tent.*

*Packing it up the next morning in the drizzle was bad enough without some old codger in the next van opening his window asking us to keep it down, as he couldn't hear the TV news from his bed.*

*Someone said to me that I should have stayed, because I'd be bored at home within 2 days. He was wrong by 47-½ hrs.*

**Postscript:**

*After I left further dives to the North of Eden were had. New and novel ways of getting back from the dive site were utilized which involved the newest technological advance in Diving since the horseless carriage- The Petrol-less boat.*



### Interesting trivia

In the 1400's a law was set forth that a man was not allowed to beat his wife with a stick no thicker than his thumb. Hence we have "the rule of thumb"

The first couple to be shown in bed together on prime time TV were Fred and Wilma Flintstone.

Every day more money is printed for Monopoly than the US Treasury.

## Thought for the day

### The Sad Passing of Common Sense

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault.

Common sense lived by sound financial policies (don't spend more than you earn), and reliable parenting strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place.

Reports of a six-year old boy being charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student; only worsened his condition.

Common sense lost ground when parents attacked teachers for doing the job they failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer paracetamol, sun lotion, or a sticky plaster to a student; but, could not inform the parents when a student became pregnant and wanted to have an abortion.

Common sense lost the will to live as the Ten Commandments became contraband; churches became businesses; and criminals received better treatment than their victims.

Common sense took a beating when you couldn't defend yourself from a burglar in your own home, and the burglar could sue you for assault.

Common sense finally gave up the will to live after a woman failed to recognise that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a large settlement.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by three step brothers - I know my Rights; Someone else is to blame; and I'm a Victim.

Not many attended his funeral because so few realised he was gone.

If you still remember him, pass this on. If not, join the majority, and do nothing.

*Author & Source Unknown*



## Divereport 15 Jan

I did not dive due chest infection but many divers (9) wanted to dive so I went out—had to call on Mick and his boat to take divers. very good turnout.

So our two crews tried for Knawesome..bloody shipping everywhere and all morning!! Bigger..had to give it a miss!! Dived the slack on reefs off Shortlands..viz not too flash..viz so so but all in all the dives were ok.

SWELLS in the bay were very big..never seen so many big swells!!!!!!?

Lunch at Popes..saw Warrick and his boat is back in action having had a lot of motor probs of late.....nice rest at Popes.

Scallop dive off Rye next..heaps.. all did well. Great day..loved it all and the fun was ....well.....really a lot of fun!!!!

Cheers,

**JL**

**[ED: Photos on the back two pages]**

### **Financial Advice**

A man is getting into the shower just as his wife is finishing up her shower, when the doorbell rings.

After a few seconds of arguing over which one of them should go and answer the doorbell, the wife gives up, quickly wraps herself up in a towel and runs downstairs.

When she opens the door, there stands Bob, the next-door neighbour.

Before she says a word, Bob says, "I'll give you \$800 to drop that towel that you have on".

After thinking for a moment, the woman drops her towel and stands naked in front of Bob.

After a few seconds, Bob hands her \$800 and leaves.

Confused, but excited about her good fortune, the woman wraps back up in the towel and goes back upstairs. When she gets back to the bathroom, her husband asks from the shower, "Who was that?"

"It was Bob, the next door neighbour," she replies. "Great," the husband says, "did he say anything about the \$800 he owes me?"

### **Moral of the story:**

If you share critical information pertaining to credit and risk, in time with your stakeholders, you may be in a position to prevent avoidable exposure.

## **"GETTING THE BUZZ FROM BAY DIVING" DIVE REPORT.**

**John Lawler.**

*During a spectacular dive experience with Tony Tipping, the fearful thought of just what divers would loose if the dreaded channel deepening did go ahead came home when we finally got to dive KNawesome Reef.*

*This magnificent dive area has been written about in this Magazine quite a few times as it would be one of the best new dives sites we have found in recent times.*

*The four divers on this day were Rob Kirk, VSAG/Getunder, Tony Tipping VSAG, Peter Andrews, Getunder and me. Great crew!*

*As good luck with shipping and right tidal flow was with us this place was our target for the dive. While waiting for the right time we took the opportunity to explore some of the reefs out from the heads west of Lonsdale.*

*Back into the beautiful bay, Tony and I got to do the first dive and it was just...well...spectacular. We descended into around 70ft of reasonably clear ebb tide water and dropped gently at the base of some beautiful bommies swarming with fish life of all species, including some whopper king fish!*

*Tony and I headed a bit east and dropped into 90 feet finding ourselves outside a big overhang leading into a very small cave....brilliant!*

*We moved around this area for some ten minutes and as Tony was down on air having used this tank from his first dive, he waved goodbye and headed up. I continued to move back around the numerous bommies and just as my bottom time was up I found myself on top of a big black hole....my torch could just see the base...alas not the time to venture there with no buddy and bottom time up....bugger! Next time huh!*

*So the more this great place is dived the more wonders it continues to give the divers.*

*Back to the surface and into the boat, Rob and Pete were ready to catch the last the last of the slack water. It was not a successful dive as the rope attached to the shot line had, unknowingly, seperated from the lead weight and was free flowing. Pete missed the reef and surfaced, Rob found reef and did his thing around the area for a short time. (Since then I have reworked all my buoy lines with new more secure clips to avoid the occurring again).*

*If you want to experience some exciting diving, look to the dive calendar for the next scheduled "KNawesome" reef dive and book in....don't miss it.*

## **Subject: Heads Meeting 20th Dec**

Dear Members,

A report from Alan Beckhurst and John Hawkins who have attended yet another meeting on behalf of Scuba Divers.

Your feedback would be appreciated.

Regards,

**John Lawler**

**Public Relations Officer.**

Hi All,

The meeting with PoMC re Diving at the Heads was not the sinister attack on divers we had feared, but an ongoing discussion from a meeting held earlier in the year, which we did not attend. It was attended by PoMC General Manager, Nick Easy, Harbour Master, Tim Muir, the Lonsdale Light operator (whose name escapes me at this moment), Len Salter for DIVA, Andrew Murray from Dive Victoria, John Hawkins and myself representing SDFV.

The basic direction of the meeting was to discuss a wish list from the commercial dive operators aimed at improving their businesses, but which would affect privates as well. The Wish List was;

- To reschedule shipping to free the heads to divers at slack waters
- To exempt Pope's Eye from Channel restrictions on night diving. (this only affects Commercials)
- To exempt the Eliza Ramsden from Channel restrictions
- To exempt the Old Western Ship Channel (from Shorthands Northwards) from channel restrictions.
- To establish a buffer between Pope's and the Ferry route.

During the following discussions, PoMC stated that it couldn't reschedule shipping movements (we already knew that one!) but they were willing to consider the rest if a proposal was submitted from a "Unified Diving Industry" (SDFV & DIVA). DIVA will put a proposal together and send it to us for comments / changes.

Also mentioned was that Lonsdale Light will be installing the AIS tracking system during 2006. This system uses transponders on vessels to locate and identify them on Lonsdales screen. Len Salter was open to



adopting this technology for dive boats, but John Hawkins was quick to point out that we would oppose any changes which would disadvantage private boat operators. At around \$1200 per vessel transponder, I would suggest some commercial operators would also object.

Both John and I agreed that we did not see a need to change the current operations, and no major concerns were tabled by PoMC, but there are advantages to us all in DIVAs wish list. Tim Muir thought that the *New Alignment of the Shipping Channels* would place the Eliza Ramsden outside the channel. Night dives at Pope's won't affect us, other than crowding, and a 350 metre clearance between Pope's and the Ferry will add safety. The exemption of the old Western Channel north of Shortlands will probably only apply during Ebb Slacks, but would also advantage private divers.

I saw this meeting as a positive step in co operation between all stakeholders, which will benefit everybody if we work together towards implementation. It was clear that both private and commercial interests need to co operate on these matters as the groups have different needs which may not be considered by the other party. It was of concern that we weren't involved in the meeting earlier this year, but it is reassuring that the Statutory bodies see the need for a combined proposal, and will continue to do so.

Will keep you updated when the DIVA proposal comes.

Regards Alan

### **New Coastal SeaChange Magazine**

Source: [http://www.coastal.crc.org.au/newsletters/f\\_j\\_november\\_2005.html](http://www.coastal.crc.org.au/newsletters/f_j_november_2005.html)

With Australia's 60,000 kilometres of coastline, multiple arrays of islands and spectacular beaches, its no wonder 80 % of the Australian population live within 50 km of the coast. A new magazine has hit the shelves to inform and celebrate our coastal areas and lifestyle. Australian SeaChange is a quarterly colour magazine of coastal articles, editorials, directories and images relating to nature, well-being, events, travel, sustainable living and art.

To order your copy, or contribute a story, visit: <http://www.seachangemag.com.au/seachange.htm>

## VSAG Historical Society Restoration Project

*Like many club divers I have often thought it would be nice to have my own boat. Many is the cold, wet and windy non-diving winter Sunday that I spent tyre-kicking at boats in places like JV Marine and Gales Marine, not to mention countless hours on the internet in sites like Boatpoint, E-Bay and Trading-Post.com. Learning about boats, learning how to test for a weak transom, researching the market, and constantly shadowed by the bitter realisation that all it takes is money.*

*You get what you pay for in life, and good second-hand boats don't come cheap. Haines Hunter V17L's in good condition average \$12K-\$15K. V17L's were number 1 in my Top 5 for a while, along with the Haines V16R, Streaker 5.02 Cuddy, Steber 475DF, and I even had a soft spot for the old Savage Escorts. But the problem remained, I only work for the bank - I don't own the bloody thing! And with a thumping big mortgage to pay I couldn't afford an escort of any kind, let alone an Escort boat!*

*And then Alan Beckhurst rings up to tell me that a guy in this other diving club he'd just joined (VSAG) was selling a boat for \$1,000.00. So, I rang up John Goulding and made a time to go around to have a look at it. And what a sight it was! Aesthetics aside, the transom seemed a bit soft, and the engine hadn't been fired in 5 years. The "V"-Sheet painted onto the floor was a nice touch though. Gosh I laughed! However, in a weak moment about 6 months later I thought it might be an interesting project to rebuild the thing, so I rang him back and offered \$500. Gosh he laughed!*

*Towing the boat back from John Goulding's place, the little structural integrity that the plywood in the transom possessed started to disintegrate to the point where a friendly motorist stopped next to me at the lights and advised that in his humble opinion the engine was about to fall off! Sure enough, after I pushed down on the skeg the whole thing started swinging! I already knew the transom needed to be replaced, but I'd hoped it would survive the drive home at least!*

*More research on the internet saw me buying some books from Amazon. "Runabout Renovation" gives a good general overview of how the*

*job is done, complete with cartoon-style drawings of smiling, confident people that didn't fool me for a second. The Mercury manual with its exploded views and arrows everywhere also conspires to make it all look easy. I mean, it looks just like the instruction sheets on the old Airfix models I used to build when I was a kid! Who knows – maybe it really is easy?*

*Progress to date on the restoration project has been as follows:*

- *March 2003 – Gales Marine advises Number 6 cylinder has low compression.*
- *March 2003 – Boatbuilder Rod Levy inspects boat and reports: "It's f#%!@#d"*
- *April 2003 – Getunder Dive Club member Tony Tyndall suggests name for boat: "The Edsel" I'm unsure if he means "unsafe at any speed", or if he's referring to the lairy tail fins at the stern?*
- *June 2003 – Moved boat from garage to front yard with a big "For Sale" sign on it.*
- *November 2003 – Stray cat gives birth to a litter of kittens in the cuddy under the bow. Only discovered when cat was seen carrying last kitten to sturdier accommodation in vacant derelict house across the road.*
- *March 2004 – Hose out cuddy under the bow and put boat back into garage.*
- *August 2004 – Read "Runabout Renovation" again.*
- *September 2004 – Construction of wheeled timber engine stand commences.*
- *December 2004 – Battery in car dies, RACV guy gives me a dud that "should hold a charge for an hour or so mate". Connect to boat, turn key, cables start to smoke.*
- *July 2005 – Decide to renovate bathroom before committing funds to boat. Move boat from garage to driveway.*

*And so, another summer begins and I still can't afford a real boat. Maybe it's time to start work on the ol' Edsel after all. Keep reading Fathoms for regular progress reports!*

*Rob Kirk*

**ED: PHOTOS ON THE BACK PAGE**



# Maharishi Phucknuckel's Guide to Zen



- Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me either, just f--- off and leave me alone.
  - The journey of a thousand miles begins with a broken fan belt and a flat tyre.
  - The darkest hours come just before the dawn. So if you're going to steal your neighbour's milk and newspaper, that's the time to do it.
  - Sex is like air. It only becomes really important when you aren't getting any.
  - Don't aspire to become irreplaceable. If you can't be replaced, you can't be promoted.
  - Remember, no-one is listening until you fart.
  - Never forget that you are unique, like everyone else.
  - Never test the depth of the water with both feet.
  - If you think nobody cares whether you're dead or alive, try missing a couple of mortgage payments
  - Before you judge someone, you should walk a mile in their shoes. That way, when you judge them, you're a mile away and you have their shoes.
  - If at first you don't succeed, avoid skydiving.
  - Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.
  - Have you ever lent someone \$20 and never seen that person again? It was probably worth it.
  - If you tell the truth, you don't have to remember anything.
  - Some days we are the flies; some days we are the windscreen.
  - Don't worry; it only seems kinky the first time.
  - Good judgment comes from experience, experience comes from bad judgment.
  - The quickest way to double your money is to fold it in half and put it back in your pocket.
  - A closed mouth gathers no feet.
  - There are two theories about how to win an argument with a woman. Neither one works.
  - Generally speaking, you aren't learning much if your lips are moving.
  - Never miss a good chance to shut up.
  - Experience is something you don't get until just after you need it.
  - When we are born we are naked, wet, hungry, and we get smacked on our arse. From there on in, life gets worse
  - The most wasted day of all is one in which we have not laughed.
- Remember not to forget that which you do not need to know.*

# HMAS Canberra - FFG 02 Decommissioning Year 2005



HMAS Canberra is a long range escort frigate that undertakes roles including area air-defence, anti-submarine warfare, surveillance, reconnaissance and interdiction. The ship is capable of countering simultaneous air, surface and sub-surface threats.

Canberra and her five sister frigates HMA Ships Adelaide, Sydney, Darwin, Melbourne and Newcastle, were the first Royal Australian Navy (RAN) ships to be powered by gas turbines for their main propulsion. This, combined with a modern repair by replacement policy, has allowed both a reduced complement and a high availability for sea. Canberra can be underway in less than 30 minutes. In addition, two forward mounted retractable auxiliary propulsion units are fitted to provide excellent manoeuvrability in confined waters.

Canberra's principal weapons are the Standard medium range anti-aircraft missile and the Harpoon anti-ship missile, both of which are fired from the Mk13 launcher on the forecastle. A 76mm gun to counter both anti-aircraft and anti-surface threats is fitted forward of the funnel. The NULKA decoy system and one 20mm Phalanx close-in weapon system are fitted for anti-missile defence.

For long range anti-submarine tasks, Canberra is equipped with a flight deck and hangars for two S-70B-2 Seahawk helicopters. For close-in anti-submarine defence the ship is fitted with two Mk 32 triple torpedo tubes.

The ship's sensors include long and short range radars and an electro-optical tracking system for air and surface surveillance, electronic warfare surveillance sensors and a hull mounted sonar. A computer based command and control system processes information as well as a data link from other ships and aircraft. The ship has a sophisticated suite of communications equipment allowing it communicate with other ships, aircraft and shore establishments.

Canberra is the third ship to bear this name. The original was a RAN Heavy Cruiser, which served from 1928 until she was sunk at the Battle of Savo Island in 1942. The second was a United States Navy Heavy Cruiser, USS Canberra, named in honour of the first, which served from 1944 to 1978 filling roles as a Heavy Cruiser and later a, Guided Missile Heavy Cruiser and ceremonial flagship.

HMAS Canberra is scheduled to decommission in November 2005.

Launched:	01 Dec 1978
Commissioned:	21 Mar 1981
Displacement:	4,100 tonnes
Length:	138.1 metres
Beam:	14.3 metres
Armament:	76mm rapid fire gun, Harpoon anti-ship missiles, Standard surface to air missiles, Phalanx Mk15 close-in weapon system, 2 triple anti-submarine torpedo tubes for Mk 46 torpedoes
Main Machinery:	2 General Electric LM2500 gas turbines geared to a single controllable pitch propeller
Speed:	More than 30 knots
Ship's Company:	Approximately 210

**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!!!!**



# Envirotests

Choose your test

## About your home. ....

<http://www.originenergy.com.au/efficiency/wholesite.html>

Energy efficiency is easy. By using a series of energy saving tips for each room in your house, this website shows you how to make your website more energy efficient.

<http://www.epa.vic.gov.au/eco-footprint/Households/default.asp>

This data sheet asks detailed questions about your lifestyle, and provides you with your actual eco-footprint as calculated from real data, for example your household's energy bills.

<http://www.dse.vic.gov.au/thesustainables/>

You don't need to be a superhero to save the planet. Making a difference to the environment is about the little things in life.

## About your Car

<http://www.ecovoice.com.au/evonline/evo-25/calculategreenhouse-evo25.html>

A new online greenhouse gas emissions calculator to make it easier for people to calculate their impact on the environment has been launched by Men of the Trees Carbon Neutral Program.

## About your Office

<http://www.epa.vic.gov.au/eco-footprint/Organisations/default.asp>

How sustainable is your organisation? The eco-footprint can help you assess your ecological performance and provide useful results for your managers, clients, shareholders, suppliers, community or other stakeholders. It may even motivate your organisation to make a few changes that will help to achieve eco-footprint savings. Read how other organisations have used the eco-footprint.

**Believe it or not, you can read it.**

I cdnuolt blveiee taht l cluod aulacilty uesdnatnrd waht l was rdgnieg. The phaonmneal pweor of the hmuan mnid Aoccdrnig to rscheearch at Cmabrigde Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh?

## 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.



From a friend in South Africa—a little 8m white

### **Important note:**

It is impossible to lick your elbow!!!  
( now read page 32)

## Second Hand Gear for Sale

### DrySuit

The first item is a drysuit Apollo Eco-diver for male 1.8m, 85-100kg, boots 9-10, colour blue black all seals valves & shoulder entry zipper perfect.

Inflator valve, 1 X shoulder dump, 2x ankle auto dump  
Near new cost \$1500 sell \$850 ONO.

### Dive Light

Ocean Graphics M525L dive light Charger Backpack  
New batteries in perfect condition. Don't know what to ask for this but its a good one exceptional for wreck or cave diving.

**Please call Peter Vleugel on 0418315484 Or Paul Mood On 0428429772 to discuss these items.**





Always  
Dive Expeditions

# TRUK LAGOON

Join.....  
Mark Harris  
Departing on  
01 December 2006

for an exciting trip to dive the  
world famous Truk Lagoon.

The US Allied forces launched  
Operation Hailstorm which devastated  
the Japanese naval ships and  
supplies.

Over 60 wrecks were sunk around  
Truk which is now an underwater  
museum from 60 years ago.

Stay at the Truk Stop Hotel  
conveniently located in the centre of  
Truk. The dive centre is located in the  
grounds



Want to know more?

Contact.....

Mark Harris

Ph: 0418 345464

Email: [mbhprods@optusnet.com.au](mailto:mbhprods@optusnet.com.au)

Only **\$1999.00** Per Diver  
Plus \$250.00 Taxes/Fuel Surcharge

#### Tour price includes:-

- Return airfare Cairns to Truk via Guam flying Continental Airlines
- 6 nights Truk Stop Hotel -twin share
- 10 dives with Truk Dive
- Tank/weight/air fills
- 1 night Cairns Colonial Club—std twin
- Return hotel/airport transfers

Please Note:  
Departure Tax Truk Airport USD  
\$15.00 & \$20.00 USD Dive Permit Fee  
per person not included & is paid locally

All prices are twin share and  
subject to 2006 increases or currency  
variation from above exchange rate

#### ALWAYS DIVE EXPEDITIONS

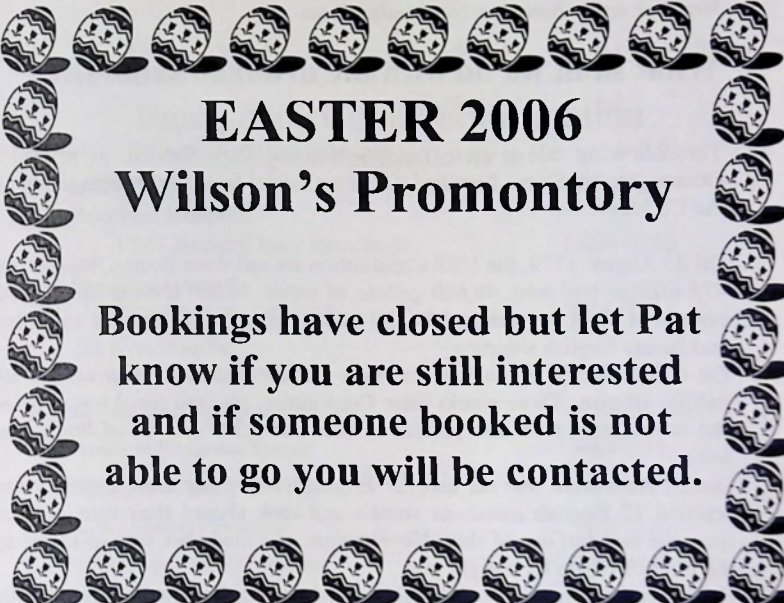
168 High Street, Ashburton, VIC 3147

PH: 03 9885 8863 FAX: 03 9885 1164

EMAIL: [alwaysdive@alwaysatruckdive.com](mailto:alwaysdive@alwaysatruckdive.com)

Toll Free 1800 338 239 Licence: 32311

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# **EASTER 2006**

## **Wilson's Promontory**

**Bookings have closed but let Pat know if you are still interested and if someone booked is not able to go you will be contacted.**



### **Abalone Dates**

You can only take abs on these dates—with current fishing license!

All dates inclusive:

**11- 13 Mar 2006**

**25,26 Mar 2006**

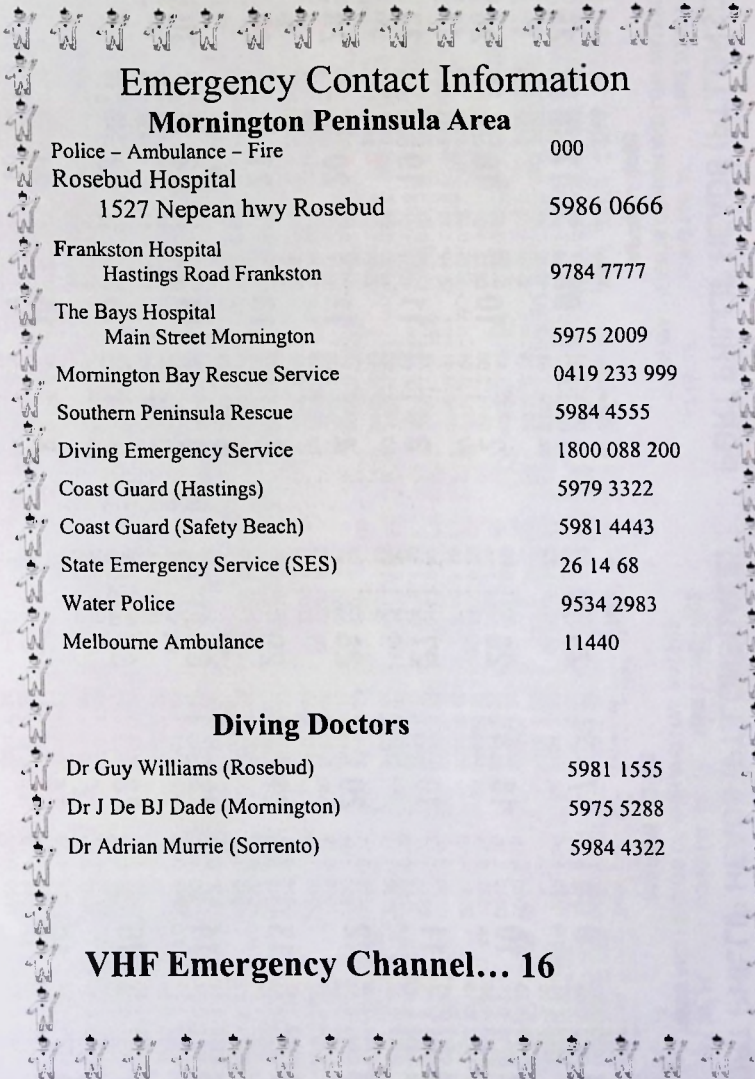
**14-18 April 2006**

**22-25 April 2006**

**27-28 May 2006**







## 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

# PORT PHILLIP HEADS (PT. LONSDALE)

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

MARCH - 2006

Time m	Time m	Time m	Time m	Time m	Time m
<b>1</b> 00:59 1:32 WE 06:12 0:45 12:40 1:27 18:55 0:15	<b>9</b> 02:05 1:25 02:18 0:15 TH 19:37 1:24 FR 14:04 1:30 19:56 0:39	<b>17</b> 01:39 1:22 07:43 0:33 FR 14:04 1:30 19:56 0:39	<b>25</b> 06:00 1:16 12:06 0:10 SA 18:55 1:22	<b>2</b> 01:29 1:40 07:10 0:31 TH 13:43 1:39 19:32 0:19	<b>10</b> 03:38 0:59 06:49 1:16 FR 13:02 0:24 20:34 1:16
<b>3</b> 02:01 1:45 FR 14:40 1:49 20:22 0:22	<b>11</b> 01:19 0:60 07:44 1:07 SA 1:56 0:32 21:38 1:11	<b>19</b> 02:39 1:33 08:41 0:19 SU 15:12 1:42 21:00 0:41	<b>27</b> 01:43 0:67 08:15 1:10 MO 14:12 0:30 22:00 1:19	<b>18</b> 02:09 1:31 08:14 0:25 SA 14:41 1:37 20:29 0:40	<b>26</b> 06:58 1:14 SU 13:02 0:22 20:45 1:15
<b>4</b> 02:54 1:45 08:48 0:04 SA 16:52 1:55 21:07 0:27	<b>12</b> 02:26 0:71 05:55 1:01 SU 15:06 0:59 22:45 1:10	<b>20</b> 09:14 0:15 MO 15:50 1:45 21:33 0:43	<b>28</b> 03:55 1:13 TU 15:59 0:26 23:05 1:23	<b>28</b> 03:07 0:65 09:55 1:13 TU 15:59 0:26 23:05 1:23	<b>2</b> 06:58 1:14 SU 13:02 0:22 20:45 1:15
<b>5</b> 02:52 1:47 09:33-0:03 SU 16:22 1:55 21:49 0:32	<b>13</b> 04:00 0:71 10:17 0:39 MO 16:30 0:42 23:45 1:13	<b>21</b> 09:41 1:32 09:43 0:12 TU 16:21 1:41 22:07 0:47	<b>29</b> 04:50 1:23 11:24 1:23 WE 17:08 0:25	<b>5</b> 04:16 1:36 10:27 0:06 WE 17:29 1:48 22:45 0:49	<b>13</b> 05:45 0:49 12:16 1:19 TH 18:09 0:59
<b>6</b> 04:10 1:44 10:16-0:04 MO 17:10 1:51 22:30 0:35	<b>14</b> 05:30 0:64 11:32 1:03 TU 17:43 0:41	<b>22</b> 04:12 1:30 10:18 1:12 WE 17:05 1:41 22:42 0:51	<b>30</b> 02:02 1:30 05:47 0:25 TH 12:34 1:35 18:19 0:35	<b>6</b> 04:56 1:30 11:07 1:14 TH 18:12 1:36 23:23 0:54	<b>14</b> 00:15 1:19 06:25 0:39 FR 13:03 1:31 18:53 0:57
<b>7</b> 04:45 1:40 10:57 0:00 TU 17:58 1:45 23:09 0:45	<b>15</b> 03:32 1:18 06:39 0:53 WE 12:34 1:11 18:57 0:59	<b>23</b> 10:42 1:26 17:47 1:35 23:16 0:56	<b>31</b> 05:52 1:36 06:43 0:19 FR 13:55 1:52 19:15 0:35	<b>7</b> 05:36 1:22 11:46 0:23 FR 18:59 1:36	<b>15</b> 00:51 1:24 07:00 0:30 SA 12:43 1:41 18:29 0:55
<b>8</b> 05:25 1:33 11:37 0:05 WE 18:45 1:35 23:49 0:52	<b>16</b> 01:08 1:23 07:09 0:43 TH 13:33 1:20 19:20 0:59	<b>24</b> 11:25 0:13 FR 18:27 1:29 23:51 0:61	<b>2</b> 00:04 0:59 05:21 1:14 SA 12:22 0:33 19:51 1:18	<b>8</b> 00:04 0:59 05:21 1:14 SA 12:22 0:33 19:51 1:18	<b>16</b> 01:27 1:25 07:32 0:23 SU 14:19 1:49 20:02 0:54

# 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	Time m	Time m
<b>1</b> 01:32 1:41 07:32 0:07 SA 14:25 1:51 20:03 0:39	<b>9</b> 00:51 0:65 07:15 1:06 SU 12:15 0:43 20:19 1:13	<b>17</b> 02:02 1:30 05:05 0:18 MO 14:55 1:53 20:36 0:53	<b>25</b> 01:32 0:59 08:20 1:23 TU 13:56 0:47 21:20 1:24	<b>2</b> 02:20 1:43 08:18 0:00 SU 15:17 1:54 20:46 0:41	<b>10</b> 01:53 0:69 08:32 1:01 MO 14:15 0:52 21:40 1:11
<b>3</b> 03:00 1:43 09:02-0:02 MO 15:03 1:62 21:27 0:43	<b>11</b> 03:25 0:67 10:01 1:01 TU 15:40 0:59 22:45 1:12	<b>19</b> 03:12 1:30 09:13 0:14 WE 16:08 1:52 21:45 0:55	<b>27</b> 11:18 1:36 16:45 0:60 TH 17:57 0:60	<b>18</b> 02:37 1:51 05:39 0:15 TU 15:31 1:54 21:11 0:54	<b>26</b> 02:53 0:51 09:00 1:23 WE 15:19 0:50 22:23 1:26
<b>4</b> 03:38 1:40 09:45 0:01 TU 16:46 1:56 22:06 0:46	<b>12</b> 11:17 1:05 17:08 0:05 23:33 1:15	<b>20</b> 03:47 1:29 09:48 0:14 TH 16:48 1:47 22:21 0:57	<b>28</b> 05:18 0:26 12:24 1:50 FR 17:57 0:60	<b>20</b> 03:47 1:29 09:48 0:14 TH 16:48 1:47 22:21 0:57	<b>28</b> 05:18 0:26 12:24 1:50 FR 17:57 0:60
<b>5</b> 04:16 1:36 10:27 0:06 WE 17:29 1:48 22:45 0:49	<b>13</b> 05:45 0:49 12:16 1:19 TH 18:09 0:59	<b>21</b> 04:23 1:25 10:25 0:16 FR 17:30 1:41 22:58 0:59	<b>29</b> 00:13 1:34 06:13 0:15 SA 13:21 1:61 18:52 0:58	<b>21</b> 04:23 1:25 10:25 0:16 FR 17:30 1:41 22:58 0:59	<b>29</b> 00:13 1:34 06:13 0:15 SA 13:21 1:61 18:52 0:58
<b>6</b> 04:56 1:30 11:07 1:14 TH 18:12 1:36 23:23 0:54	<b>14</b> 00:15 1:19 06:25 0:39 FR 13:03 1:31 18:53 0:57	<b>22</b> 11:05 0:20 15:18 1:55 23:39 0:61	<b>30</b> 01:01 1:37 07:01 0:07 SU 14:12 1:57 19:40 0:56	<b>22</b> 11:05 0:20 15:18 1:55 SA 18:53 0:57 23:39 0:61	<b>30</b> 01:01 1:37 07:01 0:07 SU 14:12 1:57 19:40 0:56
<b>7</b> 05:36 1:22 11:46 0:23 FR 18:59 1:36	<b>15</b> 00:51 1:24 07:00 0:30 SA 12:43 1:41 18:29 0:55	<b>23</b> 05:55 1:20 11:51 0:27 SU 19:13 1:29	<b>24</b> 00:29 0:61 07:32 0:23 MO 12:46 0:36 20:15 1:25	<b>15</b> 00:51 1:24 07:00 0:30 SA 12:43 1:41 18:29 0:55	<b>23</b> 05:55 1:20 11:51 0:27 SU 19:13 1:29
<b>8</b> 00:04 0:59 05:21 1:14 SA 12:22 0:33 19:51 1:18	<b>16</b> 01:27 1:25 07:32 0:23 SU 14:19 1:49 20:02 0:54	<b>24</b> 00:29 0:61 07:32 0:23 MO 12:46 0:36 20:15 1:25		<b>16</b> 01:27 1:25 07:32 0:23 SU 14:19 1:49 20:02 0:54	<b>24</b> 00:29 0:61 07:32 0:23 MO 12:46 0:36 20:15 1:25

**MARCH**

	Black Time	Maximum Time	Rate	Black Time	Maximum Time	Rate	
1	0930	0937	9.5	16	0110	4.4	
	WE 0932	1241	-3.9		TH 0340	0704	-3.5
	1459	1839	-4.6		1555	1921	-3.7
2	0130	0130	5.8	17	0408	0145	4.5
	TH 1020	1342	-4.3		FR 0408	0730	-4.1
	1610	1927	-5.0		1030	1429	4.9
3	0216	0216	5.9	18	0433	0215	4.5
	FR 0443	0757	-5.3		SA 1100	1443	5.6
	FR 1105	1439	6.4		1719	2018	-4.1
4	0258	0258	5.7	19	0458	0244	4.4
	SA 1148	1532	-6.1		SU 1130	1519	6.0
	1605	2051	-5.1		1759	2030	-4.2
5	0300	0300	5.4	20	0520	0312	4.3
	SU 1231	1621	7.4		MO 1202	1548	6.3
	1659	2133	-4.9		1638	2127	-4.3
6	0357	0357	5.3	21	0520	0341	4.1
	MO 0823	1149	-5.6		TH 0544	0932	-5.4
	1314	1708	-4.9		TU 1235	1622	6.3
7	0414	0414	4.5	22	0548	0413	3.8
	TU 0659	1027	-5.4		WE 0809	1003	-5.3
	1354	1753	6.5		TH 1309	1859	6.1
8	0450	0450	3.8	23	0618	0444	3.3
	TH 0728	1101	-3.8		FR 0636	0930	5.3
	1434	1838	6.6		TH 1345	1738	5.6
9	0520	0520	3.2	24	0650	0516	2.8
	TH 0802	1134	-3.2		FR 0708	1005	5.3
	1516	1924	4.8		FR 1425	1823	5.1
10	0527	0527	2.7	25	0705	0505	2.6
	FR 0840	1211	-4.5		SA 0747	1057	5.2
	1606	2015	4.1		1512	1918	4.5
11	0523	0523	2.1	26	0718	0521	2.1
	SA 0926	1300	-3.7		SU 0945	1204	-4.7
	1659	2115	3.6		1511	2030	4.0
12	0538	0538	1.8	27	0743	0554	1.9
	SU 0824	1425	-3.1		MO 1008	1330	-4.0
	1617	2024	3.5		1732	2151	3.9
13	0548	0548	1.2	28	0758	0508	2.1
	MO 0845	1028	-1.2		TH 0831	1203	2.2
	1524	1902	-2.8		TU 1202	1503	-3.6
14	0558	0558	0.9	29	0814	0503	-2.9
	TU 0847	1145	-3.0		TH 0849	1217	3.6
	1558	1948	-3.0		WE 1348	1827	-3.5
15	0607	0607	4.1	30	0835	0602	4.4
	WE 0924	1245	3.1		TH 0903	1233	5.2
	1503	1843	-3.4		1510	1824	-4.1
16	0617	0617	3.9	31	0856	0626	4.6
	TH 0924	1245	3.1		FR 0951	1332	6.6
	1503	1843	-3.4		1615	1911	-4.4

**APRIL**

	Black Time	Maximum Time	Rate	Black Time	Maximum Time	Rate	
1	0651	0651	4.7	16	0134	3.5	
	SA 1035	0720	-5.9		SU 1020	1414	5.5
	1710	1951	-4.6		1712	1955	-3.9
2	0220	0220	4.7	17	0207	3.8	
	SA 1117	1513	7.9		MO 1054	1447	6.9
	1600	2031	-4.7		1752	2029	-4.1
3	0257	0257	4.6	18	0433	0207	3.7
	MO 0509	0837	-6.6		TU 1130	1522	7.0
	1848	2113	-4.8		1632	2108	-4.1
4	0319	0319	4.3	19	0505	0315	3.6
	TH 0542	0918	-6.5		WE 1205	1538	6.9
	1231	1640	7.2		1512	2142	-3.5
5	0405	0405	4.1	20	0536	0349	3.5
	WE 1319	1721	6.4		TH 1240	1633	6.4
	2014	2336	-3.9		1552	2024	-3.6
6	0438	0438	3.6	21	0617	0426	3.1
	TH 1352	1802	-5.3		FR 1319	1715	5.8
	2053	2315	-3.4		2020	2303	-3.2
7	0510	0510	3.0	22	0645	0502	2.8
	FR 0736	1105	-4.6		SA 1400	1758	5.1
	1435	1842	-4.8		2113	2343	-2.8
8	0533	0533	2.3	23	0651	0543	2.4
	SA 0818	1141	-3.9		TH 1306	1608	-4.5
	1512	1926	3.6		SU 1445	1857	4.4
9	0541	0541	2.4	24	0707	0527	2.7
	SU 0913	1228	-3.1		MO 0910	1326	5.2
	1402	2028	3.3		1541	2024	-3.8
10	0554	0554	2.3	25	0720	0529	2.6
	MO 1038	1359	-2.3		TU 1040	1357	-3.3
	1716	2136	2.9		1607	2116	3.5
11	0615	0615	2.0	26	0733	0533	2.2
	TH 0858	1220	1.7		WE 1230	1500	-3.9
	1230	1629	-2.0		1640	2023	3.4
12	0612	0612	2.4	27	0758	0538	2.6
	WE 1355	1723	3.2		TH 1403	1834	2.9
	2013	2337	3.0		2009	2323	3.4
13	0616	0616	3.0	28	0813	0448	4.5
	TH 1459	1820	-2.7		FR 1515	1808	-3.4
	2109				2112		
14	0622	0622	3.2	29	0918	0518	3.5
	FR 0914	1302	5.0		SA 0921	1315	7.4
	1548	1856	-3.2		1614	1853	3.6
15	0630	0630	3.3	30	0937	0838	6.9
	SA 0946	1339	5.9		SU 1204	1454	7.9
	1632	1924	-3.5		2245		



# PORT PHILLIP HEADS (PT.LONSDALE)

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

TIMES AND HEIGHTS OF HIGH AND LOW WATERS

FEBRUARY - 2006

	Time	m		Time	m		Time	m		Time	m
<b>1</b>	0158	1.45	<b>9</b>	0101	0.62	<b>17</b>	0248	1.36	<b>25</b>	0104	0.70
	0730	0.44		0723	1.19		0548	0.32		0710	1.14
WE	1340	1.30	TH	1340	0.15	FR	1457	1.25	SA	1328	0.16
	1944	0.06		2115	1.20		2049	0.29		2117	1.17
<b>2</b>	0243	1.49	<b>10</b>	0158	0.69	<b>18</b>	0315	1.37	<b>26</b>	0207	0.74
	0822	0.29		0818	1.11		0918	0.25		0822	1.09
TH	1444	1.38	FR	1439	0.24	SA	1533	1.30	SU	1436	0.19
	2034	0.09		2219	1.17		2121	0.32		2235	1.19
<b>3</b>	0322	1.51	<b>11</b>	0305	0.74	<b>19</b>	0343	1.37	<b>27</b>	0330	0.73
	0911	0.17		0920	1.05		0948	0.20		0954	1.08
FR	1539	1.43	SA	1550	0.25	SU	1610	1.32	MO	1501	0.21
	2122	0.16		2325	1.15		2154	0.37		2343	1.25
<b>4</b>	0402	1.50	<b>12</b>	0430	0.73	<b>20</b>	0412	1.35	<b>28</b>	0459	0.93
	0952	0.07		1038	1.02		1017	0.17		1126	1.15
SA	1633	1.44	SU	1701	0.25	MO	1640	1.33	TU	1727	0.20
	2207	0.24					2228	0.42			
<b>5</b>	0440	1.47	<b>13</b>	0529	1.21	<b>21</b>	0441	1.32			
	1043	0.02		0551	0.67		1040	0.15			
SU	1728	1.42	MO	1145	1.04	TU	1727	1.32			
	2251	0.34		1203	0.26		2302	0.48			
<b>6</b>	0517	1.42	<b>14</b>	0114	1.26	<b>22</b>	0512	1.28			
	1128	0.02		0654	0.55		1117	0.13			
MO	1823	1.37	TU	1243	1.05	WE	1512	1.28			
	2332	0.44		1856	0.24		2339	0.55			
<b>7</b>	0558	1.35	<b>15</b>	0150	1.30	<b>23</b>	0544	1.23			
	1202	0.05		0739	0.49		1153	0.12			
TU	1918	1.31	WE	1353	1.14	TH	1902	1.24			
				1938	0.24						
<b>8</b>	0615	0.53	<b>16</b>	0220	1.33	<b>24</b>	0617	0.63			
	0936	1.27		0819	0.40		0620	1.18			
WE	1252	0.11	TH	1417	1.20	FR	1234	0.13			
	2015	1.25		2015	0.26		2004	1.19			

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National Tidal Centre

Add one hour to the times stated during daylight saving time

**ADD ONE HOUR for DAYLIGHT SAVINGS**

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FEBRUARY

	Slack	Maximum	Time	Rate		Slack	Maximum	Time	Rate
1	0452	0154	6.7		16	0457	0224	5.4	
	1045	0748	-3.8			1110	0807	-3.8	
	1603	1343	4.0			1644	1423	3.8	
	2246	1938	-5.4			2308	2008	-4.1	
2	0526	0243	6.7		17	0521	0253	5.3	
	1129	0825	-4.7			1139	0833	-4.2	
	1705	1440	5.0			1725	1503	-4.4	
	2331	2023	-5.5			2338	2039	-4.1	
3	0558	0326	6.5		18	0544	0315	5.1	
	1215	0923	-5.4			1208	0900	-4.6	
	1805	1540	5.8			1805	1539	4.8	
	2408	2108	-5.4			2412	2112	-4.2	
4	0613	0406	6.1		19	0626	0344	4.5	
	1201	0941	-6.0			1238	0630	-4.9	
	1801	1639	6.2			1845	1614	5.1	
	2402	2152	-5.0			2447	2147	-4.1	
5	0652	0446	5.6		20	0633	0409	4.5	
	1259	1019	-6.3			1257	1001	-5.2	
	1847	1731	6.3			1806	1648	5.2	
	2400	2226	-4.3			2426	2225	-4.0	
6	0130	0519	4.7		21	0102	0435	4.1	
	0730	1052	-6.0			0647	1032	-5.2	
	1432	1822	6.1			1342	1726	5.3	
	2057	2321	-3.8			2011	2306	-3.7	
7	0209	0542	3.9		22	0133	0503	3.5	
	0801	1151	-5.0			0711	0658	-5.2	
	1517	1911	5.6			1416	1806	5.1	
	2156					2100	2348	-3.1	
8	0261	0607	3.1		23	0206	0529	2.9	
	0834	0849	3.2			0738	1025	-5.4	
	1503	1206	-5.5			1457	1853	4.8	
	2258					2255			
9	0309	0100	2.6		24	0244	0633	3.4	
	0911	0525	3.4			0816	0445	2.3	
	1501	1246	-4.9			1546	1549	4.5	
	1954	2026	4.6			2318			
10	0303	0207	-2.0		25	0125	0125	1.6	
	0441	0729	1.7			0331	0627	1.5	
	0939	1343	-4.3			0852	1215	-5.1	
	1754	2157	4.3			1648	2100	4.3	
11	0115	0318	-1.8		26	0042	0330	-1.4	
	0623	0907	1.2			0442	0747	1.2	
	1054	1503	-3.8			0958	1338	-4.7	
	1504	2054	4.4			1810	2325	4.3	
12	0221	0452	-1.0		27	0106	0350	-1.4	
	0617	1036	1.2			0644	1003	1.3	
	1219	1621	-3.6			1139	1511	-4.4	
	2012					1940	2337	5.0	
13	0311	0211	4.0		28	0251	0543	-2.2	
	0319	0503	-2.4			0835	1133	2.4	
	0921	1444	1.7			1327	1624	4.3	
	1355	1758	-3.7			2052			
14	0357	0106	5.1		29	0357	0558	-2.9	
	1005	0524	3.4			1205	1244	3.4	
	1504	1851	-4.0			1504	1851	-4.0	
	2154					2154			
15	0430	0149	5.4		30	0430	0737	-3.4	
	1040	0337	3.3			1040	1337	3.3	
	1558	1934	-4.1			1558	1934	-4.1	
	2235					2235			

NOTE

How to read these tables

The slack water time at the RIP is shown in the first column: (take 19th Feb for example)

0006	0344	4.8
0605	0930	-4.9
1238	1814	5.1
1845	2147	-4.1

For the 19th Feb 'slack water' at the heads occur at 0006, 0605, 1238, 1845 ( plus one hour for daylight savings time)

Maximum flow into/out of the bay is shown in the next two columns (time and flow rate)

Positive FLOOD and Negative EBB

E.g For the 19th Feb  
 At 0344 (plus one hour DST) water will be flowing into the bay at 4,8 knots  
 [good time for a torped drift]

At 0930 (plus one hour DST) water will be flowing out of the bay at 4.9 knots  
 [note a good time for a drift dive unless you live in Tasmania!]

BEST time to dive a slack is when there is a negative sign in the third column. (start of the EBB.

- For other places**  
 Queenscliff—add 30 mins  
 Popes Eye add 50 mins  
 Portsea add 1 hour 20 mins  
 Sorrento add 2 hours 10 mins  
 Scallop beds add 2 hours 30 mins  
 Rye 2 hours 50 mins  
 Mornington add 3hours 15 mins

# VSAG Meeting and Dive Calendar

Dive Date	Location	Dive Captain	Phone	Meeting Point	Time
<b>February</b>					
12	Local diving -new diver	Trevor Williams		tba	tba
16	General Meeting			Bells	8pm
19	Local Dives	Alan S	9803 3573	Sorrento	9am
25	Blues Train - Book with Priya	0414 310 727	***CANCELLED***		
26	Phillip Island	Gerry DeVries	9725 2381	Newhaven	9am

## March

4	[Saturday dive—local]	JL	0414922916	Sorrento	9am
10-13	Jaffa				
11	[Sat—NIGHT] 7.30 meal 8.30 dress up	Pat R	0407 334 276	Portsea	8pm
19	Flinders {to be confirmed} <i>120 SUBS - KNOWNESOME</i>	JL	0414922916	Flinders Pier	9am
25	[sat- NEW tovsag] diver day]	Trevor Williams	0404 069 572	Sorrento	9am

## April

5	[midweek night dive] Beaumaris -Anonymous Reef	Alan S	9803 3573	Beaumaris	8pm
14-18	Wilsonds Prom				
22	[SAT] Phillip Island	John L	0414922916	Newhaven	9am
23	Local	<i>A. S.</i>	0402060711	Sorrento	9.30
25	[ <del>MON</del> ]Single tank dive- local	Alan S	9803 3573	Sorrento	9.30

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!

*3014*





Left: AJ Storen Alan Storen, Rob Kirk, Jude Storen, John Lawler and Simon Salkin (possible new member)  
At Phillip Island Dive

Below: Tony Tipping, AJ Storen, Alan Storen and Mick Jeacle



Dive crew—Rye



Rob Kirk



AJ Storen and Alan Storen



Alan Storen, Bambi Scholes-Miller, and Darren Pearce Right: Replace Bambi with JL (Bambi is a possible new member)



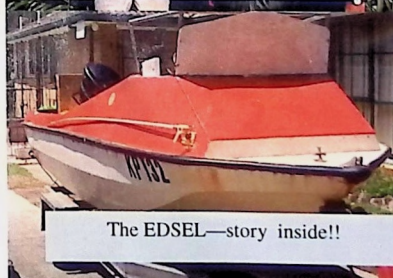
Greg Richards home: richards1@hotmail.net.au



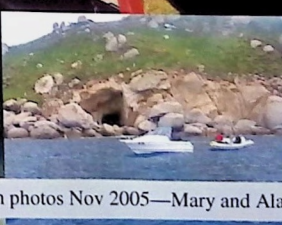
Chris Storen, Alan Storen, Sarah Williams and Trevor Williams  
Beaumaris mid week dive



Greg Richards, John Lawler, Kathy Pedlow and Trevor Williams



The EDSEL—story inside!!



Prom photos Nov 2005—Mary and Alan