

# FATHOMS

JUNE - JULY 2010

[www.vsag.org.au](http://www.vsag.org.au)

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VSAG

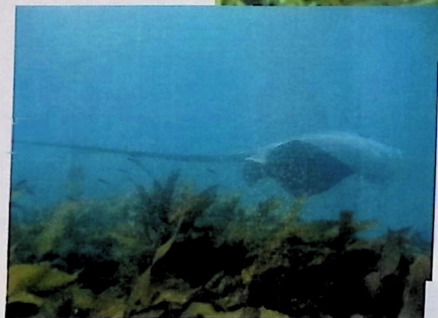
145 Johnston St

Newport VIC 3015



RECENT PHOTO COMPETITION ENTRIES

Benita McDonough



Greg Breese

Christine Reynolds



MORE ON PAGE 51

# FATHOMS



*Official Journal of the Victorian Sub-Aqua Group*

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

**Editorial Submissions to:**

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# EDITORIAL

Well it's officially WINTER and of course the best dive conditions viz wise. Don't let the cold water stop you booking in for a dive – JL has invested in a dry suit and thinks it is great! The dive calendar becomes a lot more flexible now and more subject to change at the last minute due to weather conditions and experience of the divers that book in. We are even contemplating a 'SUB AND PUB' dive. We go out and dive one of the subs and then retire to the Pub to sit in front of the open fire and warm the bones – sounds like fun! Book in soon. If you want to dive then register your interest with the DC. If a dive is

cancelled due to the weather then the following week might be an option. Watch for the email!

We have many social events on the calendar so if you are not up to a dive book in on one of these and join in the fun. JL has already circulated about the Blues Train and has over 25 starters. Xmas in July and 'The Mentone Bakery' museum are also listed. We have had some great speakers at our General Meetings – Don't miss out – Come along and join in the action. Meal at 7pm and meeting at 8!

The annual subs are now due and the account for payment has been included with Fathoms. Please pay asap so that the club can continue to grow. DUE 1 JULY.

Some of the Directors( read committee) are up for re-election this year and there are also a couple of vacant spots that can be filled. Please let your wished be known if you would like to join or at least dob in someone else that you think would do a good job.

A nomination form is enclosed with Fathoms and needs to be sent/given to the Secretary by the start of September at the latest – start lobbying now!

Having completed nearly 50 editions of Fathoms I feel it is time to hand over to someone else to put their style on the magazine. We were going to try 'electronic' this past year for those that wanted an emailed copy but this has not happened yet! Maybe the new editor? I am more than happy to assist where I can.

The FIJI crew are probably packed as you read this and ready to travel to the 26-28C waters of Beqa Lagoon. They depart on the 19<sup>th</sup> June and return on the 30<sup>th</sup> (if we survive the shark dive!) Should be fun, as all VSAG trips are, and I hope to publish the 'stories' on return. There are several non-divers going also so there should be plenty of other action also!(Shopping, relaxing, shopping, socialising, shopping, etc.

Cheers, keep blowing bubbles and may the number of your ascents always equal the number of your descents!

Alan Storen

All lined up on the Canberra—4 VSAG boats and 18 divers. (23 May)  
Another great day on the water—check the sky and the water! [Flat&16C]



**COMING SOON**

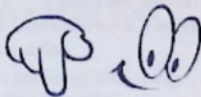
Queens Birthday Weekend/diving June 11-14th

Mentone Bakery Museum - 2 July

Christmas in July—29 July

Blues Train—16th October

JL on 0414 922 916



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

**[storens@bigpond.net.au](mailto:storens@bigpond.net.au)**



# Committee 2009 - 2010



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Committee meets 2nd Thursday of the month (except in January)

ALL MEMBERS WELCOME

Leighoah Hotel 1555 Dandenong Rd Oakleigh.

# president's page

Autumn is over and as we head into the Winter months we again have an action packed program of dives and social events lined up.

The Fiji Trip to dive the famous Shark dive at Beqa Lagoon is all planned and raring to go, plus many of us have booked on the Venus 11 trip to the Southern Barrier Reef in September.

Locally we have our annual Queens Birthday weekend at Queenscliff coming up. Boarfish Lodge at Chateau D'Beckhurst is the venue and after last year snore fest we are contemplating hiring out CPAP machines to all attendees!!

Each week we plan on diving locally up until July and hope to include some newer, less frequented sites on the agenda. Recently some of us have dived new spots such as "The Steps" off San Remo, and re-visited old sites like the Kilcunda Drop-off.

Christmas in July is coming up on July 29<sup>th</sup> – see John Lawler asap if you going to come. This event has been growing each year and this year numbers will be capped! So book in early.

We have had an offer from our "Sister" club in Tasmania, TSAC, to dive with them in July as well, and I am aware of a few members going over to join in.

The Black Rock Underwater Group (BRUDG) have invited us to join them in a joint Level 11 First Aid course being run by DAN Australasia in mid winter and any body interested should contact me asap.

The committee after a thorough review of the running costs of the club, in particular publishing and printing Fathoms, plus our audit fees, decided to increase our annual fees to at least breakeven each year. We have held fees constant for at least 5 years and decided it was now appropriate and good governance to have a modest increase. As of July 1<sup>st</sup> we will be setting the annual fee at \$80.00 for an individual membership, and \$100.00 for a family membership.

The committee has also decided that in the interest of fairness that, in future when we make bookings at the Prom (Easter or Cup Weekend) we will only book sites for people prepared to pay up front before we make the bookings. If you are not prepared to pay before we make our bulk booking then you will have to book your own. We haven't got the time to chase down 75 sites after the event, nor should the people who make the bookings be out of pocket \$400-\$500 for months waiting for everyone to pay.

Winter is looking good, rug up and join in the action.

GRRR



## The Curse of Pope's Eye Rescinded



The curse you say – how can such an innocuous piece of landscape generate a curse! To understand you have to cast your mind back to the early nineties when.....

Picture a young (okay – younger) man newly arrived from the NSW mid coast. Offered the potential to become a Mexican or Sandgroper he had chosen the armpit of the earth over its fingertip and eventually settled in Macedon where at least the air was clear. He had heard that there was some diving in the muddy pond that accepted the rubbish out of the Yarra so hesitantly booked a dive with QDC, expecting the worse. After boarding the charter and having his experience level determined the tour operators enthusiastically announced the destination was a fascinating dive site that was also a marine sanctuary – Popes Eye. Forty minutes later he returned to the boat and politely responded to the host's enthusiastic wrap up of the dive – concealing his smug condescending attitude best expressed by the thought that Victorians don't understand what good diving is about...

For 17 odd years these same Victorians continued to enjoy world class diving on the Nepean and Lonsdale walls, the offshore wrecks and reefs while he smugly packed his diving gear for the annual pilgrimage to Forster and other NSW coastal areas for 'real' diving.

All due to over selling Popes Eye...

17 years of diving missed...(sob)

Back to the future....

Last weekend the weather was looking very ordinary so our new diver day was cancelled. However Pam's daughter (Merri) was keen for her first dive in more than 6 years and it seemed significant to me that she was prepared to step out and do it at this stage in her life. With only 2 of us and high winds the only option was Popes Eye, that curse of my youth. I went out of my way to explain to the returning diver (who had only dived Queensland and Fiji) that this was a very ordinary dive, pretty boring and only entry level compared to the wonders that waited only hundreds of meters away. To make it worse that morning hosted a flood slack with very low maximum currents both before and after the slack. What a perfect day for the wall.....and we were diving Popes Eye.



So the two of us headed off on the 70 min trip to Queenscliff with the boat. It seemed a good chance to train up the 'decky' so we went through each of the launching steps and had the boat ready in far from record time. I was still preaching Popes Eyes defects as we left the channel and headed across the narrow strip of water to the mooring in Popes Eye.

Merri has always wanted to do the Swim with the Dolphins tour and as we

entered the mooring we passed them preparing to start snorkeling. Our day out was now at least equivalent to an experience Merri had always looked forward to. The day came off rock bottom from my perspective! Just before we entered the water another tour type charter pulled up with more swimmers, confirming we were at the right place at the right time.



The conditions were ideal for preparing a new diver and we slipped over the side and then started to descend the 2m to the bottom. A bit of a panic attack stopped the descent but we had another go a few minutes later and as we descended I pointed out some wrasse that had approached us. Fascinating to watch the tension leave a new diver as the focus moved from being in a 'threatening' environment to absolute engagement with the fish life around us, particularly as we approached the inside wall in great vis. With all concerns evaporated we headed off for our boring dive.

I had timed the dive for the flood slack and so the turn around the NW corner was into clear, still water with lots of fish and fascinating sea vegetation. It was refreshing to watch Merri dart about exploring the wall and finding the anchor etc. The vis was superb and the multi coloured box fish were my favourites, followed by a couple of good sized cuttlefish. With plenty of air (thanks Greenie) I decided we would do the cir(edited)navigation rather than crawl over the rocks half way round and we kept moving steadily. By the time we were heading up the eastern side of the U I could feel the ebb flow building but knowing the peak current was going to be less than 2knots allowed us to push on. Soon after we rounded the corner and swam up into the pool like conditions inside the U to find our boat where we had left it – always a good feeling.

After a quick lunch I sprang my bonus for the day – a trip to the Chinaman's hat to find some seals. The chop was building with the westerly but Merri was keen so we headed east to the structure. The seals did not disappoint and Merri spent around half an hour snorkeling around the structure. She found it surprising how these friendly seals can look so big under the water where they move so fast....

So back we came to the hot showers at Queenscliff.

Afterwards I found myself reflecting that the site that turned me off diving in Victoria for 17 years may well have paid its debt to me by perfectly hosting a new diver introduction. The secure mooring, easy entry with immediate fish life to distract a new diver and then such still conditions for most of the dive combined for the perfect beginner day  
Debt repaid

## The Troubadour

*Thoughts and experiences of a VSAG diver.*

Not much diving lately, but some interesting stuff non-the-less. We toured the South Island of New Zealand over easter, concentrating on the central parts south and west of Christchurch. Lots of water in these parts and the weather was calm and warm. There is a recreational dive operation in Queenstown, high in the NZ Alps where the water is pristine clear.

Can't get over how friendly and helpful the Kiwis are – a very welcoming place to visit

XXXXXXXXXXXXXXXXXXXX

Visited the Moeraki Boulders, south of Oamaru on the east coast. These boulders are almost perfectly spherical. Spotted a strange bird and thought you'd like to see a picture.



XXXXXXXXXXXXXXXXXXXX

The world's rarest penguin is found at Katiki Point, not far from the Moeraki Boulders. We sneaked into a bird hide hoping to see a yellow eyed penguin and we were unfortunately disappointed. Then walking along a nearby track we saw this.....



Note any similarities?

Also in the neighbourhood were a variety of species of seals. I was amazed that very large seals were able to clamber 20-30 metres up a cliff face to be able to bask in the sun on the grass. I'd only previously seen seals naturally on rocks or in water. It was also surprising how close people can get before seals start to get annoyed. Cathy found out about that when she got the 'back off' message in very certain terms.

Behind Katiki Point the seals played in flat, clear, warm, pristine water. The ocean floor could be seen from the top of the bluff, 20 metres up.

I really did wish I had the dive kit handy that day.

~~~~~

Prime reason for the trip to NZ was to visit the biennial 'Warbirds over Wanaka' air pageant where we saw some remarkable aircraft of mid twentieth century vintage, mostly flying. One aircraft we had not seen before was the WW2 Russian Lavochnik 9 (La 9) fighter. The La 9 has air pressurized circuits for rudder, flaps, ailerons and brakes which must be pressurised before engine start up.



Take a look at the photo to see how they do that.

Those of you who know my kit, might recognize my tanks. Well not really, but a nice thought!!

~~~~~

I've been reading a fascinating book which I highly recommend called Shadow Divers by author and journalist Robert Kurson. In 1991 a fishing charter operator gave co-ordinates to a favoured fishing site, in the Atlantic Ocean 65 miles/105 kms off the coast of New Jersey (USA), to a dive charter specializing in deep wrecks. No-one knew what was below at 200 feet/65 metres.

A charter was organized and on the first day of diving a WW2 U boat was discovered. However, no U boat had ever been reported in the area and the most likely suspect should have been patrolling off Morocco in the Mediterranean Sea. The book chronicles the drama to identify the submarine over six dive seasons, from 1991 - 1997, culminating in one final desperate and very dangerous dive to collect an identifying artifact.

Kurson's account of this quest is at once thrilling and emotionally complex, and it is written with a vivid sense of what divers actually experience when they meet the dangers of the ocean's underworld. The introduction has the most readable, understandable explanation of the causes and effects of diving illnesses that I have read.

~~~~~

Trewor.J.Williams@bigpond.com

# METRIC NOW THE WAY TO GO

By Mick Jeacle

Way back on the 14<sup>th</sup> of February, 1966 Australia thankfully converted from pounds, shillings and pence to dollars and cents.

In those days I was employed as a bank teller at the CBC Bank in South Melbourne. I remember vividly that the lead up to this historic date was quite horrendous for us bankers (I did say Bankers) as we strived to convert the hand posted ledgers from the old to the new currency in readiness. This involved much overtime, but in the end it was well worth it, as the former currency was really a nonsense. The coins were large and heavy and the paper notes deteriorated very quickly. By far the worst part was adding up 3 columns when posting ledger entries at the bank.



Then in July 1970 it was announced that Australia was to convert its weights and measures to the metric system. What was wrong with the old system I thought, and I decided there and then that I was having none of it.



However, when it was finally announced in 1981 that our conversion was complete, I had warmed to it somewhat, and I made a conscious effort to go with the flow. After all, I was now driving kilometres in lieu of miles, and I had learned that my parents' 10 acre bush block in Pearcedale was now 4 hectares. Alas, my efforts were often stymied and I was not really encouraged to make the clean switch. Let me explain.....

In those days I was one of the taller blokes around, and people would often ask how tall I was. In an effort to make the change, I would reply 196 centimetres. "What's that in feet and inches?" was always the response, so I was not the only one living in the past. Body weight is another example here, and when I stated my weight in kilograms, the reply was invariably "How many stone is that?"

I also noticed that most people preferred to talk in inches rather than centimetres, and this goes on to this very day. Only recently I went to Bunnings to purchase a packet of nuts and bolts for a project I was working on. I wanted bolts one quarter inch in diameter and about two inches long. I soon found what I was looking for, and the label was ¼ " x 50mm. What the heck? Here we see a mixture of the two systems just to confuse all those apprentice carpenters out there, but no doubt to suit the older tradesmen of my generation. Even our own Barry Truscott admits that he measures in metric but always converts to imperial in his head so that he can envisage how big the item is. Barry's advice is not to ask a young attendant at Mitre 10 for a length of four by two, as he won't know what you are talking about.

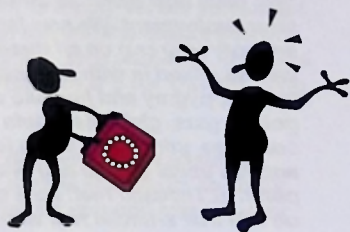
Now, why am I going on about all this?

Those in VSAG who know me well, will know that I prefer to know at a glance the depth of the water in feet, rather than in metres. This meant that I had my depth sounder set in feet, and also my dive computer. If I tried to stray from this I found myself converting the measurement in my head just like Barry does.



Now this was fine for 20 years or so when the divers in my boat were usually of my age or round about. They too were happy to think and dive in imperial measures, but most converted to metres when their newly acquired dive computer "told them to do so." To this end I always managed to source dive computers using the imperial system, and having recently purchased a new one, I was delighted to learn that it could be set to either system.

Well, I write to advise you all that I have bitten the bullet and made the change once and for all. You see, I got a bit fed up with the newer and much younger club members asking the depth of water under the boat. It was no use me pointing to the depth sounder indicating 84 feet, as I would then be asked "but, how deep is that?"



So, most readers will be happy to know that I have now set my depth sounder to read in metres, and I have also set my new dive computer to read in metric as well. After nearly 30 years I have finally bowed to pressure. After all, I only need to remember that 3 metres is 10 feet, and that I really should think about surfacing when my pressure gauge reads about 25 of those "bar" things.

So, you older blokes, please don't ask me to convert the reading on my "metric" depth sounder to feet for you, because I have now blocked this from my mind completely. It will certainly be a harmonious environment on my boat from now on. I could get used to this in about 10 years I reckon.



## ARTIFICIAL REEFS

Last year three new Reef Ball Artificial Reefs were placed along the east side of Port Phillip Bay.

The results of these reefs has been spectacular. The reefs are monitored by the Marine Scientists who work out of the Department of Primary Industries Fisheries Research complex at Queenscliff.



These are some comments on the species recently tracked around the reefs:

***"We have now dived all three art reefs again for the second time after deployment. We saw large schools (100's) of small pinky snapper (<20 cm) on all three reefs, lots of red mullet and a few yakkas mixed in with the snapper schools, velvet, rough, degens, bridled, pygmy and juvenile chinamen leather jackets, southern gobble guts, globe fish, hula fish, woods siphon fish, big bellied seahorse, stingarees and a few flatties, red cod, little rock whiting and the usual gobies and dragonets. Even saw a young barber perch at Tedesco reef. Lots of fish! Check out the January footage on DPI trial artificial reef web page"***

These comments come from Paul Hamer who is the Senior Research Scientist at DPI.

JL



## **NINE WORDS WOMEN USE** (advice for men!)

(1) **Fine**: This is the word women use to end an argument when they are right and you need to shut up.

(2) **Five Minutes**: If she is getting dressed, this means a half an hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.

(3) **Nothing**: This is the calm before the storm.. This means something, and you should be on your toes. Arguments that begin with nothing usually end in fine.

(4) **Go Ahead**: This is a dare, not permission. Don't Do It!

(5) **Loud Sigh**: This is actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to # 3 for the meaning of nothing.)

(6) **That's Okay**: This is one of the most dangerous statements a woman can make to a man. That's okay means she wants to think long and hard before deciding how and when you will pay for your mistake.

(7) **Thanks**: A woman is thanking you, do not question, or faint. Just say you're welcome. (I want to add in a clause here - This is true, unless she says 'Thanks a lot' - that is PURE sarcasm and she is not thanking you at all. DO NOT say 'you're welcome' . that will bring on a 'whatever').

(8) **Whatever**: Is a woman's way of saying F-- YOU!

(9) **Don't worry about it. I got it**: Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing it herself. This will later result in a man asking 'What's wrong?' For the woman's response refer to # 3.

Submitted by one of VSAG's female members

## It is possible to dive all year round

by Jackie Storen

With my re-ignited passion for diving coming to the forefront, I discover it's at a really inappropriate time of the year...the season being Autumn, and oh so close to icy Winter!

It hasn't been Antarctic temperatures... yet! However, being the cold fish of the family and accustomed to cranking the heater to the extreme and 'doning' a pair of Uggs at the slightest dip in farenheit, it certainly has been unprecedented to find myself signing up for diving every weekend. So puffing my chest out and tally the dives, I recognise I have dived 6 times and every weekend for the last 4 weeks (J5 Sub, Castle Rock, Awesome Reef, Pope's Eye, Phillip Island Woolamai, x-HMAS Canberra). It can't be all bad I hear you say?! The revelation is it has been fantastic. I want to see more VSAG divers join in! 15 degrees isn't scary when you say it really quickly and with my new found drug of choice being 'Avomine'...the seas have been particularly calm and flat, even if not so in reality.

I initially took the plunge after staying at Mum and Dad's one weekend and Dad coaxing me to come for a dive. I said "sure, sign me up", completely forgetting the early morning start, unpredictable conditions, lugging of gear, the out of shape wetsuit body, the mode of operatum of John Lawler's boat, the inability to hit the drink the night before, the exposing boat change back into dry clothes and the heightening of my testosterone levels onboard to participate in this my chosen (generally male dominated) weekend activity.

It only took one dive boat roll to recognise what I was in for! Brain freeze set in, my lips turned purple and the icy water slipped into my wetsuit from the neckline. As I surfaced I yelled back to those remaining on the boat "ok, someone lied, its cold". But it was all up hill from there.

We eventually found the J5 sub after a moving shot line had Dad and I left of centre off the large wreck. This ticked the box of completing a dive I hadn't previously done and my deepest VIC dive to date. Castle Rock was a delight when we slipped under the ledge to find 12-15 big Port Jackson sharks nested, mostly on top of one another, aka my interpretation....keeping warm!

Awesome Reef, ticked the box for me of the first time I have had to hold my Dad's hand down to reef level due to extremely poor visibility leading to a slight freak out. Embarrassed? Ahhh no, the hand holding gave the desired effect of comfort and luckily was only witnessed by a fat seal who wanted to check us out at the commencement of our dive. Thanks Dad. The good winter visibility hasn't been experienced to date. Maybe that only commences next month?! The shy elegance of the Blue Devil Fish was on show as many have found a home in the ledges of Awesome reef and I lost count of how many were spotted. Dad had a 5 minute battle with a large cray I spotted, but couldn't relieve him of his hidey hole.

After lunching in the protected conditions Pope's Eye offers. We decided as a second shallow dive of the day to just dive there. It's a favourite of mine and lead to an ultra cruisy, fish a plenty, 55 minute easy dive. John Lawler was in testing mode with his new dry suit and I was marvelling at how transition from wet suit to dry suit takes it's occupant from experienced diver straight back to beginner diver. The trials and tribulations of John Lawler's transition into his dry suit have been short lived as this last weekend he appears to have mastered the suit and his exclamation of "how good is this" could be heard across the vast waters of the Bay, as he slinked from dry suit to dry undergarment in 3 nano seconds. The whinge of 2 small droplets of water hitting the last centimetre of his long sleeve ultra warm under garment was too much to bare. My transition went from marvelling to complete jealousy.





On Sunday 16<sup>th</sup> May, 2010, 3 boat loads of chipper divers left Newhaven with smiles of delight at the sunny Autumn weather and hopes of large crays just waiting to walk into cray bags. John Lawler and new diver, Ashley geared up and hit the water first. I sat on the boat, purring like a cat from the simple luxury of warm sun rays hitting my back. I learnt two critical things that day. Anyone who has dived Phillip Island will know what I am talking about. We all know the beauty of waves rolling up over large boulders that stick out the water near the back of Woolamai close into shore. The wave crashes hard against the boulder, white water rolls up the boulder, and then the white water pulls quickly back over the boulder in the direction it came, and then it all happens again, crash, wave rolls up. Well, my learnings for the day are: this is far from pretty underwater. I endured, there is no other way to describe it, the underwater conditions of a washing machine and certainly felt every bit of my described wave motion, especially the crash and the feeling of being pulled up the boulder then spat out. It was the most surgy conditions I have experienced to date. And my second learning, don't trust a male divers assessment of water conditions. Every male diver who surfaced that day mildly said ' ah beautiful dive, little surgy'. Understatement of the year !

A cray was spotted. With all guts and tenacity, Dad and I tried to coax it out for 20 minutes. The surge was completely destructive to my efforts, as my head went from 1 metre from the cray's protected spot under a boulder to head smashingly close against the rock and eye balling the cray within 4 cm. Let's just leave this story as wasted effort. I should have known, even the fish were covering between the rocks. The best part of the day, clearly, was walking into the San Remo pub.

On Sunday 23<sup>rd</sup> May, 2010, 4 boat loads of VSAG divers jostled for position close to the x-HMAS Canberra, some divers there for the first time. For me, it was my second dive on the large wreck with Dad and brother, AJ. Since Dive 1, lots of growth has covered the ship. but the fish life obviously aren't too sure of the potential new naval home, as they are yet to feature prominently in size or numbers. The visibility on the day was poor and there was plenty of current to keep you on your toes, but all things considered the dive delivered, still being the newest thing in town and proof size does matter.

### **My Essential Winter Diving Survival Guide**

#### **TO KEEP WARM**

A super tight 7mm semi dry – does the trick – I'm with Mick Jeacle, it's still nice to "get wet" when diving to actually know that you have been diving (I don't want to hear any more from you JL !!)

#### **TO DIVERT THE MIND TO WARMTH**

A planned overseas warm tropical water pre booked if a must – in the not too distant future (VSAG FIJI dive trip for me June 19 to 30<sup>th</sup> and counting the days)

#### **TO CALM THE SEAS**

An Avomine taken 2 hours before planned dive (and no diving at Phillip Island)

#### **TO WARM THE BELLY**

Hot soup and/or Hot tea in large thermo's (still waiting for Mum's homemade soup...but canned variety hits the spot just the same)

#### **TO DEFROST THE FINGERS, TOES, HEAD**

Warm water shower on board (heard about but yet to be seen on Mick Jeacle's boat)

#### **TO BE SAFE**

Someone to hold your hand to reef level should you get disorientated. (If you look at your dive buddy and wouldn't in a million years hold their hand, don't dive : )

Hope to see you out Winter diving real soon !!

## Fears held for 'Fishzilla' arriving on Australia's doorstep

- By Daniel Bateman
- From: *The Cairns Post*  
April 08, 2010 9:06AM



The snakehead fish found in southern Papua New Guinea could reach mainland Australia.

- Snakehead fish may reach mainland
- Fish that climb trees pose a threat

Both species found in New Guinea

**A SAVAGE predator known as "Fishzilla" and a perch capable of climbing trees could soon reach the far north of Queensland.**

Snakehead fish, native to tropical Africa and Asia, have an appetite for blood and can grow to a metre long, *The Cairns Post* said today.

The fish are a declared pest in Queensland (as a precautionary measure to prevent importation) but researchers fear that snakehead, found on the southern coast of Papua New Guinea, might be brought to the Torres Strait, from where they could reach mainland Australia.

[Australian Centre for Tropical Freshwater Research](#) director Damien Burrows said there was a danger that snakehead and other pest fish species such as the predatory climbing perch posed a big threat to native Australian wildlife.

"There are a whole bunch of fish that are now on the southern coast of New Guinea, directly adjacent to Saibai Island and Torres Strait, which are even worse than climbing perch," he said.

The stars of a horror movie trilogy, snakehead fish are known to eat water birds, snakes and rodents.

They can live in poor environmental conditions, helped by their ability to breathe air - and in some cases, walk on land.

Climbing perch can travel across land on their pectoral fins and, as their name suggests, may even climb trees.

Burrows said that snakehead and climbing perch could both easily reach Queensland's [Cape York peninsula](#).

## MOCHA DICK - AKA "MOBY DICK"

( A reworked condensed story from "The Literary Life and Other Curiosities")

Any one who watched the Movie directed by John Huston and starring Gregory Peck in the role of the one legged Captain Ahab might have wondered if this was just a fairy tale or was there some fact about the great white whale.

It seems there is no doubt about it! Mocha Dick was a real whale, a sperm whale that is reputed to have fought (and won) a hundred sea battles against some incredible odds. One Herman Melville is responsible for immortalizing Mocha Dick and called this whale "Moby Dick" for his story.

Melville probably first read about Mocha Dick in a piece by Jeremiah Reynolds in May of 1839 called "Knickerbockers Magazine" but he had heard of Mocha Dick long before in the forecastles of ships in which he sailed.

Sailors have told that boats and even ships were shattered by the immense flukes or even ground to pieces in the crush of it's powerful jaws. One report has him measuring 110 feet, his girth 57 feet and his jaw alone 25 feet long!

It seems that along the way in his life he probably was responsible for wrecking 7 ships, destroying around twenty boats and probably killing at least thirty sailors. Moby Dick was one angry and powerful leviathan.

It is noted that Mocha Dick was sighted around the coast of Chile, near the conical peak of Mocha Island, from which the white whale took his name and after two encounters Dick was finally captured, his back encrusted with white shells and barnacles and more than twenty harpoons rusted with age removed from him!

However according some later accounts, Mocha Dick was fought again. Reynolds story may have been right except for the killing of the white whale or it may be that other whales were later mistaken for him, but his name is mentioned in the logs of at least seven more ships, including an account of how he defeated not one but three whalers!

The last mention in history of Mocha Dick is dated August 1859 when off the Brazilian banks he is said to have been taken by a Swedish whaler. Measuring 110 feet long he weighed more than one ton for each foot! The whale that Melville and others believed caused the 1819 sinking of the Essex, which formed the basis for Moby Dick, was captured with out much struggle.

The Swedish whaler's log said he was dying from old age, blind in his right eye, his head a mass of scars, eight teeth broken off and all other teeth worn down. But no one would remember him this way.

Melville changed his name to Moby probably to suggest his amazing mobility and to avoid association with the color mocha. Melville had made Dick something more than a whale...and has been absolved of mortality...

We know that Moby Dick swims the world unconquered!

JL

## **Under Water Warfare**

### **The Struggle Against the Submarine Menace 1939 -1945**

#### *Human Torpedos*

##### **Human Torpedoes, X-Craft, and Midget Submarines**

Under water craft, or weapons that fall outside the parameters of the conventional Submarine will be discussed in this section, under their country of origin.

##### **(a) Italy**

The Italian 2 man Torpedo was carried on the deck of a Submarine, and was 21 inches in diameter, 22 feet long with a 500 pound explosive detachable head. The 2 propellers were battery driven, and compressed air tanks were fitted to control the depth keeping mechanism. The device was maneuvered below the target ship's keel, the warhead being attached by lines fastened to a clamp attached to each side of the ship under attack Dangling below the keel line, this warhead was usually set to explode in about 2.5 hours time.

Italy used 2 man Human torpedoes in September 1941, when they slipped into Gibraltar harbor and blew up the Tanker "Denbydale," the Cargo ship "Durham," and the Tanker "Fionashell".

The Italian Frogmen manning their human Torpedoes named their craft "Pigs." They were ridden astride by the two man crew, at a speed of only 3 knots over a range of 16 miles.

On the 18th of December 1941, three two-man Torpedoes were launched from the Italian Submarine "Sure," off Alexandria. The Royal Navy Battleships "Valiant," and "Queen Elizabeth," and a Tanker were all damaged. All the Italian Frogmen were captured. Admiral Cunningham commented "One cannot but admire the cold blooded bravery of these Italians."

The "Queen Elizabeth" was attacked a second time in May 1942, whilst she was in a floating dock at Alexandria, but all three crews were forced to abandon their craft and they were all captured.

In all, Italian attacks numbered 7. The results were 14 Allied Ships sunk or damaged.

##### **(b) Japan**

By the Spring of 1943, the Japanese had designed a Human Torpedo "Kaiten," or "Heaven Shaker." It had a speed of 40 knots and carried an enormous 3,000 pound warhead. This weapon was successfully tested in July 1944. Although it was easily detected whilst on the surface, and after submerging it left behind a most discernable wake Crews found it hard to steer, and at most, six hours was the ultimate operational time.

The Navy had no difficulty in obtaining volunteers to man this Suicide weapon. They exceeded the supply of "Kaitens." In November, 1944, three Submarines,



I36, I37, and I47, each with 4 "Kaitens" carried on deck, strapped in racks, two forward, and two aft, prepared to attack U.S. ships. I37, in the Palaus, and I36, and I47 at Ulithi.

At Ulithi 3 "Kaiten" left I47, the U S Destroyer "Case" was outside the lagoon with 3 heavy Cruisers and a further 3 Destroyers enroute to Saipan.

A periscope was sighted from "Case" and it was assumed that it belonged to a Midget Submarine, this new "Kaiten" weapon still unknown to Allied forces.

"Case" was able to ram the "Midget" breaking it into two pieces. Within the lagoon chaos reigned, as the Cruiser "Mobile" made contact with what they believed to be "Midget" Submarines. Many ships opened fire, and at 0545, (5 45A.M.) the Tanker "Mississinewa" carrying fuel oil, diesel oil and a large quantity of

aviation gas blew up with a tremendous roar. Later, her 5 inch magazine exploded, and she finally sank. 50 Officers and Men died. The "Kaiten" had claimed it's first victim

I36, had no such success. Three of her four

"Kaiten" jammed within their racks, and could not be released. The fourth departed never to be heard from again.

Other attacks at Guam and Hollandia were inconclusive.



In July 1945, the U.S. Destroyer "Underhill" was despatched by a "Kaiten" killing 113 of her crew.

158 which sank the Cruiser "Indianapolis" carried "Kaiten" on board, but her Captain, Lieutenant Commander Hasimoto reported at the courtmartial of the Commander of "Indianapolis," Captain McVay, U.S.N. that he had used conventional Torpedoes to sink her. This fact was disputed by some U.S. authorities who strongly believed that "Kaitens" were used to sink this U.S. Cruiser.

The dropping of the Atomic bombs prevented implementation of the Japanese plans to use all their "Suicide" weapons, including "Kaitens" in the final defence of their Homeland. All in all, a great deal of effort, planning, designing, building, and training "Kaiten" crews brought but a small return for their limited use.

### **(c) Britain**

Operational training for a two man Torpedo, known as a "Chariot" or "Jeep," the intrepid crew were "Charioteers" and dressed in Frogman outfits.

Their name indicating that they rode the Torpedo sitting astride, one behind the other. A later version of the "Chariot" had recessed seats in tandem but the crew were still exposed to the open sea.

The torpedo rudder was controlled by means of a short joy stick which moved left or right for turning, and fore and aft to control diving or rising through the hydroplanes. A combined starter and throttle had four positions, three to move ahead and one for astern. Top speed was but a slow 3.5 knots.

Two pump levers pumped water in or out of ballast tanks, or moved water from the forward tank to the aft tank or vice versa. A final lever could open or shut the main ballast tank, and compressed air would expel this water via a valve.

The two crew, the front one known as Number 1, controlled the "Chariot." His Number 2 sitting behind him became operational on arrival at the target. Powerful hand magnets were used to position the "Chariot" after coming alongside the target submerged, and then used by the Number 2 to secure the detachable warhead to the ship's bottom.

It was planned to use "Chariots" to attack the "Tirpitz" in October 1942, whilst she was located at Trondhjemfjord in Norway. It was then reported that she had moved further South.

A fishing boat "Arthur" with a Norwegian Skipper was prepared. She would stow two "Chariots" on deck until they reached the proximity of the Norwegian coast. The "Chariots" would then be placed on tow, and "Arthur" would sail through German controls with the "Charioteers" concealed in a hollowed out "Hidey hole" in the peat cargo.

With the "Chariots" under tow and submerged, "Arthur" came alongside the German examination boat, a Control Officer came aboard, but the vessel passed his scrutiny. When the party was within striking distance of their objective, both "Chariots" broke away from their tow, and were lost. The "Arthur" was holed and sunk, and the crew and the "Charioteers" all landed and managed to pass into

Sweden, but one of the "Chariot" team, Able Seaman Evans was badly wounded in a shoot out near the frontier. On Hitler's orders, he was later shot.

Further "Chariot" operations were undertaken in the Mediterranean, including reconnaissance of the coast of Sicily prior to the invasion, and the sinking of an Italian Cruiser at Palermo. The final operation was an attack in the harbour of La Spezia, ironically, the actual birth place of the Italian two man Torpedo.

Lieutenant Causer and Seaman Harry Smith managed to sink the 10,000 ton Italian Cruiser "Bolzano," but had to abandon their craft, and they then scrambled ashore having been at sea for over 7 hours. The two British sailors joined up with Italian guerillas, with whom they fought for 6 weeks, finally being captured by a German patrol.

It was suspected that they both were responsible for the sinking of the "Bolzano," however they both denied any involvement in that affair, maintaining they were survivors from a large British Submarine. Smith was sent to prison camps in Germany, at first to Bremen, and then to Lubeck, where he was kept in solitary confinement, whilst the Germans tried to break him down to admit that he was involved in the sinking of the "Bolzano", but he managed to stick to his claim that he survived the sinking of a large British Submarine. Smith survived the war, to be finally rescued by the invading British troops.

## *Midget Submarines*

### **(a) Britain**

The British Midget Submarines were known as "X-Craft,"

In May of 1943 the Royal Navy started to develop their midgets, they were of 30 tons, and 48 feet long overall. Surfaced they had a speed of 6.5 knots, and submerged 5 knots, they carried a crew of 4. Unlike the later Japanese midgets, they did not carry Torpedoes, but in lieu, had two portable mines that were detachable, to later be set up under their target. A clockwork mechanism was designed to trigger the detonator, allowing the crew to escape.

**British Midget Submarine XE-5  
taken in Subic Bay from the deck  
of HMAS Shropshire**



On the night of the 11th/ 12th of September, 6 X-Craft sailed under tow by 6 conventional submarines. They were named X5, X6, X7, (their target the "Tirpitz") X9, and X10, (to attack the "Scharnhorst") and the final craft, X8, (it's target, the "Lutzow.")

The first two German ships were believed to be in Altenfjord, and the "Lutzow" in Langefjord, Norway. X9 and crew were lost on tow. It was always a hazardous operation to be under tow and on board an X-Craft. XS was forced to scuttle, having ballast tank failure, but on this occasion her crew were all rescued.

Since the last photographic reconnaissance, "Scharnhorst" had left her anchorage to go to sea to undertake exercises. K.R. Hudspeth, an Australian Reserve Lieutenant, was forced to call off his attack after his compass and periscope were damaged in boom defence equipment. After laying on the bottom during the 22nd. of September, Hudspeth crawled out to sea again, and it was another 6 days before he managed to meet up with a Mother Submarine who took him in tow.

However in a subsequent storm, X10, sank still 400 miles from the Shetlands and home. Hudspeth however survived this ordeal, and the war. X5, X6, and X7 all navigated the German mine field on the night of the 20th. of September but then, X5 disappeared, never to be heard from again, ( although German sources claimed to have sunk a Submarine on the morning of the 22nd in the vicinity of Kaa Fjord. ) It must be presumed that this action claimed Lieutenant Henty-Creer, and his crew members in X-5.

X6, and X7 reached their target the "Tirpitz", and Lieutenant Cameron, in X6, dropped his charges, scuttled the boat, and he and his crew were taken prisoner. Lieutenant Place in X7, placed their explosives, then became entangled in German Anti-Submarine nets. A huge blast crippled the "Tirpitz", and at the same time freed X7, but she was abandoned. Place and one crew member escaped to the surface, only to be captured. Both Place and Cameron were awarded the Victoria Cross, which after the war had ended, they were able to collect personally.

Although not eliminated, this action for some months eased the worry about the "Tirpitz" being loose on the Convoy routes of the Atlantic and to Russia.

British Midgets attack Japanese shipping in Singapore.

On the 31st of July in 1945, two British Midget Submarines which had been towed by Submarine from the Philippines entered Singapore Harbour.

Leading Seaman Mick Magennis from Belfast, spent half an hour under water, to fix six limpet mines to the hull of the Japanese Cruiser "Takao."

A large hole was blown in her hull, but being in shallow water, she only settled on the bottom. Both the Midget's Captain, Lieutenant Ian Fraser, and Leading Seaman Magennis were awarded the Victoria Cross. However to the crew's chagrin, they later discovered that a U.S Submarine, had damaged the "Takao's" stern whilst she was at sea.

The two pictures of British Midget Submarine XE-5, in Subic Bay the Philippines, were taken from the deck of HMAS Shropshire in July 1945.

I was in the ship at that time.



**British Midget Submarine  
XE-5 taken in Subic Bay  
from the deck of HMAS  
Shropshire**



I am beholden to Bob Meade for these photos and the following text.  
" XE-5 and crew were assigned Operation Foil - cutting the Japanese  
telecommunications cable in Hong Kong bay.

XE-5's crew was:

Lt. H.P. Westmacott, RN

1st. Lt. Beadon Dening, RNVR

ERA Clifford Greenwood

Lt. B.G. Clarke, RNVR

Sub-Lt. D.V.M. Jarvis, RNVR

Today I was able to speak to Mr. Max Shean ([DSO and Bar, Bronze Star](#)). For a comprehensive summary of [his midget submarine actions in WWII go here](#). Mr. Shean kindly consented to answer my questions about the photographs. He said that the midget submarine he commanded, XE-4, was never in Subic Bay, and instead was launched from Brunei Bay for its mission off Saigon. He further stated that XE-5 was launched from Subic Bay, and that one of the crew members visible on deck in the photograph was most likely "Pat" Westmacott, commander of XE-5 for its mission in Hong Kong Bay. A New Zealander who joined the Royal Navy. So, the midget submarine in the photograph is XE-5, in Subic Bay prior to Operation Foil."

Mac

## **(b) Japan**

Japanese Midget Submarines were designated Types A, B, C, and D. All types were fitted with 2 by 18 inch Torpedoes. Type A, of 46 tons, could not recharge batteries as this boat did not carry a generator. However 42 vessels were built. 5 were launched in the attack on Pearl Harbour, but all were lost. This Type of Midget had an 80 mile range, at only 2 knots on the surface, or a submerged speed of 19 knots, but the batteries lasted for only 55 minutes.

The Pearl Harbour attack pointed up the limitations of this Type; Type B were fitted with a diesel generator which needed 18 hours to recharge batteries and increased the tonnage to 50 tons. This group were numbered HA 43 to HA 61.

The next group, Type C, also of 50 tons, were classified HA 62 to HA 76, and achieved an extra 50 miles radius at 6 knots on the surface.

The final group, Type D, were 4 feet longer, the first, HA77 being completed in January 1945. They weighed 60 tons, could dive to 328 feet, and by September 1945, 115 were completed, and another 496 hulls were in various stages of construction.

### **Koryu Suicide Craft**

The first prototype was built in 1943, followed by the second in 1944.

These craft weighed 19.5 tons, and were designed to carry 2 by 18 inch Torpedoes, but were adapted to enclose a 600 kilogram charge of explosive in their nose, to be set by a firing pin. A complement of 5 manned this formidable weapon which could range over a 1,000 miles, and produced a top under water speed of 16 knots.

At the Japanese Naval Base at Kure, a mass of these Submarines were huddled together, cheek by jowl, in a huge building area, probably as many as a hundred of them, waiting to be used in the final onslaught against the Allied invasion of Japan.

### **Kairiyus**

A 2 man Submarine, that could dive to 480 feet, but if 2 Torpedoes were slung below the hull, the diving depth was reduced to 330 feet.

Some 215 were completed with the hull built in workshops in 3 separate sections, and then assembled on a dockside, or on slipways in only 30 days. A further 207 were under construction at the end of the War.

## **Japanese Midget Submarine Attacks**

### **(a) At Madagascar**

In May 1942, Madagascar lay in the hands of the French. It was located in a strategic segment of the Indian Ocean, an ideal base for both German and Japanese Naval forces.

Allied lines of communication could be threatened from the excellent harbour provided by Diego Suarez.

Churchill had stated "Too much stress should not be laid on gaining control of the whole island --- all that matters are the two or three principal centres, but above all Diego Suarez."

He was mindful of the "Dakar fiasco," in which De Gaulle with his French troops had joined with British forces on the 23rd, 24th, and 25th, of September 1940, this affair proving to be an absolute disaster.

I had been but a small participant on that occasion, serving as a Midshipman in H M A S "Australia." This action was, in fact, my first time under fire. My Midshipman's Journal recorded that "I am appalled that General De Gaulle could just decide not to support us, indicating that he could not shed the blood of Frenchmen for Frenchmen."

Our Walrus Aircraft was shot down by the French with the loss of all it's crew, and the ship was twice hit by French shells. The British Prime Minister decided not to include any Free French Troops in this proposed operation, and did not disclose any plans to De Gaulle.

British Troops were landed in the South West of Madagscar on the 5th, of May 1942. By the middle of that month, it was all over, and the port of Diago Suarez was in British hands.

Meanwhile, Japanese Submarines I16, I18, I20, all carrying a Midget Submarine on deck left Penang for the invasion area, the Squadron leader I10, carried a scouting seaplane. Both I16, and I20 suffered storm damage, and I18 had water enter her Port engine damaging 4 pistons. She reported that repairs would take two months and were beyond the competence of her crew.

"The Aircraft from I10, on the 29th of May, reported a Battleship (the " Ramilles.") anchored in the North West corner of the harbour, plus other war ships, and a Tanker. This was the 10,400 ton "British Loyalty." A decision to attack these ships was then made by the Japanese Submarine commander. Both I16, and I20 launched their Midget Subs on the 30th. of May. Lieutenant Akieda, and Petty Officer Takemoto in the Midget from I20, and Ensign. Katsusuki. Iwase, and Petty Officer Takazo Taketa in I16's Midget.

The moon was full, providing a clear bright night. "Ramilles" was anchored, as was the "British Loyalty," close to Antsirane Light house. At about 2015 (8.15 PM.) "Ramilles" was struck by a Torpedo on her Port side, in the middle of a 4 inch gun magazine. A 30 by 30 feet hole was made, and the ship began to list. In the "British Loyalty," her crew were desperately weighing anchor, just as the anchor broke away from the bottom, and the ship started to go astern. She ran into a second Torpedo aimed at the "Ramilles."

This Torpedo hit the Tanker in the engine room (no one managed to escape from here) and she quickly sank in 67 feet of water.

The Midget crew from I20 managed to get ashore, and were picked up by British troops. The two Japanese sailors refused to surrender, and were then shot.

A third Japanese body, which had to come from I16's Midget, was washed up on the beach. The final member from the Midget crews was never recovered.

"Ramilles" limped off to Durban escorted by a Cruiser, 3 Destroyers and a Tug, and then she made an uneventful voyage back to Plymouth where she arrived on the 8th of September, and was in all, a year out of action. The "British Loyalty" was raised in December 1942 and was moved to the Maldives in October 1943, where she was used to store oil.

## (b) At Sydney

Japanese Midget Submarine attack on Sydney Harbour on the 30th. May, 1942  
On the 11th of May, 1942, the Japanese 8th Squadron boats, I22, I24, I28, and I29 having been involved in the Coral Sea operation were ordered to Truk to embark Midget Submarines to attack Naval targets at either Suva or Sydney. Two seaplane carrying boats, I21, and I29, were proceeding to reconnoitre both Suva and Sydney. I28, did not reach Truk. She was sighted on the surface by the U.S. Submarine "Tautog" which was enroute from Pearl Harbour to Fremantle, Australia. I29 was sunk by two Torpedoes from the U.S. Submarine. The other 3 I class with Midgets clamped to their decks sailed from Truk for Sydney about the 20th. of May, whilst the seaplane from I29, carried out a reconnaissance flight over Sydney on the same date, confirming "both Cruisers and a Battleship anchored there."

It would seem likely that the U.S. heavy Cruiser, "Chicago" with her heavy type of upper works was mistaken for a Battleship. By the night of the 29th. of May, 5 I boats were stationed close to 35 miles North East of Australia's largest city, and it's major Naval Base, Sydney.

These Japanese Submarines were:- I 21, (with an aircraft) I 22 (carrying Midget No.21) I 24 (carrying Midget A. It was given this designation, as this craft was not recovered, and her number is thus not known) I 27 ( carrying Midget No.14 ) and finally, I 29 ( probably with a damaged aircraft on board.) On the next day, about 0420 ( 4.20 A.M.) a single float plane burning navigation lights flew over Man of War anchorage in Sydney, and then circled "Chicago" at No 2 buoy. At this time I was serving as a Watch Keeping Sub Lieutenant in H.M A.S. "Canberra," having only recently been awarded my Watch Keeping Ticket. We were secured at No 1 buoy.

An air raid warning was issued in due course, but searches by Fighter Aircraft found nothing, and this incident did not trigger any special defence measures. Post war, it was learned that this Aircraft came from I 21, and the pilot, Lieutenant. Ito flew up the harbour at 600 feet, sighted "Chicago" and 4 Destroyers in Man of War anchorage, and "Canberra" in Farm Cove. He flew back to his Submarine, but on landing close by in rough water, his Aircraft crashed and sank.

Ito and his Observer reported "Battleships and Cruisers in Harbour," it was decided to attack the following night, the 31st. of May.

### **Boom Protection**

The boom at Sydney was designed in January 1942, and construction commenced that month. It was located at the narrowest point of the inner harbour entrance, between George's Head, on Middle Head, and Green Point on Inner South Head. This protective net was not actually completed until July.

The single line steel Anti-Torpedo net was supported between piles, the centre portion was complete, but there were large gaps at both East and West ends. At the West end, unnetted piles were in position. 8 Magnetic Indicator Loops were in place across the sea floor of the Inner and Outer harbour entrances. The Loop produced a "Signature" when a vessel crossed over it.

Midget I 4, commanded by Lieutenant. Kenshi Chuman with Petty Officer Takeschi Ohmori, was the first inward crossing recorded by the Indicator Loop at 2000 ( 8 P M. ) With ferry and other traffic passing over the Loops, it's significance was not recognised.

About 15 minutes later, Mr J Cargill, a Maritime Services Board watchman, reported a suspicious object trapped in the net. With his assistant, he investigated this object from a skiff which they had towed over to the scene, and he reported it to Lieutenant Eyers, an R A N V R officer in charge of H M A S "Yarroma," a Patrol boat.

Eyers did not close the mysterious object fearing that it may be a Magnetic Mine, so he sent a Stoker in a skiff to investigate, and it was 2230 (10.30 P.M., ) an hour and a half after Cargill first reported his discovery, that Eyers reported the object trapped in the Boom net was, in fact, a Submarine, and he asked permission to open fire. But Lieutenant Chuman, hopelessly entangled in the net, solved this dilemma, by firing demolition charges which destroyed both the Submarine and it's crew of two.

Midget A, with Sub Lieutenant Katsushisa Ban, and Petty Officer Marmoru Ashibe, and Midget 21, with Lieutenant Keiu Matsuo, and Petty. Officer Masao Tsuzuku on board, had been ordered to follow Midget I4 at 20 minute intervals. Ban had registered a Loop crossing at 2145 (9.45 P.M. ) and proceeded up the harbour with the "Chicago," as his target.

At long last some action was forthcoming. The "General Alarm" was ordered at 2227, ( 10 27 PM) by Rear Admiral Muirhead-Gould, the Naval Officer in charge at Sydney.

Meanwhile, Ban was having problems with the depth keeping behaviour of his Midget; it kept coming to the surface, and lookouts in "Chicago" sighted him, but Ban managed to submerge. "Chicago" opened fire with a 5 inch gun, but the Midget was too close to hit. The Corvettes "Geelong," and "Whyalla" alongside the Oil Wharf at Garden Island sighted Ban's conning tower. 20 mm fire from "Geelong" and searchlight searches by both ships proved abortive.

At this time the third Midget was approaching the Anti-Torpedo net area, but Lieutenant Matsuo was having his problems with the trim of his Boat, and he was sighted by the unarmed Patrol vessel "Lauriana", then "Yandra" attacked with a pattern of 6 Depth Charges, after a series of explosions, Midget 21 was not seen again.

Flood lights at the Graving Dock illuminated the scene very well, no one had thought to order them to be extinguished up to now, and they silhouetted the "Chicago." Finally, the lights were extinguished at 0025, (12 25. A M. ) It was now the 1st. of June.

Ban was now ready to sink the "Chicago. He was in position 800 meters from his target, and should not miss. He set his Torpedo to run at a depth of 2.4 meters- ("Chicago" was 170 meters long, with a draught of 7.6 meters ) He fired. Once the Torpedo left it's tube, the Midget lost stability, it's bow breaking the surface. It was a further 2/3 minutes before Ban could regain trim.

The Torpedo veered off course, passing well ahead of "Chicago", and under the Dutch Submarine K9, then under H M A S "Kuttabal" an old Sydney ferry, used as a Naval accommodation vessel, berthed alongside Garden Island.

The Torpedo struck the retaining wall, and exploded, lifting "Kuttabal" high out of the water, before coming to rest on the bottom. 21 Naval Ratings died. Ban fired his second Torpedo at "Chicago", but it missed by some 4 meters. It ran aground on the east side of Garden Island without exploding.

By now the harbour was in absolute turmoil. I can recall ships and small boats rushing all about, search lights playing around, guns being fired, and nobody really knowing what was going on.

Captain Bode in "Chicago" decided he had had enough of this chaos within the harbour and took his Cruiser to sea, not knowing that there were 5 I class Japanese Submarines in fact lurking off the Heads of Sydney Harbour, hopefully awaiting the return of their Midgets.

Midget 21, had not been sunk by "Yandra", and was discovered in Taylor Bay. She was then battered by attacks from "Steady Hour", "Sea Mist", and "Yarroma". Later, on the 1st. of June, Naval Divers found the Midget on the Harbour floor, both Torpedoes jammed in their tubes, her crew dead, and the propellers still turning. One of the Divers used was Able Seaman Jack Greening, a cousin of mine.

A registered Loop crossing was recorded at 0158, (1.58 AM. ) and in the subsequent analysis it was determined this was an outwards crossing, which could well have been made by Midget A, with Ban making his escape after his abortive attempts to sink the "Chicago". However Ban and his crew member were never found. He did not make the rendezvous with his Mother Submarine, and his actual fate is not known.

Earlier this year, in March 1997 there was a report that a metallic object had been located in the sea off Cronulla. There was speculation that it may be the remains of Ban's Midget Submarine. Who knows? We may still find that the final resting place of Midget A is discovered.

The Royal Australian Navy history notes:- **"Luck was certainly on the side of the Defenders, and was undeserved in the early stages when inactivity and indecision were manifested."**

On the 9th. of June 1942 at 1130 (11.30 A.M. ) the 4 bodies of crewmen from the two sunken Midget Submarines were cremated with full Naval Honours at Sydney's Eastern Suburbs Crematorium, their ashes were returned to Japan.

A memorial plaque for those who took part in this daring but unsuccessful raid on our shipping on the 31st. of May and the 1st. of June in 1942 was erected and unveiled at Garden Island, Sub Lieutenant Ban's Mother made the journey from Japan to be present at this ceremony.

## **Mackenzie Gregory**



## POPULAR CHOICE AWARD

Selected by members from the many entries submitted in the recent photo competition



The Winner : MICK JEACLE (photo by him not of him!)

It's a hard life— John Gladding solving the problems of the world!  
Photo: Benita Mc Donough



## MOTHER'S DAY DIVERS.

Two boats and 6 VSAG divers mothered their boats and the southern end of Port Phillip on Mother's Day.

David Geekie and Trevor Williams launched from Queenscliff and my crew of Alan and Jackie Storen and Alex Ivanov launched from Sorrento at 9AM.



Lloyd was the DC for the day however due to a bug picked up from his recent dive trip had to cancel out and passed the Dc role over to me...my pleasure.

The planned dive on the J5 was canceled on info supplied from John Corby who braved the swelly conditions on Saturday and dived the sub and report the viz was very poor..down to around 5mtrs.

John and his team then dived Awesome Reef on the slack flood and reported the conditions were good. On this info we decided to dive the reef and on checking with Lonsdale were updated on shipping....one inbound and one outbound at 9.30 with both delaying the divers to meet the end of the slack run....another vessel was due at the site at 11am.

With good dive time planning all four divers were back on board well ahead of the approaching vessel but this meant David Geekie and I had to move away from the shipping channel and used the Monash Uni's dive club's shot line on the Lonsdale wall to select our dive site. For me the dive was very short due to some discomfort with my dry suit. David had a very good 30 minute dive on the wall.

Lunch at Popes Eye and then we had a great dive around the south end of this marine reserve....as always lots of fish life...viz was down a bit but still easy to see fish life for many meters into the distance.

Moving out into the ebb current we were collected by Alan who opted out of the dive to take on the pick up role...all went well.

Back to the ramp, tank fills at the Scuba Doctor and a fairly early arrival home ended another great VSAG dive day.





## Quotes

*Winston Churchill* about U-Boats and Submarines.

"Enemy Submarines are to be called U-Boats. The term Submarine is to be reserved for Allied under water vessels. U-Boats are those dastardly villains who sink our ships, while Submarines are those gallant and noble craft which sink theirs."

*Albert Einstein*.

"Only two things are infinite, the universe, and man's stupidity, and I am not sure about the former."

*Anonymous*.

"There's nothing wrong in having nothing to say - unless you insist on saying it."

*Napoleon*

"In politics, stupidity is not a handicap."

*Norman Schwartzkof* US Desert Storm General.

"Asked if he thought there was room for forgiveness toward people who harboured and abetted the terrorists who perpetrated the September 11 attacks on America, responded with:"

"I believe forgiving them is God's function. Our job is simply to arrange the meeting."

Emergency Evacuations  
can cost as much as  
US\$100,000



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## 38 Million Harbour a Boost for Queenscliff and Region



Many people attended the Premier's official opening of the new \$38 million Queenscliff Harbour redevelopment which will drive new jobs and tourism to the Bellarine Peninsula. The redeveloped Queenscliff harbor would ensure the already stunning town continued to be a thriving commercial harbor and major draw card for tourists. A vibrant tourism industry is vital to the livability of many towns and regions and Queenscliff has long been a popular destination for tourists to this great part of the state. The Government has invested \$5 million to transform the Queenscliff Harbour into a retail, tourism and maritime hub for the region. It has already generated significant economic activity in the region and will continue to grow and prosper because of this investment. The Victorian Government contributed \$5 million to the redevelopment of the harbour which has attracted \$33 million in public sector investment and created 200 jobs during the construction with a further 90 ongoing jobs in retail, tourism and maritime industries. The Queenscliff Harbour was developed under a public/private partnership between Parks Victoria and Queenscliff Harbour Pty Ltd which was formed in 2004 following a tender process. The redevelopment includes an expanded safe harbour, improved environmental protection, 24-hour public access to the harbour perimeter, an expanded marine servicing area, improved boat sewage pump out and fuelling facilities, the latest travel lift technology and a working port for the commercial fishing and charter vessel fleets. The concept plan for the Queenscliff harbour was led by the community and featured extensive consultation. Congratulations to Parks Victoria, Queenscliff Harbor Pty Ltd, the Borough of Queenscliff and local businesses and the community on working together to ensure a balanced outcome that reflected broader community principles and expectations. The revitalisation of this working harbour has enhanced this beautiful place while retaining the charm and rich heritage that has long established it as one of Victoria's favourite holiday destinations. Dive Victoria has it's new retail dive shop and dive base here and it's fleet of dive boats is located virtually at the front door. Hot showers and modern toilet facilities are available next to the dive shop.

## CANNON BALLS!!! DID YOU KNOW THIS?

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, *Brass Monkeys*.



Few landlubbers realize that brass contracts much more and much faster than iron when chilled.

Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks thought that was just a vulgar expression?!



JL

## THE HEART ATTACK

A blonde gets home from work early & hears strange noises coming from the bedroom. She rushes upstairs only to find her husband naked lying on the bed, sweating and panting. 'What's up?' she asks.

'I think I'm having a heart attack,' - cries the husband.

The blonde rushes downstairs to grab the phone, but just as she's dialling, her four-year-old son comes up and says, "Mummy Mummy Auntie Shirley is hiding in the wardrobe & she has no clothes on"

The blonde slams the phone down and storms back upstairs into the bedroom right past her husband.

Rips open the wardrobe door and sure enough, there is her sister, totally naked and cowering on the floor. 'You rotten \*\*\*\*\*', she screams.

'My husband's having a heart attack, and you're running around naked playing hide and seek with the kids!!'

## Amateur divers help "fingerprint" fish

Research off the coast of Adelaide has revealed that some of South Australia's most mysterious fish have unique skin patterns, similar to a human fingerprint.

Marine scientists from the Department for Environment and Heritage (DEH) have made 10 field trips to the underwater reefs off Adelaide over the past few months, and plan to make a similar number next year. The goal is to learn more about the blue devil and harlequin fish, both species of conservation concern.

"The harlequin and blue devil are vulnerable to marine threats because they are slow-growing, long-lived fish," said DEH marine ecologist Dr Simon Bryars.

"Both the harlequin and blue devil have distinctive colour patterns and, thanks to more than 100 photographs supplied to us by about 10 amateur divers, we have established that these patterns can be relied on to identify individual fish.

"Using the photographs we have also established that the same fish are being sighted at the same reefs over long periods of time.

"For example we have some photographs of a harlequin fish at Aldinga Reef in November 2007, January 2009 and December 2009, while the same blue devil was spotted at the Seacliff reef in 2006, 2008 and again this year.

"It is really exciting that we can identify individual fish based on their skin patterns, because it will allow us to get an accurate estimate of the population size to use as a baseline for future monitoring.

"To help us record the caves where the fish are found, we've mapped the reefs using the latest sonar and video technology and permanent underwater markers.

"With the help of the South Australian Research and Development Institute (SARDI), we've also determined the ages of individuals by counting the rings in their ear bones (otoliths).

"The oldest blue devil we aged was 59 years old, which is amazing as they grow to only 36 centimetres long. Based on their normal growth patterns, most of the blue devils seen in South Australia are probably about 10 to 40 years old."

The research is co-funded by the Adelaide and Mount Lofty Ranges Natural Resources Management Board and DEH.

"The amateur divers put in hundreds of hours to take these essential photos and we're very grateful for their contribution," Dr Bryars said.



## World's largest reef fish die of mysterious death, wash up on Aussie beach

By Nathan Paull of the Townsville Bulletin

Fisheries officers Jeremy Thompson and Vaughn Heath with a large Groper found washed up on the beach at Rowes Bay. Picture: Scott Radford-Chisholm *Source: Townsville Bulletin*



- Queensland Groper fish washing up dead
- Tests confirm death from septicemia

50 washed up on beaches in two years

**AUSTRALIAN scientists are baffled as to why enormous Queensland groper fish are washing up dead on North Queensland beaches without a scratch on them.**

The *Townsville Bulletin* reported today researchers have determined the Queensland goppers - the largest reef-dwelling fish in the world - were dying from septicemia caused by bacterial infections but are at a loss to explain why, a [Fisheries Queensland](#) spokeswoman said.

Mystery surrounding the deaths continue after a 1.7m groper washed up on Saturday morning at Rowes Bay, a Townsville coastal suburb 1363km north of Brisbane, Queensland.

Field Officer Jeremy Thompson said he and officer Vaughn Heath were alerted to the gargantuan fish on the beach by residents from a nearby caravan park.

Mr Thompson said the public then helped the officers get the fish on to the back of their truck and they brought it back to their office to freeze it for [Biosecurity Queensland](#) to collect and research.

"The members of the public who saw it seemed a bit excited about the size of it," he said.

"It would have to be about 70kg."

A fisheries spokeswoman said although it was rare for the monster fish to wash up in Townsville, it was common in the far north.

The problem became so bad between Cairns and the Daintree, the [Department of Primary Industries and Fisheries](#) began researching why the problem occurred.

In the past two years, more than 50 goppers have washed up dead on North Queensland beaches, mainly north of Cardwell, all infected with the bacteria [Streptococcus agalactiae](#).

## DIVE REPORT 16th May

Sunday 16<sup>th</sup> May promised a good day on the water and 11 VSAG divers with 3 boats met early at Newhaven for what promised to be another great diving day after a few weeks of very ordinary weekend weather.

After turning into Bass strait from San Remo the ocean did look good as we motored out to the Pinnacle , a few stayed and dived and a few moved on, we stayed and had a good dive in reasonable conditions , although the vis was a little ordinary. Leo my buddy had a bit of trouble adjusting to life in a dry suit and I think he cured me of ever intending to own one (if the water is that cold I'll just stay home)

After lunch 2 boats went down off Kilcunda trying to catch a few crays, a few were spotted but most left behind the surge making it all but impossible to take home a feed.

A staggered return to the boat ramp would see us all looking forward to a de briefing at the San Remo hotel to swap stories about the day. A day on the water with VSAG is always something to look forward to after a long week at work and today didn't disappoint. Come on our next dive for a great time.

Peter Briggs



## Anzac Day 2010: Kilcunda & Phillip Island: The Long Weekend that wasn't.

In the planning stages of the Anzac Weekend we had 20 divers lining up for a veritable feast of diving action. The boat owners were willing, the tides favourable, swells were decreasing, the accommodation booked and only one small minor detail could possibly derail the plans.

Enter the one small minor detail that could possibly derail the plans. The Weather God!

As the weekend drew ever closer, the weather patterns were increasingly erratic. What started out as Northerlies, became Westerlies, then Southwesterlies, then Northerlies with a dash of Southerly aspect!! I started to suspect that an Easterly with a fair bit of Westerly in it would spring up next- nothing seemed impossible. Not only the direction of the wind was causing concern, but the increasing strength of the wind was disconcerting to boot!

Unfazed the little rose petal and I loaded the car on the Friday night and headed down to the Kilcunda Holiday Resort and checked in. Unloading our stuff in the driving rain whilst avoiding the ever expanding puddles around the car was challenging. We could hear the surf crashing onto the rocks directly in front our cabin but due to the absence of even a shred of moonlight, we couldn't see the ocean only a few metres from our doorstep.

Looking like 2 wet cats made our decision of where to eat dinner very easy. Drying off we decided to drive all the way to the Kilcunda Pub for dinner. After locking up the cabin at 7.45pm we got in the car and drove to the pub, arriving at 7.46pm. We would have got there quicker, but a couple of cars on the Highway slowed us down as we exited the park!

The public bar was full of solid country folk and working class stiffys playing pool and looking like the scene out of the Blues Brothers where they play behind the chicken wire. All very homey, but we felt like eating in the quiet, more refined bistro.

It seems that every family for 20 miles around also likes to eat in The Killy Pub Bistro on a Friday night. There were more ankle biters running amok than a Kindergarten full of Hyperactive 7 year olds on Ecstasy. The noise was deafening, but gradually they all collapsed of exhaustion and the parents departed to put the little darlings to bed. A stiff drink was in order to calm my frazzled nerves!

The Kilcunda Pub has a deserved reputation for excellent fare and we found out why. The Lamb Shanks were exquisite and the Pork Belly even better! The wine was good and the beer cold. The garlic bread was to die for and the service was good old fashioned country pub helpful.

After driving back to our cabin and setting a new record of 55 seconds from Pub to Cabin, we settled in and watched the rain cascade down our bay window, whilst looking out over the total blackness that was to be our dive weekend.

Saturday dawned and I was up bright and early to await David Geekie and Pam arriving with the boat. At 6.00am it looked as if the wind had backed off enough to make conditions doable, but marginal. By 7.30am it was deteriorating and by 8.00am I rang and told them not to hurry.



After they arrived I informed them of the decision to make today a lay day and instead of diving we would indulge our passion for fine food. David was quite moved by the decision and made a beeline for the General Store across the road next to the Pub. Now I thought the Pub served good food, but we found that the Killy General store aka the KGS, served equally good tucker. All day breakfasts that would fill 3 men, they even had vegetarian fare that kept Pam equally happy.

After breakfast was over we decided to have lunch at Cowes and have a sight see around Phillip Island itself. But in reality the sightseeing was just a reason to eat at Cowes! I was tempted to eat at the Isle Of Wight Hotel for old times sake. I wish I had, because it's since burnt down. We heard from Tony Vandenblink and he was enjoying himself at the other end of the Island and was planning on eating Indian food that night. Spoken like a true VSAG foodie.

Dinner that night was back to the Kilcunda Pub! The only difference was that this time we walked the 400m. David and Pam didn't believe me about the ambience in the main public bar and so we ventured in to give them a feel for how the other half lives. Strangely, they decided on the bistro fairly quickly.

Aahhh the food! I mean seriously, if you can't go diving on a diving holiday, whats the next best thing?? Yep. stuffing your face with excellent tucker and fine wine. And we did.

The forecasts for the next day were still looking appalling, so I called off the next days diving and we started planning our next meal. We had our priorities right!!

Sunday dawned with the swells still up, the wind still blowing hard and the rain abating. A perfect day for eating! Yep, it was back to the KGS for the all day breakfast. David had his usual (he was starting to be considered a regular by this stage) and we all ate and admired the old laminated kitchen furniture that reminded me of the late 50's. After stocking up on the home made jams and chutneys we waddled across the road and planned our lunch.

Pam and I had set our sights on the cliff top walk from San Remo to Kilcunda to expend some of our unused dive energy, whilst David and Jan planned less strenuous activities ( probably reading, relaxing and looking out over the ocean relaxing!) The walk is 7kms and they say it takes 2.5 hours. Usually these signs are written to allow for the seriously unfit with no legs to complete the walk and not feel bad. Well let me tell you this walk took us all of 2 hours and we didn't stop and smell the roses all that often.

The walk itself is one of the best I have ever done. The views over the ocean and the stunning cliffs are superb. It's quite steep in places and mercifully we took the little map provided gratis from the caravan park or we would still be trying to find our way home. We read a review of the walk from the Age which stated.." all good walks should end at a Pub and this one is no exception" Very true here, the walk takes you up the steps of the Kilcunda Pub.

Sadly, we were all Pubbed out and elected to have a simple meal in my luxurious Deluxe Cabin with the Bay Window overlooking the reef flats and Cape Woolamai. Over lunch we plotted our next non diving adventure and decided to split up and explore the Cape Patterson and Inverloch areas.

Around 6.00 pm John Lawler rang and asked if the dive was on for tomorrow and we didn't quite know what to say! We didn't give a stuff at this point. I gave him a crew to shut him up, rang a few others who laughed at the forecast and said forget it- most had written the weekend off and I can assure you we certainly had!

For a change that night we elected to eat Thai in San Remo and we weren't disappointed. The quality of the food just kept on getting better.

After a superb meal and a few drinks, the stars came out and Jan and I sat up late watching the sea by starlight. It was what most would call romantic, but in my case it was just good to look at. I went for a walk on the beach about 11.30pm and wondered if it was my imagination or not, but the waves seemed less threatening. Less loud. Perhaps tomorrow would be diveable after all I pondered.

Monday dawned and JJs crew came swarming down the highway with high hopes and feverish expectations. Dave, Pam Jan and I got up late and wandered back to the Killy General Store for one last loving look at the brekky menu. David had his usual and we relaxed and ate without a care in the world.

Whilst this shameful state of affairs was unfolding, the dive crew were heading out of Newhaven and apparently had a great day out. I am reliably informed that a new spot called "The Steps" located somewhere out back of San Remo was dived. It transpired that a crayfish or 2 was seized and the spot earmarked for future exploration. As to what they saw I can only assume the usual. Fish. Rocks and water. as I wasn't there. I was too busy stuffing my face with Eggs Benedict on Sourdough with freshly squeezed Orange and Apple Juice. I even tried the homemade porridge with honey,

We all staggered back to our cabins and after packing up late went home and weighed ourselves to see how much fun we had had. Apparently I had about 5 kilos of fun. Not happy Jan....



Views from the Bay window in the cabin as the sunset on Sunday night.  
Cape Woolamai in distance in 2<sup>nd</sup> picture.

## **ANZAC DAY LONG WEEKEND DIVING...sort of!!**

A few VSAG'ers booked into Kilcunda Caravan Park for what was hoped to be a few days diving around Phillip Island over the ADLWE..Not so however. The 'ole man weather was very angry and blew hard right through Friday, Saturday and Sunday with Monday just a chance.

The lot down there went off for two days of the touristy bit and this must surely have drained 'em as by Monday they were too worn out to dive and packed up returned to Melbourne...what can we say!!

The brave team of Storen, Yokoyama, Methven and Lawler met at Newhaven on the Monday in bright sunlight and the winds had dropped right off so all was looking half reasonable for some diving.

At the ramp we got into conversation with a young bloke who, with his family members, were running an abalone and cray fishing business....as we had no plans as to where we actually going to dive he gave us some marks at the south eastern end on San Remo and that's where we headed.

The swells were up a bit around the south of Phillip Island which would have made diving very hard. Swells were also up where we planned to dive but were not too bad so the dive was on.

Ken and Takae got the nod for first in and had a nice long 50 minute dive with some good sized abs in the bag and reports of a few crays around... "A bit swelly down there" advised Takae but what the heck we are VSAG divers.

Alan and me in next and soon we came upon nice ledges and soon had a few crays in the bag as well as some really good sized abs....the reefs were excellent with loads of fish life in particular sweep. The swell was easy to handle and not a worry at all.

Ken and Takae enjoyed the area so much from their first dive they had another long dive around the reefs.

We moved over to the lee of Cape Wollami and Alan and I did some very shallow diving along the lee side as I tried out my new dry suit...a very relaxed dive to end the day under the water.

JL

## CANBERRA..BUT NOT IN THE ACT!

## DIVE REPORT

The wave data reading on all days leading up to Saturday prior to the club dive on the EX-HMAS Canberra was anywhere between a high of 3 mtrs to a low in the end of 0.53mtrs so all looked very good for the double dive..and the weather was looking just great...sunny and warm...well warm above water that is.

The enthusiasm for this fantastic dive wreck was evident by the 4 boats and 18 divers who all eventually ended up on the site and "daisy chained" off as the winds were from the east so the boats were basically away from the wreck.



At one point all 4 moorings, three used by the Commercial operators and the No 4 private mooring were all full so it was a very busy time on the Canberra.

The visibility outside the wreck was not that good but inside was much better, but the torches were still full on just the same.

Water temperature was around 15dgs but this made a few divers in wetties shiver and prompted one hardy member to announce later at the debrief in the pub that from here on only one dive a day during the winter months for him.

The pearl oysters are covering a huge area on the ship and also on the mural..my dive buddy and I spent a few minutes clearing them off. Despite the unbelievable vandalism by some idiot who defaced the mural some weeks ago it is standing up reasonably well.

Rust is slowly changing the appearance on the engine blocks..new colours, and over time divers will continue to see this occurring and eventually growth will take hold.

Sand has been pushed by the swells into the area around the laundry site and some other lower deck openings....huge swells have also moved a fair bit of metal around but not to the point that is unsafe.

Fair to say that we all enjoyed our dive and for this reason the Canberra will continue to feature in future club dive calendars and no doubt mid week dives.

Ex-HMAS Canberra will continue to attract divers for many years to come as the transformation to a full artificial reef is an ongoing work in progress and the ship we see right now will be very different around this time next year when we go out to visit the O2 War Canoe!

JL

Ed: More Photos on the back page

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## Recreational Abalone Open Days for Central Victorian waters



There is a permanent closed season on the take of abalone from central Victorian waters, except for 60 nominated open days of the year.

**The 2009/10 season is closed!!**

## PHILLIP ISLAND SUNDAY 16<sup>TH</sup> MAY

WEATHER: BEAUTIFUL SUNNY WARM

CONDITIONS: SWELLY

VISABILITY: 5 MTRS

DIVERS:

MICK JEACKLE'S CREW...KEN AND TAKAE..GREG RICHARDS

PETER BRIGGS'S CREW...MICK KAKAFIKAS..LEO MAYBUS

JOHN LAWLER'S CREW..ALAN AND JACKIE STOREN..ASHLEY COOPER

The plan to check out the elusive "Crack Cave" off Pyramid Rock was again put on hold as the swells and the viz were not in our favor. Arriving at the Pinnacles we found the SEAL charter boat there with their shot line in place. Mick Kakafikas decided to dive the place for his first time. Had a good dive and brought home his dinner. Peter and Leo did the Pinnacles with mixed reports but all were happy.

Mick and his crew headed for the bay in the east side of the Island and our crew headed for the bay on the south side. Seems the best and only option for diving today was on the reefs and maybe a cray. New diver to VSAG Ashley Cooper and I got first dive and had a "swell" time at around 20mtrs but the crays were very elusive.

Alan and Jackie had a 50 minute dive and even the best efforts to bring home a tasty cray was thwarted by the swells.

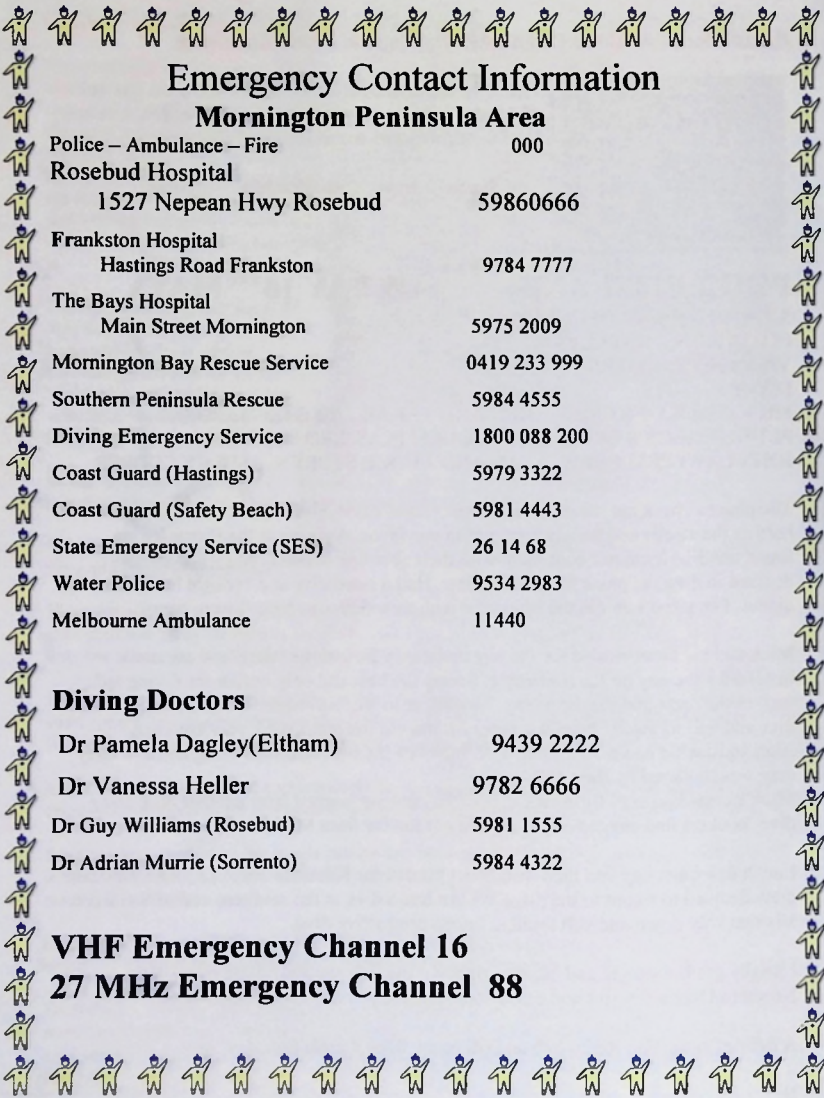
Mick's crew had very little luck in their bay but we learned later another boat using dive hookers had bagged out in an area not too far from Mick.

Lunch in a quiet bay and then two boats headed for Kilcunda some 12 kms away..our crew decided to return to the place we last had a dive at the southern end of San Remo. Vis was way down and still swelly....not a productive dive.

I finally got the weight and balance right for the first successful use of my new Northern Divers dry suit and came home bone dry...very happy and warm.

A debrief at the San Remo pub and off home from a great dive day.

JL



## Emergency Contact Information

### Mornington Peninsula Area

|                               |              |
|-------------------------------|--------------|
| Police – Ambulance – Fire     | 000          |
| Rosebud Hospital              |              |
| 1527 Nepean Hwy Rosebud       | 59860666     |
| 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 Pamela Dagley(Eltham)    | 9439 2222 |
| Dr Vanessa Heller           | 9782 6666 |
| Dr Guy Williams (Rosebud)   | 5981 1555 |
| Dr Adrian Murrie (Sorrento) | 5984 4322 |

### VHF Emergency Channel 16

### 27 MHz Emergency Channel 88

### Tidal Streams at the Heads—June

Italic times are slack water with EBB about to start (Flood Slack)

[RED = best diving conditions near the Heads]

| <i>Mon 31</i> | <i>Tue 1</i>  | <i>Wed 2</i>  | <i>Thu 3</i>  | <i>Fri 4</i>  | <i>Sat 5</i>  | <i>Sun 6</i>  |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| <i>331</i>    | <i>420</i>    | <i>506</i>    | 33            | 109           | 145           | 223           |
| 1026          | 1103          | 1139          | <i>551</i>    | <i>636</i>    | <i>722</i>    | <i>813</i>    |
| <i>1737</i>   | <i>1812</i>   | <i>1843</i>   | 1213          | 1246          | 1318          | 1352          |
| 2319          | 2357          |               | <i>1910</i>   | <i>1935</i>   | <i>2002</i>   | <i>2030</i>   |
| <i>Mon 7</i>  | <i>Tue 8</i>  | <i>Wed 9</i>  | <i>Thu 10</i> | <i>Fri 11</i> | <i>Sat 12</i> | <i>Sun 13</i> |
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| 304           | 351           | 445           | 543           | 640           | 736           | 830           |
| <i>911</i>    | <i>1026</i>   | <i>1200</i>   | <i>1321</i>   | <i>1427</i>   | <i>1521</i>   | <i>1607</i>   |
| 1429          | 1512          | 1609          | 1736          | 1942          | 2054          | 2142          |
| <i>2100</i>   | <i>2131</i>   | <i>2209</i>   | <i>2256</i>   | <i>2352</i>   |               |               |
| <i>Mon 14</i> | <i>Tue 15</i> | <i>Wed 16</i> | <i>Thu 17</i> | <i>Fri 18</i> | <i>Sat 19</i> | <i>Sun 20</i> |
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| <i>153</i>    | <i>254</i>    | <i>355</i>    | <i>457</i>    | 27            | 114           | 204           |
| 920           | 1007          | 1052          | 1135          | <i>558</i>    | <i>700</i>    | <i>802</i>    |
| <i>1648</i>   | <i>1726</i>   | <i>1802</i>   | <i>1837</i>   | 1217          | 1259          | 1341          |
| 2223          | 2302          | 2343          |               | <i>1909</i>   | <i>1940</i>   | <i>2012</i>   |
| <i>Mon 21</i> | <i>Tue 22</i> | <i>Wed 23</i> | <i>Thu 24</i> | <i>Fri 25</i> | <i>Sat 26</i> | <i>Sun 27</i> |
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| 258           | 353           | 450           | 548           | 648           | <i>2</i>      | <i>109</i>    |
| <i>911</i>    | <i>1026</i>   | <i>1142</i>   | <i>1256</i>   | <i>1405</i>   | 745           | 838           |
| 1425          | 1515          | 1618          | 1741          | 1921          | <i>1504</i>   | <i>1555</i>   |
| <i>2045</i>   | <i>2124</i>   | <i>2209</i>   | <i>2301</i>   |               | 2039          | 2137          |
| <i>Mon 28</i> | <i>Tue 29</i> | <i>Wed 30</i> | <i>Thu 1</i>  | <i>Fri 2</i>  | <i>Sat 3</i>  | <i>Sun 4</i>  |
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| <i>215</i>    | <i>316</i>    | <i>409</i>    | <i>457</i>    | 15            | 46            | 119           |
| 924           | 1006          | 1045          | 1119          | <i>541</i>    | <i>624</i>    | <i>708</i>    |
| <i>1637</i>   | <i>1714</i>   | <i>1745</i>   | <i>1811</i>   | 1151          | 1222          | 1252          |
| 2225          | 2305          | 2342          |               | <i>1834</i>   | <i>1859</i>   | <i>1922</i>   |

**Tidal Streams at the Heads—July**  
**Italic times are slack water with EBB about to start (Flood Slack)**  
**[RED = best diving conditions near the Heads]**

| <b>Mon 28</b> | <b>Tue 29</b> | <b>Wed 30</b> | <b>Thu 1</b> | <b>Fri 2</b> | <b>Sat 3</b> | <b>Sun 4</b> |
|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| Slack         | Slack         | Slack         | Slack        | Slack        | Slack        | Slack        |
| <b>215</b>    | <b>316</b>    | <b>409</b>    | <b>457</b>   | 15           | 46           | 119          |
| 924           | 1006          | 1045          | 1119         | <b>541</b>   | <b>624</b>   | <b>708</b>   |
| <b>1637</b>   | <b>1714</b>   | <b>1745</b>   | <b>1811</b>  | 1151         | 1222         | 1252         |
| 2225          | 2305          | 2342          |              | <b>1834</b>  | <b>1859</b>  | <b>1922</b>  |

| <b>Mon 5</b> | <b>Tue 6</b> | <b>Wed 7</b> | <b>Thu 8</b> | <b>Fri 9</b> | <b>Sat 10</b> | <b>Sun 11</b> |
|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| Slack        | Slack        | Slack        | Slack        | Slack        | Slack         | Slack         |
| 153          | 229          | 308          | 354          | 448          | 551           | 658           |
| <b>755</b>   | <b>847</b>   | <b>952</b>   | <b>1115</b>  | <b>1241</b>  | <b>1354</b>   | <b>1454</b>   |
| 1324         | 1358         | 1436         | 1522         | 1621         | 1752          | 2000          |
| <b>1947</b>  | <b>2013</b>  | <b>2040</b>  | <b>2114</b>  | <b>2157</b>  | <b>2258</b>   |               |

| <b>Mon 12</b> | <b>Tue 13</b> | <b>Wed 14</b> | <b>Thu 15</b> | <b>Fri 16</b> | <b>Sat 17</b> | <b>Sun 18</b> |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| <b>13</b>     | <b>130</b>    | <b>245</b>    | <b>357</b>    | <b>502</b>    | 13            | 100           |
| 802           | 900           | 952           | 1039          | 1123          | <b>603</b>    | <b>702</b>    |
| <b>1541</b>   | <b>1621</b>   | <b>1657</b>   | <b>1731</b>   | <b>1805</b>   | 1204          | 1245          |
| 2108          | 2157          | 2242          | 2327          |               | <b>1836</b>   | <b>1908</b>   |

| <b>Mon 19</b> | <b>Tue 20</b> | <b>Wed 21</b> | <b>Thu 22</b> | <b>Fri 23</b> | <b>Sat 24</b> | <b>Sun 25</b> |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack         |
| 149           | 238           | 327           | 418           | 514           | 614           | 717           |
| <b>803</b>    | <b>906</b>    | <b>1011</b>   | <b>1117</b>   | <b>1225</b>   | <b>1335</b>   | <b>1437</b>   |
| 1326          | 1407          | 1452          | 1545          | 1655          | 1840          | 2016          |
| <b>1940</b>   | <b>2014</b>   | <b>2050</b>   | <b>2132</b>   | <b>2223</b>   | <b>2328</b>   |               |

| <b>Mon 26</b> | <b>Tue 27</b> | <b>Wed 28</b> | <b>Thu 29</b> | <b>Fri 30</b> | <b>Sat 31</b> | <b>Sun 1</b> |
|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Slack         | Slack         | Slack         | Slack         | Slack         | Slack         | Slack        |
| <b>48</b>     | <b>207</b>    | <b>311</b>    | <b>402</b>    | <b>448</b>    | <b>530</b>    | 15           |
| 816           | 907           | 951           | 1029          | 1102          | 1133          | <b>611</b>   |
| <b>1528</b>   | <b>1608</b>   | <b>1642</b>   | <b>1709</b>   | <b>1733</b>   | <b>1757</b>   | 1201         |
| 2118          | 2205          | 2243          | 2315          | 2345          |               | <b>1819</b>  |



## Tidal Streams at the Heads—August

Italic times are slack water with EBB about to start (Flood Slack)

[RED = best diving conditions near the Heads]

| Mon 26      | Tue 27      | Wed 28      | Thu 29      | Fri 30      | Sat 31      | Sun 1       |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Slack       | Slack       | Slack       | Slack       | Slack       | Slack       | Slack       |
| <b>48</b>   | <b>207</b>  | <b>311</b>  | <b>402</b>  | <b>448</b>  | <b>530</b>  | <b>15</b>   |
| 816         | 907         | 951         | 1029        | 1102        | 1133        | <b>611</b>  |
| <b>1528</b> | <b>1608</b> | <b>1642</b> | <b>1709</b> | <b>1733</b> | <b>1757</b> | 1201        |
| 2118        | 2205        | 2243        | 2315        | 2345        |             | <b>1819</b> |

| Mon 2       | Tue 3       | Wed 4       | Thu 5       | Fri 6       | Sat 7       | Sun 8       |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Slack       | Slack       | Slack       | Slack       | Slack       | Slack       | Slack       |
| 46          | 119         | 154         | 230         | 313         | 403         | 508         |
| <b>651</b>  | <b>735</b>  | <b>823</b>  | <b>918</b>  | <b>1028</b> | <b>1148</b> | <b>1307</b> |
| 1230        | 1300        | 1332        | 1408        | 1448        | 1540        | 1657        |
| <b>1842</b> | <b>1905</b> | <b>1930</b> | <b>1958</b> | <b>2031</b> | <b>2116</b> | <b>2224</b> |

| Mon 9       | Tue 10      | Wed 11      | Thu 12      | Fri 13      | Sat 14      | Sun 15      |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Slack       | Slack       | Slack       | Slack       | Slack       | Slack       | Slack       |
| 625         | 741         | <b>127</b>  | <b>251</b>  | <b>402</b>  | <b>504</b>  | <b>601</b>  |
| <b>1412</b> | <b>1501</b> | 845         | 940         | 1028        | 1110        | 1151        |
| 1859        | 2034        | <b>1542</b> | <b>1618</b> | <b>1653</b> | <b>1728</b> | <b>1800</b> |
| <b>2355</b> |             | 2130        | 2218        | 2305        | 2350        |             |

| Mon 16      | Tue 17      | Wed 18      | Thu 19      | Fri 20      | Sat 21      | Sun 22      |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Slack       | Slack       | Slack       | Slack       | Slack       | Slack       | Slack       |
| 36          | 121         | 206         | 251         | 338         | 430         | 534         |
| <b>658</b>  | <b>752</b>  | <b>847</b>  | <b>943</b>  | <b>1040</b> | <b>1143</b> | <b>1250</b> |
| 1230        | 1309        | 1348        | 1430        | 1518        | 1621        | 1805        |
| <b>1834</b> | <b>1908</b> | <b>1943</b> | <b>2020</b> | <b>2102</b> | <b>2155</b> | <b>2309</b> |

| Mon 23      | Tue 24      | Wed 25      | Thu 26      | Fri 27      | Sat 28      | Sun 29      |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Slack       | Slack       | Slack       | Slack       | Slack       | Slack       | Slack       |
| 647         | <b>45</b>   | <b>205</b>  | <b>306</b>  | <b>356</b>  | <b>439</b>  | <b>518</b>  |
| <b>1355</b> | 755         | 849         | 935         | 1014        | 1047        | 1117        |
| 1953        | <b>1446</b> | <b>1526</b> | <b>1558</b> | <b>1626</b> | <b>1651</b> | <b>1715</b> |
|             | 2053        | 2135        | 2209        | 2240        | 2310        | 2341        |