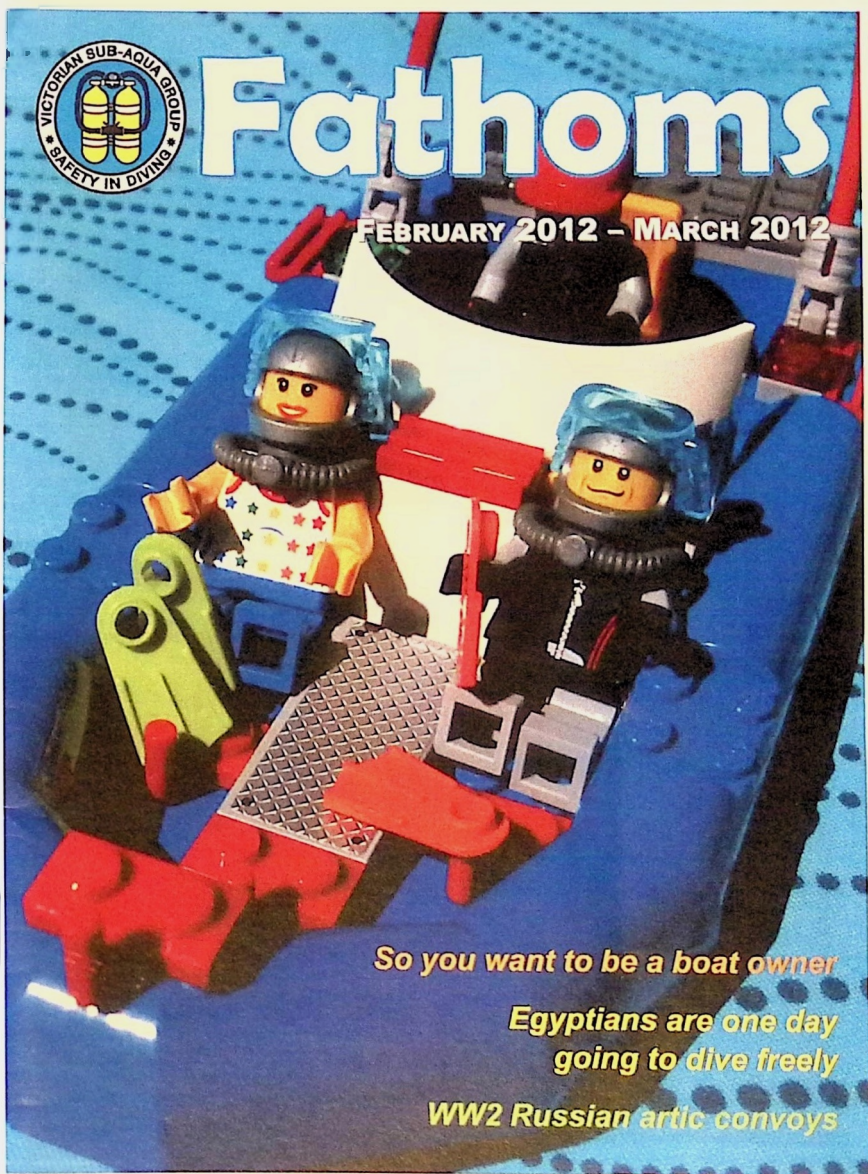




Fathoms

FEBRUARY 2012 – MARCH 2012



So you want to be a boat owner

*Egyptians are one day
going to dive freely*

WW2 Russian arctic convoys

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Cheryl Lees getting the desserts ready.

The kids were first to the dessert table.



Photos: Lloyd Borrett — VSAG Xmas Party, December 2011



Fathoms

Official Journal of the Victorian Sub-Aqua Group

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VSAG General Meetings

3rd Thursday in the month

Meeting starts at 8.00 pm

(Dinner starts from 7.00 pm)

Maori Chief Hotel

117 Moray Street (corner York Street)

South Melbourne VIC 3205

Melway: 1D L11

Editorial Submissions:

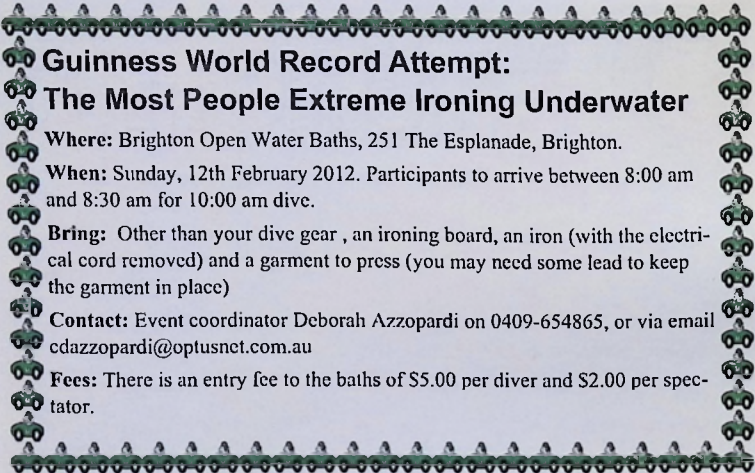
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35 Courtenay Ave, Cranbourne North VIC 3977

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Guinness World Record Attempt: The Most People Extreme Ironing Underwater

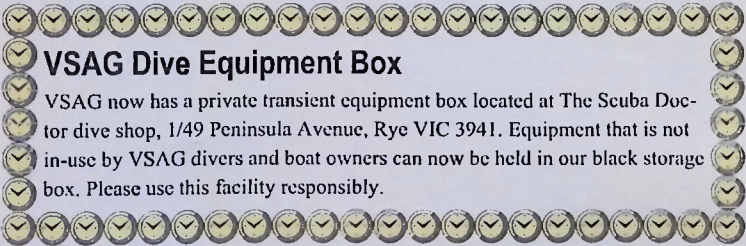
Where: Brighton Open Water Baths, 251 The Esplanade, Brighton.

When: Sunday, 12th February 2012. Participants to arrive between 8:00 am and 8:30 am for 10:00 am dive.

Bring: Other than your dive gear, an ironing board, an iron (with the electrical cord removed) and a garment to press (you may need some lead to keep the garment in place)

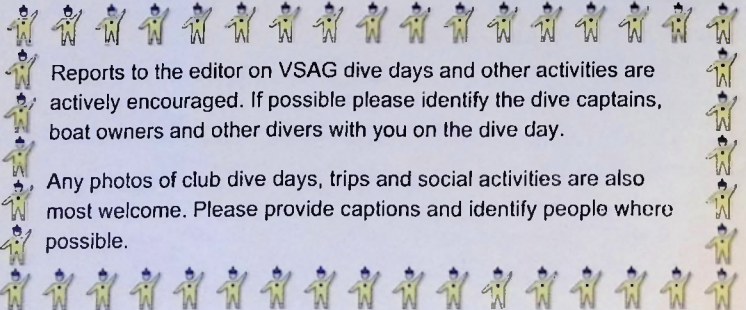
Contact: Event coordinator Deborah Azzopardi on 0409-654865, or via email cdazzopardi@optusnet.com.au

Fees: There is an entry fee to the baths of \$5.00 per diver and \$2.00 per spectator.



VSAG Dive Equipment Box

VSAG now has a private transient equipment box located at The Scuba Doctor dive shop, 1/49 Peninsula Avenue, Rye VIC 3941. Equipment that is not in-use by VSAG divers and boat owners can now be held in our black storage box. Please use this facility responsibly.



Reports to the editor on VSAG dive days and other activities are actively encouraged. If possible please identify the dive captains, boat owners and other divers with you on the dive day.

Any photos of club dive days, trips and social activities are also most welcome. Please provide captions and identify people where possible.

Editorial

Thank You

Cheryl and I would like to thank everyone for their encouragement after producing our first edition as the new editorial team for Fathoms. Plus we've received plenty of fine contributions for this issue... so here we go again.

Have Your Say

In my first editorial, I asked you all for ideas for your magazine as to what else you'd like to see, plus what you think about possible changes in the way Fathoms was distributed. I was somewhat disappointed by the lack of responses.

So we'll just keep heading on this new editorial journey anyway. No doubt when we stuff something up right royally, as we're bound to do when trying new things, we'll get to hear from you then.

Getting Out Diving

We all joined VSAG because of our love of diving. As summer has finally arrived, it's been great to see more people actually getting out and going diving with VSAG. So once again, we have plenty of dive reports and members' photos in this edition of Fathoms.

Dive Boats

As a dive club, we rely heavily on a select group of members making their pri-

vate boats available for us to dive from.

John Lawler has written an article for this issue which gives us all an insight into the boat owners perspective.

After getting a lot of work done on my boat and trailer during November and December 2011, I'm now comfortable with it's safety and reliability features.

Cheryl just loves her Christmas present — the new custom made, wide dive ladder for the boat, replacing the tiny dive platform. This simple change makes it so much easier to get back into the boat quickly and safely after a dive.

Cheryl insisted the dive ladder be gift wrapped for Xmas Day, plus that it be adorned with tinsel on our first dive outing. Oh the embarrassment!

Best Regards, Lloyd Borrett. ❖



VSAG Committee 2011–2012



New 2011–2012

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VSAG Committee meets at 8.00 pm every 2nd Thursday of the month (except in January)

All Members Welcome

Meeting Report

Thursday, 17 November 2011

TSS Coramba

by Lloyd Borrett, VSAG.

We were delighted to have VSAG life member, marine historian and author, Des Williams join us for the November monthly meeting. Des gave a wonderful presentation about the history of the TSS Coramba, the search for the shipwreck, plus the finding of the shipwreck by Southern Ocean Exploration (SOE).

Des Williams, wrote a book on the Coramba, titled "Coramba: The Ship that the Sea Swallowed" and had been searching for the shipwreck for many years.

The Coramba was built in Scotland in 1911 and was a coastal trader of 531 gross tons. The ship left Warrnambool on November 29 1934, with a cargo of wool and condensed milk. The Coramba, due to arrive in Williamstown about 7 am the following morning, encountered wild weather in Bass Strait and sank on November 30, 1934.

In early December, parts of the ship's deckhouse, including the vessel's bell, washed ashore on Phillip Island's southern coast, along with several bodies. Seventeen crew members perished in the disaster.



Des Williams and Mark Ryan.

Des was delighted when he got to be on-site when the wreck of the TSS Coramba was discovered on 29 May 2011, nearly 80 years after it sank.

The Coramba was long thought to be resting off Seal Rocks near Phillip Island. SOE discovered the stricken vessel about nine nautical miles away, 66 metres under water. The team used side scan solar and a search grid they established based on collected information to discover the wreck. ❖

2011 Christmas Party

by Lloyd Borrett, VSAG.

The 2011 VSAG Christmas Party was another magnificent success.

A total of about 50 VSAGers with partners and kids came together for a second time at the Beaumaris Motor Yacht Squadron for the 2011 VSAG Christmas Party.

The VSAG committee worked together magnificently to put on a great spread. As always, a highlight of the event was the raffle. Once again we were well sup-

ported with a diverse range of prizes donated by sponsors including, but not limited to: Sonar, Dive Victoria, The SCUBA Doctor, Oceanic, Scuba Repairs, National Equestrian Wholesalers, The Maori Chief Hotel, and the Beaumaris Motor Yacht Squadron.

The manager of BMYS did a terrific job drawing out the winning tickets. The Sonar wetsuit went to Jackie Storen, as did a quite a few of the other prizes. She was on a major winning streak. ❖



The feast is prepared! Thanks to everyone who helped out.



Photos: Lloyd Borrett and John Lawler — VSAG Xmas Party December 2011

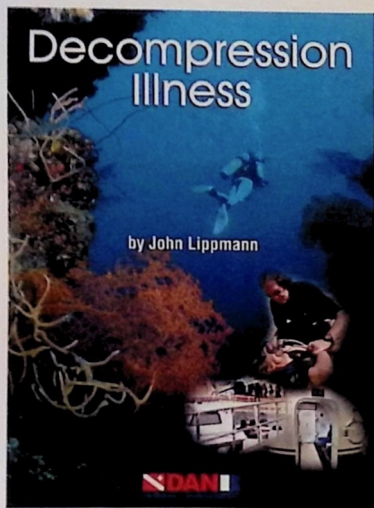
Safety In Diving

Decompression Illness

DAN Asia-Pacific Executive Director John Lippmann has written "Decompression Illness", a new 64 page book which is an invaluable resource for all recreational scuba divers.

The book provides practical advice on the recognition, management and prevention of DCI. The guide is dotted with case studies designed to highlight to the reader the diversity of diving experiences that have resulted in decompression illness; some even after what would normally appear to be relatively conservative dive profiles.

John Lippmann has been involved in thousands of emergency calls from DAN members over a period of almost 20



years, gaining valuable insights into DCI related diving incidents, which he shares in this book.

I would like to share an experience with you all, about drinking and driving.

As you well know, some of us have been known to have brushes with the authorities on our way home from the odd social session over the years.

A couple of nights ago, I was out for a few drinks with some friends and had a few too many beers and some rather nice shiraz.

Knowing full well I may have been slightly over the limit, I did something I've never done before — I took a bus home.

I arrived home safely and without incident, which was a real surprise, as I've never driven a bus before, and am not sure where I got it from... Anon

Boat Safety Check List

by John Lawler, VSAG.

Here is the check list I use when preparing my boat at home, before heading off down the road to the boat ramp.

Tow ball coupling and safety chains on and secure

Tyres and buddy bearings

Safety chain and winch strap secure

Bung is in

Tie down straps secure

Fuel and fuel level recording okay

Tilt and trim testing okay

Motor is secured

Bilge pump testing okay

Steering tension okay

Dash board light on green / no reds

Spare 4 litre oil

Spare water flask

Spare wheel key

GPS



DIVERS CAN DROWN

Prevention:

- Be well-trained
- Be dive fit
- Maintain equipment
- Be correctly weighted
- Stay close to your buddy
- Dive within your capabilities
- Monitor your breathing gas

In an Emergency:

- Stay calm
- Get buoyant
 - inflate BCD
 - ditch weights

Supported by:
ROYAL LIFE SAVING

DAN
ASIA • PACIFIC
Your Buddy in Dive Safety

www.danasiapacific.org

So you want to be a boat owner!

by John Lawler, VSAG.

I'm not too sure where the phrase came from but it's been around for a long time... that phrase:

"A boat is a big hole in the water into which money is shovelled"

It may sound a bit cynical, but it is reality... more so as boats and boat trailers age.

If I go back, way back, in time even before I bought my first boat, I recall boat-

ies talking about the costs associated with keeping their boats running.

I recall Andy just minutes after launching (from the worst boat ramp in world at Cape Conran) and the motor seizing up. Diving over!

I also recall Andy launching at that bloody awful ramp at Barwon Heads and crunch... the prop damaged. Diving over!

Repairs for such incidents don't come cheap.



Photo: Darren Pearce — John Lawler's Haines Hunter V17L at Wilsons Prom

Over time there would be many stories of woe for VSAG boat owners. In more recent times there are some from two boats I am somewhat familiar with, because they are the "work horses" of the VSAG club dive days.

Haines Signatures / Haines Hunters have an under floor aluminium fuel tank. Over time with so much salt water coming in from dive gear the fuel tank gets "pitted" on the tank surface and when full, fuel leaks through the pitted holes. This is a very dangerous situation! It requires the tank to be replaced. These boats are not really designed for massive diving activities.

To replace the tank means the floor has to be removed and a new (specially coated) fuel tank made and refitted. Cost: around \$1,200+

My original Haines Hunter V17L was fitted with a new Yamaha outboard. That particular 130 HP model was famous for developing a hairline crack around the lower prop area that would fill with salt water. Over time and as the salt hardened, it expanded and widened the crack to a point where the whole leg assembly had to be replaced. \$1,800 way back then!

Mick Jeacle's boat suffered a failure in the trailer support struts on a trip to Yarrum. Then another failure coupled with



Photo: Ken Methven — John Lawler's Haines Signature out on the bay December 2011.
A fine example of a heavily laden boat with an almost perfect trim.

Dive Reports

Saturday, 26 November 2011

Divers Getting Wet

by John Lawler, VSAG.

Most times it seems the weather man generally gets it wrong, or half wrong, and we divers regret not going out for a dive on the chance the conditions were ok... not on this occasion!

Forecast... calm conditions and rain... and rain it did... ALL DAY!

Arriving at Sorrento were David Flew, Trevor Williams, Benita McDonough and me... plus Signature One and yours truly as dive captain. During the loading up of the dive gear all was dry up until we launched... and then the rain started. Our dive plan was Graham's reef just off the shipping channel and off we went... in the rain.

Not a murmur of "what are we doing here"... or... "is this a good idea" ... we

were here to dive and so we pushed on. Rain beat down while driving the boat so my dive mask donned to save the eyes.

Soon at the dive site and a check with Lonsdale Lighthouse re shipping... lucked out... shipping due just on slack water. We moved closer to Queenscliff and checked out some GPS marks and up came some very positive terrain in about 15 metres and when we looked over the side the viz was SO GOOD we could see the bottom... and this was on an ebb slack!

Trevor and Benita kindly gave the slack water dive to David and myself so the site was shot and in we went... the water was cobalt blue and very clear... surely all of 15-20 metres. The fish life was abundant and just milling around in the still water so David was busy with his camera taking all the fine photos.

Wow this place was just wonderful as I guess most of the area is around these



Photos: David Flew — Left: JL in the driving rain. Right: JL likes the viz.



reefs when the viz is a good as it was on this dive. This place had it all... overhangs, swim through deep ledges, twists and turns, green abalone (no take). A nice cray for dinner and so an end to a perfect dive and back up to the boat... and the rain!

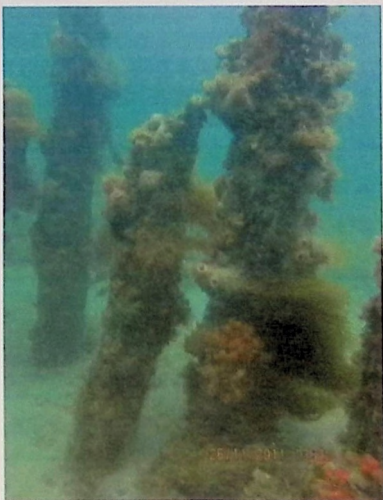
Next Trevor and Benita into the blue water for a Very Long fast drift... sometimes putting the pick into a rock while taking in a spectacular bommie... both came up smiling... and into the rain.

We decided on heading into the Queenscliff Marina for lunch and the rain did back off a bit but still wet... so the next dive plan was discussed. Despite the rain the crew wanted to dive the South Channel Fort and a drift was the order. I offered to stay on the boat and give the divers a good long dive and as it turned out that's what they got... and what a dive!

As the photos from Benita show, the fish life was fantastic and so was the viz. The boardfish was huge and the shot of it on

top of (or so it looked) the ray was extraordinary.

Some 50 minutes later and right around the North side of the South Channel Fort up they came into pelting rain.



Photos: Benita McDonough
Marine life at South Channel Fort.



(Seems the good thing about all the rain was there was no need to wash down the boat, except flush the motor, after I got home as it poured all the way. Even had the bilge pump on. True!)

A fun day again in our great Port Phillip with diving at it's very best. ❖



Photos: Benita McDonough — Top: Boarfish at South Channel Fort.
Above Left & Right: Divers being picked up at South Channel Fort.

Photo Caption Competition Winner!

An honourable mention to Jackie Storen for "Demonstration of 'downface water dog' — yoga for scuba lovers."

But the winner is... **John Lawler!** ❖



“Can’t see the bottom from here”

A young woman from Melbourne was so depressed that she decided to end her life by throwing herself into the ocean.

But just before she could throw herself from the docks, a handsome young man stopped her.

“You have so much to live for,” said the man. “I’m a sailor, and we are off to Italy tomorrow. I can stow you away on my ship. I’ll take care of you, bring you food every day, and keep you happy.”

With nothing to lose, combined with the fact that she had always wanted to go to Italy, the woman accepted. That night the sailor brought her aboard and hid her in a small but comfortable compartment in the hold. From then on, every night he

would bring her three sandwiches, a bottle of red wine, and make love to her until dawn. Three weeks later she was discovered by the captain during a routine inspection.

“What are you doing here?” asked the captain.

“I have an arrangement with one of the sailors,” she replied. “He brings me food and I get a free trip to Italy.”

“I see,” the captain says.

Her conscience got the best of her and she added, “Plus, he’s screwing me.”

“He certainly is,” replied the Captain. “This is the Spirit of Tasmania.”

Wednesday, 28 December 2011

Coogee Wreck and Bay Dives

by Lloyd Borrett, VSAG

Photos: Ken Methven

For VSAG's first post Xmas 2011 dive day, we gathered at Sorrento boat ramp with JL and my boats ready to go. This was to be my boat's first outing since all of the work done on it in November and December 2011. So we had plenty to check out.

Cheryl Lees, Ken Methven and Takai were in my boat, with Greg Richards, Peter Altis and Denys Smerchanskyi in dive captain John Lawler's boat.

We headed outside to dive the Coogee. JL put the shot down and two divers headed down the line from his boat. Cheryl and myself then joined them. It was a bit swelly on top, but beautiful at 30 metres.



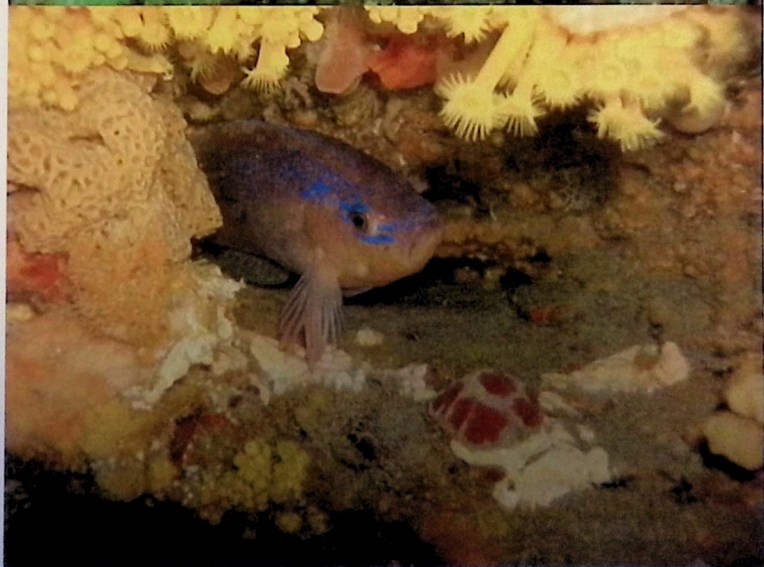
This was Cheryl's first time on the Coogee and the viz wasn't great, but we had a nice look around. She commented after the dive that she preferred longer, shallower dives to shorter, deeper ones.

Once back on board the boat, we all decided to head inside the bay and catch the slack water ebb. In went Ken and Takai from our boat.

Later Ken, Takai and Cheryl did a nice drift dive together with Takai gathering some interesting bottles.

JL rated it an 8/10 dive day. ❖





Monday, 2 January 2012

Ocean Grove Reef

by Lloyd Borrett, VSAG.

For VSAG's first 2012 dive day, we gathered at Sorrento boat ramp with JL and my boats ready to go again.

This time I was dive captain and we had Cheryl Lees and her youngest son Kieren on my boat, with Ken Methven and Takai on JL's boat. David Kelly was forced to pull out due to a crook knee.

We headed outside and around to the reef systems off the beaches on the Point Lonsdale side. JL and I went in and had a very pleasant dive on some interesting reef structure. Good viz and heaps of fish. JL was a bit disappointed that he couldn't catch any crayfish or abalone.

Then Ken, Takai and Cheryl dived the same area. Smiles all around when back on the surface.

We moved to a different reef area and repeated the dive order. Though this time the viz wasn't as good and the reef structure less interesting. However, Cheryl enjoyed swaying in the surge and JL did grab a couple of abalone.

We then headed back into the bay. JL's boat headed back to Sorrento, while we headed to where the seals were. It was a popular spot with two "snorkel with the seals" charter boats already there. One

was starting to gather up its customers as we arrived, and the other just putting theirs in.

Cheryl and Kieren went in and had a great time playing with the seals. Dive Victoria's boat Sea Dragon also showed up. They'd been diving at Pope's Eye and had moved over to the seals so that some of their divers could go for a snorkel with them. ❖

Ring ...ring ...ring

A dog lover, whose dog was a bitch 'in heat' agreed to look after her neighbour's male dog while they were away on holiday.

She had a large house and believed that she could keep them apart, but as she was drifting off to sleep one night, she heard awful howling sounds.

She rushed downstairs and found the dogs locked together, in obvious stress and unable to disengage, as can sometimes happen when they mate.

She was unable to separate them and was worried as what to do next. Although it was late at night, she called the Vet, who answered in a very grumpy voice.

Having explained the problem to him, the Vet advised. "Hang up the phone and place it down alongside the dogs. I will then call you back and the sound of the ringing will make the male lose his erection and be able to withdraw".

"Do you think that will work?" she asked doubtfully.

"It just worked for me!" He replied.

Sunday, 15 January 2012

Pope's Eye & Eliza Ramsden

by Lloyd Borrett, VSAG.

And so the keen VSAGers gathered at Sorrento boat ramp ready for another glorious outing. It was a very busy place.

JL's boat: John Lawler, Benita McDonough, Dickon Roddie, Andrew Qusted and Michael Ngai.

Lloyd's boat: Lloyd Borrett, Cheryl Lees, David Flew and Christine Reynolds.



Photo: Lloyd Borrett — Andrew, Michael, JL and David deciding what we'll do.

The decision was made onshore to head out to the J4 Sub. The Rip was looking a bit marginal, but I decided to give it a go. About half way through I thought better of it, turned around and came back in. New destination... Pope's Eye.

Benita, Dickon and Michael from JL's boat, plus Cheryl and myself, made our way to the outside of Pope's Eye and

enjoyed a pleasant dive. A Dive Victoria boat joined us, followed by Monash Uni and then Tom Wende's boat. Divers everywhere.

JL headed off to do a drift dive with Andrew Qusted as their first dive, while David Flew and Christine Reynolds dived Pope's Eye.

The two boats met up again half way between Lonsdale Lighthouse and Qucenscliff, and we decided to see if we could get onto the Eliza Ramsden. Shipping was favourable, so over to the other side of the bay we motored.

David Flew and I successfully located and shot the wreck. Success at last!

JL and I stayed on the surface while everyone else went in for a dive. I've been told it was, as always, a great dive site, but I don't want to know because I missed out. We were entertained by a seal which the divers didn't see. Karma!

We couldn't get the shot line up. Bugger! David Flew went in for a bounce dive, but couldn't get down against the current. Then Andrew Qusted went in from JL's boat and descended. Thankfully he managed to retrieve everything. Happy me!

It was busy back at the boat ramp. There were loud tearing noises as I motored onto the boat trailer. Broken roller, gouged hull, and the Boat Latch hooked up incorrectly. Bloody boats!

Back to The Scuba Doctor's for air fills and a post dive chin wag. ❖



Photos: Benita McDonough — L: Seals at Pope's Eye. R: Dickon Roddie clambering over the rocks.



Photos: Benita McDonough — L: Some fish. R: Dickon Roddie and Michael Ngai between dives.



Photos: Benita McDonough — L: Some marine growth. R: Plaque on the Eliza Ramsden.

Egyptians are one day going to dive freely

by Lloyd Borrett, VSAG.

They could have done it, the Carthaginians. Or the Etruscans, or the Egyptians. Four thousand years ago, five thousand years ago, they could have gone scuba diving.

If you and I were living then, knowing what we know, we could have built a primitive set of scuba gear. Sure, it might be very crude, but we could have gone underwater in cautious forays, maybe, to

explore the ancient underwater world at shallow depths.

Then we would have gone back to the workshop, having proved it possible, and alone or with the Pharaoh's skilled technicians, we could have advanced the quality of the scuba gear and the depths we could dive to. Learning the principles, the men around us would have discovered scuba diving, would have helped the art in their own way, and before too



Diving non-events. A montage of diagrams of Vegetius Hood (1511), an Assyrian Frieze (900 B.C.) and Alexander the Great submerged in a Diving Bell (3rd Century B.C.)

many years we'd be scuba diving to greater depths, for longer periods.

Meanwhile, for fun, we'd start to work on rebreathers, compressors, gas separation and gas mixing.

It was possible, all those years ago, it could have been done. But it wasn't. Nobody applied the principles of scuba diving because nobody understood them and nobody understood them because nobody believed scuba diving was possible for human beings.

But no matter what people believed or didn't believe, the principles were there.



The Rouquayrol-Denayrouze apparatus was the first regulator to be mass produced (from 1865 to 1965)

Boyles law, gas physiology and the effects of pressure are applicable today, a thousand years from now, or ten thousand years ago. The principle doesn't care. It knows itself, and is always true.

It's us, it's all mankind that cares, that stands to gain all kinds of freedom from the knowing. Believe that some good thing is possible, find the principle that makes it so, put the principle into practice, and voila! Freedom!

Time means nothing. Time is just the way we measure the gaps between not knowing something and knowing it, or not doing something and doing it.

The scuba diving gear used widely around the world today, would have been proof or miraculous God-like-power a few centuries ago. This century there are millions of scuba divers seeking out the underwater depths, and nobody considers their dives supernatural.

For more of us than care to admit, I'll bet, the ideal of diving lies beyond current scuba gear. Some of us just might nourish a secret thought that the very best kind of diving would be to get rid of the diving gear altogether, to find a principle, somehow, that would turn us loose all alone underwater. The freedivers, who have come closest to the secret, also stay underwater only for very limited time periods, which doesn't quite qualify as diving.



An early rebreather.

With the mechanical things, the regulators, the cylinders, the buoyancy compensators, the dream is gone — without the tin you're dead, run out of air and you drown.

I propose that one day we find a way to dive without the heavy and cumbersome scuba diving equipment. I propose that right now a principle exists that makes this not only possible, but simple.

There are those who say that now and then through history it's already been done. I don't know about that, but I think

that the answer lies in somehow harnessing the power that put the whole universe together, that power of which the principle of diving is only an expression in a way that we can see with our eyes, measure with our instruments, and touch with the clumsy crude steel and plastics of our scuba gear.

If the answer to harnessing this power lies beyond machinery, then it must lie within our thought. The researchers in extrasensory perception and telekinesis, as well as those who practice philosophies suggesting man as an unlimited idea of primal power, are on an interesting path.

Maybe there are people working from advanced laboratories, diving freely at one with the ocean in controlled experiments this moment. I refuse to say it's impossible, though for the moment it would look supernatural. In just the same way that our first dive would have looked scary-weird to the Egyptians standing on the water edge.

For the time being, while we work on the problem, the old heavy and crude substitute called "scuba gear" will have to stand between us and the water. But sooner or later — I can't help but believe it — all us Egyptians are somehow going to dive freely. ❖

Diving the web

by Lloyd Borrett, VSAG



A life size, 8 ton cement replica of the classic VW Beetle has been sunk at a depth of 8 metres on the Manchones Reef, Cancun, Mexico. It's the latest edition to the stunning displays at the Underwater Art Museum by acclaimed artist and diver Jason deCaires Taylor. It's specially designed with numerous nooks and crannies to house marine life as an artificial reef. There are more than 400 other sculptures by Taylor at the site. <http://www.underwatersculpture.com>.



Sound artist Halsey Burgund and marine biologist Wallace J. Nichols joined forces to collect the voices of people around the world recounting their personal experi-

ences with the ocean. Combined with music, these voices become an integral part of a new musical composition and audio collages which listeners can create to suit their own preferences. <http://halseyburgund.com/oceanvoices/>



Marineman, launched in 2010, is an award winning comic book series featuring an underwater action hero 'brought to life' by Ian Churchill, a diving fanatic with artistic flair.

The main protagonist is Dr Steve Ocean, a charismatic diver, marine biologist, activist and TV host, who showcases the underwater world to the wider public in his daily life. But only a handful of US Navy bigwigs know, Ocean is also able breathe underwater and has retractable webbing between his fingers. Enter the hero persona Marineman.

The first six Marineman comics have recently been collected together into one feature filled volume. (Ed: I've already ordered mine!)

www.ianchurchillsmarineman.com

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Budding Underwater Pixel Guy

by Lloyd Borrett, VSAG

Lloyd finally restarts his journey into underwater photography and video.

When I started diving in 2006, I already owned a **Canon S40**, 4 megapixel, digital camera (purchased around 2000). After seeking plenty of advice, I got a **Canon WP-DC300 Digital Camera Waterproof Case** for this camera to see if I liked being an underwater photographer.

David Bryant from Seapics kindly provided me with some tuition in the use of the camera underwater. And then I quickly realised that my buoyancy control wasn't up to scratch and put the camera combination away.

Well a few dives have happened since then, and I've finally started back on the journey into gathering pixels underwater.

Video Dive Log

After a trying to get my dive log up-to-date after the Galapagos Islands live aboard trip in August 2011, I realised my memory wasn't as good as it used to be. All of those similarly spectacular dives had started to blend together and I couldn't recall some of the details anymore.

It was time for a memory aid. I'd been reading and seeing the great results peo-



GoPro HD Hero2 Outdoor Edition

ple were getting with the latest generation of cheap and compact underwater video cameras. And if cave divers were mounting these video cameras on their helmets to document their dives, why couldn't I do likewise.

So in November 2011, I purchased a **GoPro HD Hero2 outdoor edition video camera**, which supports full HD 1080p video, together with assorted accessories. I also ordered a **Backscatter Custom GoPro Underwater Housing with Glass lens and Red Filter**. The GoPro comes with an underwater housing that's good to 60 metres deep, but it has a domed port that makes stuff go a bit out of focus when used underwater. The flat port housing fixes this.

For the helmet, I chose a **Patriot3 Maritime Ops-Core Base Jump Sport Helmet**. On the new year's day holiday VSAG dive day, I finally got in for a dive



Showing:
Black

Patriot3 Maritime Ops-Core
Base Jump Sport Helmet

with this helmet on, but without the Go-Pro video camera.

While the helmet didn't cause me any issues, I think I'll do a few more dives with just the helmet on and practice various mask drills before I try it with the GoPro HD Hero2 attached. (Safety in diving!)

I won't be trying to create elaborate video productions with this setup, though I see many who are doing just that with this inexpensive compact video camera. For me it's just there to help me remember my dives a bit better.

Underwater Photography

I needed a new compact digital camera, mostly for above the water use. So just after Christmas 2011, I purchased one of the new Canon PowerShot S100 digital

compact cameras. Many of you would know that the previous S90 and S95 models of this camera have been a huge hit with underwater photographers.

The new S100 model is even better with full HD video, a wider and "zoomier" lens (24-120 mm, 5x), a 12.1 MP CMOS sensor, plus a six times faster processor and GPS built-in.

I'm now in the process of getting the gear to be able to use the Canon S100 underwater. I'm looking at a **Fisheye FIX S100 underwater housing** with **Inon Z-240 strobes** and **Ultralight arms**.

So hopefully I'll be able to start contributing underwater photos to Fathoms soon. ❖



Canon PowerShot S100 camera
and Fisheye FIX S100 underwater housing

WW2 Russian Arctic Convoys

by Mackenzie Gregory.

Were they worth all the losses of both life and ships?

Introduction

When Germany unexpectedly unleashed Barbarossa on June 22nd, 1941, invading the Soviet Union from the west, although Stalin had been warned prior to that event, he ignored all intelligence, believing it to be a big Allied hoax.

Norway has already been overrun by Germany, although Britain had gone to her aid they withdrew their forces to assist France in her fight against the German Blitzkrieg threatening to engulf the whole country.

In hindsight it may have been better to stay in Norway as their northern ports were used as German bases to harry the Arctic convoys fighting their way through to the ports of Murmansk, Archangel and the Kola peninsula, carrying war equipment sorely needed by Russian forces, as they battled against the Nazi invaders.

Russian convoys

Between 1941-1945, 42 Eastbound convoys, loaded to their plimsoll lines with all types of war supplies, fought both the enemy and the appalling weather to de-

liver their valuable cargoes. Returning Westward convoys numbered 36.



The ammunition ship *Mary Luckenback* explodes during an air Attack on Arctic Convoy PQ18, September 14, 1942.

It should be noted that statistics reporting on the total of merchant ships lost on both the east and westward trips will depend on the sources used. I have used :

Allied Merchant Ship Losses in Arctic Convoys, June 21-1941 – May 8-1945: Convoys to Russia 1941-1945, Bob Ruegg/Arnold Hague. 1992.

It lists by name and country ships sunk on arctic convoys, and I believe is a most reliable source. If we add the Merchant and Naval ship losses together, as a % of ships involved on Russian convoys we have a 9% loss, which resulted in about 3,000 deaths of both merchant and navy sailors.

Total tonnage delivered to Russia

East bound convoys delivered about 4 million tons of the necessities of war, including 5,000 tanks and 7,000 + aircraft. Having survived the hazardous

voyage through Arctic waters, in many cases the weather was a bigger threat or at least equal to that posed by both the German Navy and its U-Boats, plus the Luftwaffe, these ships generally empty had to again flog through 3,000 miles of dreadful weather to return to home ports.



The ice-encrusted 6-inch guns of HMS *Belfast* during Convoy duties in Arctic waters, 1943 (IWM neg A20)

One must pose, was it all worth the loss of so many Merchant and Royal Navy sailors and could the equipment, a mere drop in the bucket compared to the vast quantity needed by Soviet forces, have been better used elsewhere by the Allies?

Infamous Convoy PQ 17

Commodore J C K Dowling led convoy P.Q. 17, consisting of 36 heavily laden Merchant Ships out of Reykjavik, on the 27th June, 1942. Their cargo contained 297 aircraft, 594 tanks, 4246 military vehicles, both lorries and gun carriers, and 150,000 tons of military stores and general cargo; it was both a large and important load, designed to assist in re-arming the Red Army.



HMS *Edinburgh*, sunk on an Arctic Convoy carrying 5 tons of Russian Gold destined for the US.

As Murmansk had been virtually closed down after heavy bombing, all but 8 American ships were bound for Archangel, however, the "*Richard Bland*" ran aground before clearing the Islandic coast, and was left behind. This fateful convoy was now reduced to 35 ships, but in the Denmark Strait, the convoy ran into heavy loose ice, and the American "*Exford*," was too damaged to continue, and finally turned back.

The frozen bridge on HMS *Kent* on duty in the Arctic on duty in the Russian convoys.

British Admiralty gets involved

As P.Q. 17 passed to the North of Bear Island, the Admiralty signalled that "*Tirpitz*," and "*Hipper*," plus 4 Destroyers and 2 Torpedo Boats had all left Trondheim, the two major German ships had actually arrived in Altenfjord.

Three Signals from the Admiralty

"London," now received a signal on her bridge, at the same time as Tovey also received it 350 miles away to the West, it was prefixed with "Secret and Most Immediate" and was timed 2111 (9.21 P.M.) it read Cruiser force withdraw to the West at high speed.

This message could have but one interpretation, the "*Tirpitz*," was out and at sea.

Twelve minutes later, another signal arrived, timed, 2123 (9.23 P.M.) addressed to Broome, repeated to both Hamilton and Tovey, "Secret and Immediate" "Owing to threat from surface ships, convoy is to disperse and proceed to Russian ports."

Finally, a third signal arrived in a further thirteen minutes, at 2136 (9.36 P.M.) which seemed to upgrade the previous signal, "Secret and Most Immediate," "Admiralty to Escorts of P Q 17, C in C, CS One. Convoy is to scatter."

These messages had but one meaning, at any moment, "*Tirpitz*," and her consorts would appear on the scene, this was the only interpretation to be made by the men at the centre of operations with P.Q. 17, then or even now.

To quote "Woodman," in his "Arctic Convoys," "But this was not what happened at all." Hamilton stretched his orders to the absolute limit, holding his Easterly course for another 30 minutes, then he swung his force about, and retired to the West.

Broome was also "very angry," he ordered Leading Signaller Elliot, to hoist the signal to scatter. "A white pendant with a red cross."

Commodore Dowding in "*River Afton*," repeated this signal at the dip, meaning he acknowledged this message, but did not understand it. Broome took "*Keppel*," alongside the Commodore's ship, and, using a megaphone, confirmed the order to an unbelieving Downing and his stunned Master, Captain Charlton. Broome hailed them, "Sorry to leave you like this-goodbye and good luck, it looks like a bloody business."

With a downward haul on the signal halyards, this order was executed, convoy P.Q. 17 ceased to exist, and Commodore Downing gave up his command.

Individual Merchant Ships were now on their own

An American, some years later commented thus :- "The Limey Navy, just turned and ran." That is how it must have looked to many who witnessed it, and how many who were not present at the time, or knew the exact circumstances believed it had been.

His ships now sped Westwards at 30 knots, expecting "*Tirpitz*," to appear at any moment. "Instead we wove our way amongst ice bergs, and some very surprised U-Boats who had been shadowing the convoy."

An unease now crept over all the British Naval Ships, something seemed totally wrong, but "what?"

The Admiralty, 5 hours after their order to scatter, broke their radio silence to declare, "It is presumed enemy ships are North off Tromso, but it is Not repeat Not, sure they are at sea."

German air reconnaissance discovered the Home Fleet moving North East to cover the withdrawal of Hamilton's group.

If the German ships moved quickly against individual convoy vessels, there would be no threat from aircraft flown off British Carriers. By 1500 (3 P.M.) on the 6th. of July, "*Tirpitz*," "*Scheer*," and "*Hipper*," together with 7 Destroyers and 2 Torpedo Boats were out, and in the open sea.

The Soviet Submarine, *K21*, sighted and attacked "*Tirpitz*," they believed that this mighty German ship had been hit, in fact, the attack was abortive. A British Catalina and H.M. Submarine, "*Unshaken*," also sighted the German fleet, but all to no avail.

Whilst U-Boats and Aircraft were successfully sinking ships of convoy P.Q. 17, it was not considered necessary to put their surface ships at risk, and the German Naval Command, ordered the fleet to turn back and go home.

Notwithstanding protestations from the senior Naval staff on board the German ships, the Chief of Naval Operations,

summed up the decision thus "Every operation by our heavy surface forces has been hampered by the Fuhrer's desire to avoid losses and reverses at all costs."

If this episode of scattering the convoy, P.Q. 17, seemed bizarre, some of the events that took place, merely confirmed this fact, e.g. Lieutenant. Leo. Gradwell, a New Zealander, by birth, commanding the Anti-Submarine Trawler "*Ayrshire*," gathered the Panamanian "*Troubador*," the "*Ironclad*," and an American ship, "*Silver Sword*," and led them into the ice pack. "*Troubador*," carried a cargo of bunkering coal, and drums of white paint. Locked in the embrace of the ice pack, these ships stopped engines, banked their fires, and then proceeded to slop white paint over themselves, to so effectively camouflage their upper deck works, that they fooled reconnoitring aircraft, who then reported that the pack ice was impenetrable.

Ships sailing independently

Without the protection of a convoy and its escort, ships on their own as they struggled eastwards were picked off by U-Boats, sunk by aircraft, or damaged by aircraft then to finally succumb to a U-Boat attack.

Ships sheltering in the ice

If we return to Lieutenant Gradwell, far away to the North West, he broke out his ship from the ice at 2100 (9 P.M.) on the 6th. of July, and in company with "*Ironclad*," "*Troubador*," and "*Silver Sword*," crept Eastwards. They then

coasted South, and entered Matochkin Strait, at Lagerni, contact was made with the Russians. "*Benjamin Harrison*" was also at anchor, whilst the "*Empire Tide*," had taken refuge in Moller Bay.

Finally, on 24th. of July, "*Azerbaijan*," "*Silver Sword*," "*Benjamin Harrison*," "*Ironclad*," and "*Troubadour*," all arrived safely at Archangel. Then, the only outstanding ship, the beached "*Winston Salem*," after pumping fuel oil overboard, was freed, and crewed by survivors from other ships, she was sailed into Archangel on the July 28th.

To Sum Up

Allied losses were horrendous, two thirds of the convoy lost, 24 ships sunk, 8 by U-Boats, 8 by Aircraft, and 8 damaged by Aircraft, then finally sunk by the U-Boats.



Arctic Encounter. Painting by Robert Bailey

Lost Equipment:

210 Bombers, 430 Tanks, 3350 Vehicles, and approximately 100,000 tons of Munitions.

German losses:

Only 6 Aircraft.

Deaths of Allied Seamen:

153 Allied Seamen died from P.Q.17, but not one Naval Officer or Rating were killed in their defence.

Sir Dudley Pound

The First Sea Lord, Sir Dudley Pound, had indeed made a doubtful decision when he gave the order for the convoy "To Scatter," and the price paid was catastrophic!

Were the Arctic Convoys Worthwhile?

No doubt the 4 million tons delivered to Stalin's Russia via the Arctic Convoys played their small part in the defeat of the German invasion, but it is difficult to find any Soviet acknowledgement of this fact or any thanks for the sacrifices made by the men of the Merchant Marine, Royal Navy and US Navy to deliver the goods.

This gesture to the Soviet Union of running the gauntlet of German forces and dreadful weather conditions may well have shortened the war in Europe if this vast amount of war material had been applied elsewhere, and had not been delivered to a rather ungrateful country ruled by the Dictator Stalin.

Post war the former Allies and Russia would face up to a long period of the Cold War, whilst Russia occupied a great deal of central and the eastern part of Europe.

Arctic Medal

For many years survivors of Arctic Convoys lobbied British Governments for the

striking of a special Arctic Medal to mark their service in those waters in WW2. It all fell on deaf bureaucratic ears, the response being The Atlantic Star Medal covered such service.



Atlantic Star 1939-1945.

Recently the British Ministry of Defence has created an Arctic Star Emblem for all who served north of the Arctic Circle, i.e. above 66 degrees 30 minutes North, for at least 24 hours in WW2.

This Emblem may be worn on the ribbon of either the 1939-45 Star, or the Atlantic Star. As an 18 year Midshipman in HMAS *Australia* in 1940, we spent time off Bear Island, well above the Arctic Circle and so I qualified for this Award.



Arctic Star Emblem.

The design concept of the Arctic Emblem was agreed with Arctic veterans' representatives. It is a small metal star, mainly enamelled white, with a red dot in the centre and above it a scroll with the words "The Arctic" in gold letters on a blue background. The star represents the Polar Star, the white colouring symbolises ice and the red centre represents the field of the flags of the USSR and Norway.

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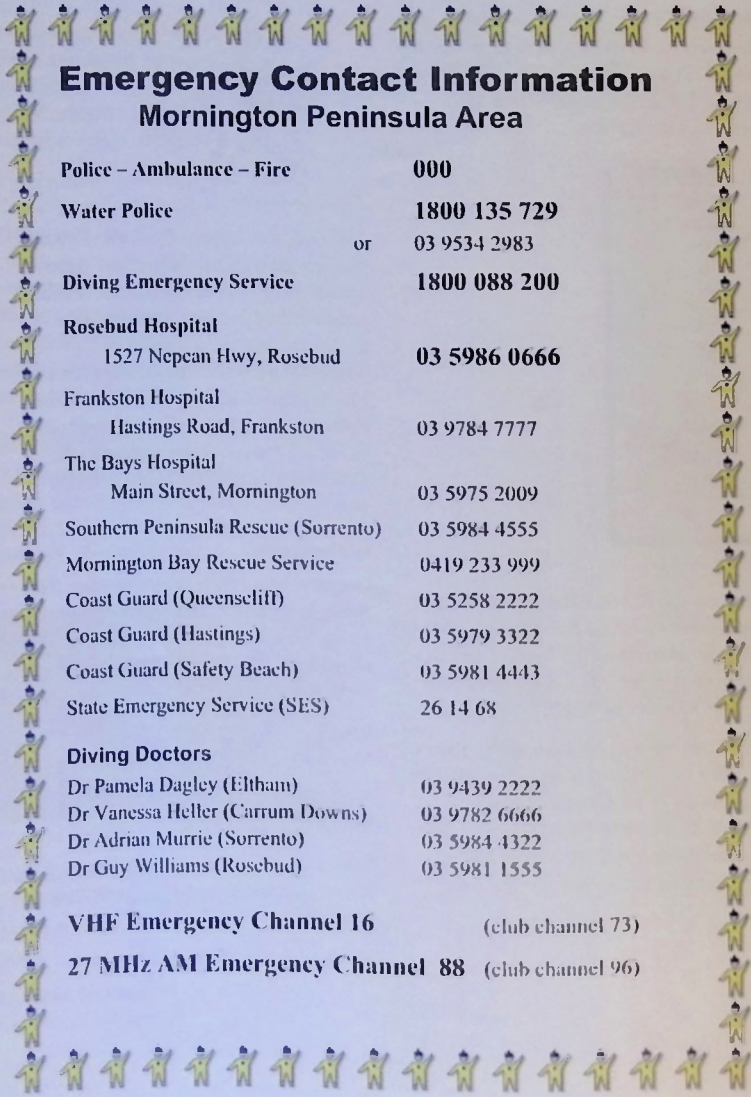
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Mae's Web Log: ahoy.tk-jk.net ❖



Emergency Contact Information Mornington Peninsula Area

Police – Ambulance – Fire	000
Water Police	1800 135 729
	or 03 9534 2983
Diving Emergency Service	1800 088 200
Rosebud Hospital 1527 Nepean Hwy, Rosebud	03 5986 0666
Frankston Hospital Hastings Road, Frankston	03 9784 7777
The Bays Hospital Main Street, Mornington	03 5975 2009
Southern Peninsula Rescue (Sorrento)	03 5984 4555
Mornington Bay Rescue Service	0419 233 999
Coast Guard (Queenscliff)	03 5258 2222
Coast Guard (Hastings)	03 5979 3322
Coast Guard (Safety Beach)	03 5981 4443
State Emergency Service (SES)	26 14 68
Diving Doctors	
Dr Pamela Dagley (Eltham)	03 9439 2222
Dr Vanessa Heller (Carrum Downs)	03 9782 6666
Dr Adrian Murrie (Sorrento)	03 5984 4322
Dr Guy Williams (Rosebud)	03 5981 1555
VHF Emergency Channel 16	(club channel 73)
27 MHz AM Emergency Channel 88	(club channel 96)

Tidal Streams at the Heads — February 2012

RED italic times are slack water with EBB about to start (Flood Slack)
which are the best diving conditions near the Heads.

Daylight Saving starts Sunday 2 Oct 2011 and ends on Sunday 1 April 2012 (times adjusted)

Mon 30	Tues 31	Wed 1	Thurs 2	Fri 3	Sat 4	Sun 5
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0216	0250	0324	0357	0435	<i>0011</i>	<i>0111</i>
<i>0819</i>	<i>0847</i>	<i>0901</i>	<i>0929</i>	<i>1004</i>	0522	0624
1442	1515	1557	1637	1722	<i>1048</i>	<i>1141</i>
<i>2110</i>	<i>2157</i>	<i>2224</i>	<i>2315</i>		1814	1910
Mon 6	Tues 7	Wed 8	Thurs 9	Fri 10	Sat 11	Sun 12
Slack	Slack	Slack	Slack	Slack	Slack	Slack
<i>0211</i>	<i>0308</i>	<i>0358</i>	<i>0442</i>	<i>0521</i>	<i>0557</i>	0029
0744	0859	0959	1047	1129	1209	<i>0630</i>
<i>1244</i>	<i>1353</i>	<i>1506</i>	<i>16014</i>	<i>1714</i>	<i>1809</i>	1248
2009	2108	2203	2255	2344		<i>2134</i>
Mon 13	Tues 14	Wed 15	Thurs 16	Fri 17	Sat 18	Sun 19
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0111	0150	0228	0305	0347	0439	<i>0028</i>
<i>0703</i>	<i>0735</i>	<i>0810</i>	<i>0849</i>	<i>0933</i>	<i>1026</i>	0549
1326	1406	1448	1535	1630	1732	<i>1128</i>
<i>1949</i>	<i>2037</i>	<i>2126</i>	<i>2219</i>	<i>2319</i>		1842
Mon 20	Tues 21	Wed 22	Thurs 23	Fri 24	Sat 25	Sun 26
Slack	Slack	Slack	Slack	Slack	Slack	Slack
<i>0140</i>	<i>0248</i>	<i>0349</i>	<i>0442</i>	<i>0527</i>	0003	0047
0722	0854	1007	1104	1152	<i>0607</i>	<i>0643</i>
<i>1243</i>	<i>1413</i>	<i>1542</i>	<i>1653</i>	<i>1750</i>	1235	1313
1955	2107	2213	2312		<i>1839</i>	<i>1924</i>
Mon 27	Tues 28	Wed 29	Thurs 1	Fri 2	Sat 3	Sun 4
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0125	0159	0230	0255	0326	0401	0444
<i>0714</i>	<i>0741</i>	<i>0806</i>	<i>0825</i>	<i>0854</i>	<i>0929</i>	<i>1012</i>
1340	1421	1452	1525	1559	1637	1722
<i>2006</i>	<i>2047</i>	<i>2047</i>	<i>2157</i>	<i>2238</i>	<i>2324</i>	

Tidal Streams at the Heads — March 2012

RED italic times are slack water with EBB about to start (Flood Slack)
which are the best diving conditions near the Heads.

Daylight Saving starts Sunday 2 Oct 2011 and ends on Sunday 1 April 2012 (times adjusted)

Mon 27	Tues 28	Wed 29	Thurs 1	Fri 2	Sat 3	Sun 4
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0125	0159	0230	0255	0326	0401	0444
<i>0714</i>	<i>0741</i>	<i>0806</i>	<i>0825</i>	<i>0854</i>	<i>0929</i>	<i>1012</i>
1348	1421	1452	1525	1559	1637	1722
<i>2006</i>	<i>2047</i>	<i>2047</i>	<i>2157</i>	<i>2238</i>	<i>2324</i>	
Mon 5	Tues 6	Wed 7	Thurs 8	Fri 9	Sat 10	Sun 11
Slack	Slack	Slack	Slack	Slack	Slack	Slack
<i>0014</i>	<i>0110</i>	<i>0208</i>	<i>0303</i>	<i>0352</i>	<i>0437</i>	<i>0518</i>
0540	0651	0807	0913	1009	1058	1144
<i>1104</i>	<i>1206</i>	<i>1317</i>	<i>1437</i>	<i>1558</i>	<i>1706</i>	<i>1804</i>
1816	1916	2021	2125	2227	2323	
Mon 12	Tues 13	Wed 14	Thurs 14	Fri 16	Sat 17	Sun 18
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0013	0057	0137	0215	0252	0334	0426
<i>0557</i>	<i>0635</i>	<i>0713</i>	<i>0751</i>	<i>0831</i>	<i>0914</i>	<i>1003</i>
1229	1313	1357	1441	1526	1614	1708
<i>1857</i>	<i>1945</i>	<i>2031</i>	<i>2116</i>	<i>2204</i>	<i>2256</i>	<i>2355</i>
Mon 19	Tues 20	Wed 21	Thurs 22	Fri 23	Sat 24	Sun 25
Slack	Slack	Slack	Slack	Slack	Slack	Slack
<i>0537</i>	<i>0100</i>	<i>0206</i>	<i>0310</i>	<i>0406</i>	<i>0454</i>	<i>0534</i>
1104	0710	0839	0947	1042	1129	1211
<i>1811</i>	<i>1223</i>	<i>1404</i>	<i>1534</i>	<i>1641</i>	<i>1735</i>	<i>1822</i>
	1925	2043	2155	2258	2346	
Mon 26	Tues 27	Wed 28	Thurs 29	Fri 30	Sat 31	Sun 1
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0028	0105	0137	0208	0238	0310	0234
<i>0609</i>	<i>0639</i>	<i>0705</i>	<i>0731</i>	<i>0759</i>	<i>0830</i>	<i>0801</i>
1249	1324	1355	1424	1454	1527	1502
<i>1905</i>	<i>1944</i>	<i>2022</i>	<i>2058</i>	<i>2134</i>	<i>2210</i>	<i>2138</i>

Tidal Streams at the Heads — April 2012

RED italic times are slack water with EBB about to start (Flood Slack)
which are the best diving conditions near the Heads.

Daylight Saving starts Sunday 2 Oct 2011 and ends on Sunday 1 April 2012 (times adjusted)

Mon 2	Tues 3	Wed 4	Thurs 5	Fri 6	Sat 7	Sun 8
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0314	0404	0505	0003	0100	0156	0250
0844	0934	1035	0616	0726	0831	0929
1543	1633	1732	1148	1316	1446	1557
2221	2310		1839	1951	2102	2204
Mon 9	Tues 10	Wed 11	Thurs 12	Fri 13	Sat 14	Sun 15
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0341	0428	0512	0024	0104	0144	0229
1024	1115	1204	0553	0633	0713	0755
1656	1746	1833	1531	1332	1414	1457
2257	2343		2131	1958	2040	2125
Mon 16	Tues 17	Wed 18	Thurs 19	Fri 20	Sat 21	Sun 22
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0323	0432	0556	0014	0120	0220	0310
0843	0944	1110	0716	0821	0916	1004
1546	1646	1801	1251	1415	1519	1612
2215	2311		1923	2037	2137	2226
Mon 23	Tues 24	Wed 25	Thurs 26	Fri 27	Sat 28	Sun 29
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0352	0427	0458	0018	0050	0121	0153
1046	1124	1159	0527	0556	0627	0701
1657	1738	1815	1231	1301	1332	1405
2307	2344		1850	1923	1954	2026
Mon 30	Tues 1	Wed 2	Thurs 3	Fri 4	Sat 5	Sun 6
Slack	Slack	Slack	Slack	Slack	Slack	Slack
0226	0240	0332	0426	0531	0000	0103
0740	0822	0912	1013	1129	0644	0757
1442	1511	1557	1654	1802	1305	1436
2059	2135	2216	2304		1920	2038

VSAG Dive and Meeting Calendar

Date	Activity Details
	Can swap between Sat and Sun depending! Dive sites adjusted on the day to suit divers and conditions.
21/22 Jan	Sorrento/Queenscliff — Slack water dive & Twin bommies DC: Graham Ellis 0412 100 067
28/29 Jan	Newhaven, Phillip Island 9 am — Crack Cave & Pinnacles DC: Lloyd Borrett 0418 170 044
4/5 Feb	Sorrento/Queenscliff — Slack water dive & Twin bommies DC: Alan Storen 0417 017 446
11/12 Feb	Newhaven, Phillip Island — Pinnacles & Pyramid Rock DC: Peter Briggs 0412 585 546
16 Feb	General Meeting @ Maori Chief — 8.00 p.m.
18/19 Feb	Sorrento/Queenscliff — Dive Captain's choice DC: Greg Richards 0417 042 839
25/26 Feb	Newhaven, Phillip Island — George Kermode & Pinnacles DC: John Lawler 0414 922 916
3/4 Mar	Newhaven Philip Island — Crack Cave and George Kermode DC: Cheryl Lees 0448 863 455
10/11/12 Mar	Labour Day Weekend — Cape Jaffa and local dives Watch for email updates.
15 Mar	General Meeting @ Maori Chief - 8.00 p.m.
17/18 Mar	Newhaven Philip Island — Pyramid Rock and Pinnacles DC: David Geekie 0419 300 686
24/25 Mar	Sorrento/Queenscliff — Canberra and Outside Reef DC: John Lawler 0414 922 916
31 Mar / 1 Apr	Newhaven Philip Island — Dive Captains's Choice DC: Lloyd Borrett 0418 170 044
6/7/8/9 Apr	Easter Weekend — Details TBA depending on Wilsons Prom beach access. Local Dives will occur as well. Watch for email updates.
15/14 Apr	Sorrento/Queenscliff — Canberra and Outside Reef DC: Greg Richards 0408 287 754
19 Apr	General Meeting @ Maori Chief - 8.00 p.m.
21/22 Apr	Newhaven Philip Island — George Kermode and Pinnacles DC: Michael Kakafikas 0439 044 122
28/29 Apr	Sorrento/Queenscliff — Coogee and Slack Water Dive DC: Graham Ellis 0412 100 067

by Graham Ellis, Dive Calendar Coordinator, VSAG



Photos: John Lawler — VSAG Xmas Party, December 2011



Photos: Lloyd Borrett — VSAG Xmas Party, December 2011