

FATHOMS

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VSAG

VICTORIAN SUB-AQUA GROUP

-- APR 1987

VSAG

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VSAG

VICTORIAN SUB-AQUA GROUP

COVER STORY: VSAG diver Alex Talay along with proprietor of Melbourne Dive Services, Dick Whittaker, seen diving the famous Lady on the Wreck of the President Coolidge. This photo was taken by Keith Jensen whilst visiting the Island of Espirito Santo, Vanuatu 1983.

The Victorian Sub-Aqua Group was founded in 1954 and has continued as a strong and active diving club since that time. It is incorporated as a non profit company and has no commercial affiliation with any organisation.

VSAG is committed to the preservation of independant diving freedom. It believes that divers must take a responsible attitude toward the protection and preservation of the marine environment but as a general rule is opposed to legislative measures that place prohibitive limitations and restrictions on diving activities.

Local diving is organised on a bi-monthly basis, generally out of participating member's boats. This is supported by weekend camps, charters to more remote locations and annual overseas trips. The club has a considerable investment in diving equipment.

Regular functions provide an opportunity for members, friends and families to socialise. Each month VSAG meets at North Melbourne Football Club where bar facilities are available prior to and after the General Meetings. Visitors are very welcome - smart casual wear essential.

FATHOMS

Official journal of the Victorian Sub—Aqua Group

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APRIL/MAY 1987

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COMING EVENTS

Dive/Social Calendar		19
Queens Birthday Camp - Apollo Bay		5
Melbourne Cup Camp - Warrnambool		11
Xmas Camp - Byron Bay		5

Next general meeting:

Wednesday, April 15th, 1987 and
Wednesday, May 20th, 1987 8.00 p.m.
North Melbourne Football Club
Fogarty Street, North Melbourne

Next committee meeting:

Tuesday, April 21st, 1987 8.00 p.m.
William's Residence, 3 Anita Ave., Dingley
Tuesday, May 26th, 1987 8.00 p.m.
Abell Residence, 80 Liston St., Burwood

Editorial submissions to: "The Editor" Fathoms C/- 99 The Fairway, KINGSBURY 3083

EDITORIAL



I often wonder if we appreciate the great diving that we have available right on our door step here in Victoria and just over the borders of N.S.W. and South Australia. Sure I have been extolling the virtues of diving South Pacific locations but have always regarded our own locally as second to none.

We are all aware of the fantastic dives available in and around the rip area but many of us are lacking in experiences that can be found in other areas, Cape Bridgewater near Portland, Lady Julia Percy Island, Warrnambool where at times whales come close inshore and it is possible to dive with them, Cape Otway, Apollo Bay, Anglesea, Torquay, Barwon Heads, Cape Schanck, Flinders, Phillip

Island, Kilcunda, Cape Patterson, Inverlock, Wilsons Promontory, Cape Conran and Mallacoota.

Each of these areas have something a little different from the other. Many have historic wrecks near by, all offer superb diving when the right conditions prevail. I guess what I am trying to say is, "try somewhere different" and I am sure that you will be rewarded by the experience. We have included a couple of these west coast areas in our dive calendar, let's hope the weather is kind to us so that we can see what the area has to offer.

Don Abell has once again taken on the onerous task of co-ordinating the Easter Trip to Tidal River. Bookings are full and this year we have plenty of boats available. Should you have been tardy and not booked Don may still be able to fit you in somewhere if you ring quickly.

Again, I make the plea for articles for inclusion in "Fathoms". Very little has been received of late, I am sure that there is plenty of untapped talent out there, perhaps a few of the older members may dig through their photos and give us a "blast from the past" and remind us of what the Club was like in years gone by.

Keith Jensen

COMMITTEE NEWS JANUARY/FEBRUARY

Minutes of the Committee of the Victorian Sub-Aqua Group held at 14 Nurla Street, Frankston.

Apologies for non attendance were received from Andy Mastrowicz and Keith Jensen.

CORRESPONDENCE - FEBRUARY:

A letter was received from the Department of Conservation, Forests and Lands requesting that the Club advise of particular dive sites which could be included in a publication to be made for divers telling them of dives worth doing and what could be seen on those particular dives. John Goulding volunteered to liaise with the Department in regard to this matter.

TREASURER'S REPORT - FEBRUARY:

The Treasurer reported that the Club had the following funds:

Cash at bank	\$ 1,247.43
Cash on deposit	\$ 1,175.06
	<hr/>
	\$ 2,422.49
	<hr/> <hr/>

GENERAL BUSINESS - JANUARY:

1. Barry Truscott suggested that members of the Club should consider the possibility of obtaining Tasmanian Amateur Fishing Licences so that they could overcome the problems of catching crayfish in the Wilson Prom. area. As yet the area has not been proclaimed a Marine Park and it will not be necessary to obtain the interstate licences until proclamation is made.
2. Keith Jensen suggested that the Club consider scheduling and arranging the long weekend dive trips throughout the whole year to ensure that all arrangements are properly confirmed and we avoid some of the problems recently encountered through attempting to make late bookings for accommodation.

3. Keith raised a vote of thanks to Des Williams on his arrangements of Port Lincoln and to Alex Talay for the new cover of Fathoms magazine.
4. Keith also suggested that we consider taking the Club compressor to all weekend functions so that we have a back-up for tank filling in the event that commercial facilities are not available. The Club decided that it will endeavour to find someone who will tow the compressor to each of these activities.
5. Don Abell raised a vote of thanks to John Lawler for his arrangements of the Christmas function at the Lonsdale Street Bar & Grill.
6. Des Williams asked that the Club send a copy of our newsletter to the Port Lincoln Skin Diving Centre.
7. John raised the question of fund raising activities for the Club such as club labelled wine etc. There has been some bad experiences with the sale of Club products previously, however it was agreed that John should carry out investigations of possibilities and report back to the Committee.
8. John reported that the Christmas function had raised a net surplus for the Club of approximately \$950.

GENERAL BUSINESS - FEBRUARY:

1. Alex Talay submitted an application for membership from Gavin Latimer. Alex advised that Gavin had a current medical certificate which he had sighted. Gavin also had a current dive qualification and all the necessary gear to dive. Gavin has already dived and has been checked out by Mick Jeacle. The membership was proposed by Alex Talay and seconded by Mick Jeacle and was accepted by the Committee.
2. Mick Synon requested details of the points that would be scored for the various Club activities. It was agreed that this should be checked out by the Secretary as it would be recorded in the minutes of a previous meeting. The Secretary is to report back to the next committee meeting.

3. Des Williams requested whether he could buy the last remaining Club reg so that he was able to construct it to an octopus system. The Club agreed and the reg is to be sold to Des for \$40.00.
4. Des also suggested that the Club become more involved in investigative diving on the second dive of each Club day. The purpose is to locate new dive venues and possibly locate uncharted wrecks. *

V.S.A.G. XMAS CAMP BYRON BAY

Once again V.S.A.G. will be enjoying the delights of
of magnificent Byron Bay.

Co-ordinator is Tony Tipping and he will be pleased
to answer your enquiries. Telephone: 80 4956.

Deposits must be in by June 1st.

QUEENS BIRTHDAY WEEKEND

WARATAH CARAVAN PARK, APOLLO BAY

Several on site vans and tent sites have been tentatively
booked.

To secure your site contact Andy Mastrowicz on
318 3986 A.S.A.P.

Waratah Park boast's tree shaded lawn areas, sealed
roads, besides the sea, and next to the golf course.

TIDE TABLES

PORT PHILLIP HEADS
TIDAL STREAM CHANGE

JUNE

	START OF			START OF	
	FLOOD	EBB		FLOOD	EBB
1 Mo	11:58	05:19	16 Tu	12:02	05:24
2 Tu	00:03	18:23	17 We	00:19	16:26
3 We	12:33	18:57	18 Th	12:49	05:19
4 Th	00:38	06:32	19 Fr	01:14	19:15
5 Fr	13:07	19:31	20 Sa	02:10	20:03
6 Sa	01:16	07:08	21 Su	13:38	07:15
7 Su	13:41	20:06	22 Mo	14:26	20:51
8 Mo	01:56	07:48	23 Tu	03:08	09:10
9 Tu	14:16	20:43	24 We	15:15	21:40
10 We	02:42	08:34	25 Th	04:08	10:11
11 Th	14:53	21:21	26 Fr	16:05	22:29
12 Fr	03:33	09:27	27 Sa	05:08	11:13
13 Sa	15:35	22:03	28 Su	16:58	23:19
14 Su	04:29	10:28	29 Mo	06:07	12:19
15 Mo	16:24	22:51	30 Tu	17:55	00:11
	05:31	11:37		07:05	13:24
	17:21	23:44		18:56	14:26
	06:34	12:50		08:00	15:22
	18:27	00:41		09:38	16:09
	07:36	14:02		21:41	17:28
	19:36	01:39		20:52	18:02
	08:35	15:07		08:00	
	20:41	02:37		08:51	
	09:30	16:02		09:51	
	21:39	03:34		10:20	
	10:23	16:52		10:59	
	22:34	17:40		11:55	
	11:13	04:30		12:55	
	23:25	17:40		23:45	

PORT PHILLIP HEADS
TIDAL STREAM CHANGE

MAY

	START OF			START OF	
	FLOOD	EBB		FLOOD	EBB
1 Fr	11:15	04:44	16 Sa	10:43	04:03
2 Sa	23:44	17:39	17 Su	22:57	17:13
3 Su	11:51	05:18	18 Mo	11:31	04:50
4 Mo	23:55	10:13	19 Tu	23:41	17:57
5 Tu	12:24	05:50	20 We	03:37	03:37
6 We	00:26	18:45	21 Th	12:17	18:41
7 Th	12:58	05:22	22 Fr	00:26	06:26
8 Fr	00:58	19:18	23 Sa	13:04	19:26
9 Sa	13:33	05:55	24 Su	01:14	07:16
10 Su	01:32	19:53	25 Mo	13:51	20:13
11 Mc	14:09	07:30	26 Tu	02:08	08:12
12 Tu	20:29	20:29	27 We	14:42	21:04
13 We	02:10	08:08	28 Th	03:08	09:13
14 Th	14:47	21:09	29 Fr	15:34	22:00
15 Fr	02:54	08:52	30 Sa	04:16	10:21
	15:28	21:54	31 Su	16:32	23:00
	03:49	09:47		05:28	11:35
	16:15	22:46		17:35	
	04:56	10:55		06:38	00:02
	17:09	23:43		18:41	12:49
	06:08	12:12		07:41	01:03
	18:14			08:35	01:54
	07:16	00:40		20:44	15:01
	19:20	13:29		06:35	01:54
	08:15	01:34		09:24	02:42
	20:23	14:37		21:33	15:53
	09:07	02:25		10:05	03:25
	21:20	15:36		22:15	16:35
	09:57	03:15		10:46	04:05
	22:11	16:28		22:52	17:14
				11:23	04:43
				23:27	17:49

PORT PHILLIP HEADS

Lat. 38°18'S. Long. 144°37'E

The time meridian used is 150°E, the standard time of the Eastern States of Australia, 0000h, is midnight, 1200h is noon. During the period of summer time, one hour must be added to the times shown.

Datum used is chart datum which is 13,780 m below the level of the door sill of the Point Lonsdale Lighthouse, and is 0.860m below Australian Height Datum (A.H.D.). Due to the restriction of the tidal range within Port Phillip, caused by the relatively narrow entrance into the bay at the Heads, the tidal stream in the vicinity of the Heads does not turn at high and low water. A separate table of predicted times of change is therefore included with the high and low water predictions. However, users should note the effect of wind on the level of Port Phillip.

West to south-west winds cause a rise in sea level outside Port Phillip and a consequent increase both in rate and duration of the ingoing stream and a corresponding decrease in the outgoing stream.

The increased ingoing stream causes a gradual rise of the waters of Port Phillip. As these winds continue, increased ingoing stream will continue till sea levels inside and outside have reached equality, then increased ingoing stream will cease and the streams become normal.

On the winds ceasing, sea level outside falls to normal, causing the outgoing stream to increase both in duration and rate till sea level in Port Phillip has fallen to normal and the levels outside and inside are again equal.

Very hot weather, and a consequent unusual evaporation in Port Phillip, tends to cause a decrease ingoing stream.

About the times tabulated for high and low water, the velocity of the stream in the entrance fairway is the greatest, and the ebb stream at times attains a speed of six knots, consequently the navigation of low powered vessels over the tide through the Heads will be rendered easier at about the times tabulated for the start of tide stream.

Mariners are informed that the height of the tide at Port Phillip Heads may be obtained from Point Lonsdale signal station by V.H.F. radio on Hague channels 8, 12 and 16.

TABLE OF TIDAL DIFFERENCES

This table shows the average standard times of high and low water relative to the times of high and low water at Port Phillip Heads, of other locations in the vicinity, and also shows the average rise of tide above datum and the relationship of this datum to Australian Height Datum.

Name of Place	Eritler		Latter		Rise Above Datum		Difference to A.H.D.
	h. m.	0 38 0 35	h. m.	0 16	Springs	Neaps	
Apollo Bay					1.5		-0.810
Lerrie					1.8		-1.485
Berwon-Heads					2.2	1.4	-0.938
Port Phillip Heads					1.9	0.5	-0.950
Onondra Pier					1.2	0.5	-0.980
No 1 West Channel (Annulus)					1.0	0.9	-0.784
Swan Island Dock					1.59	0.9	0.6
West Channel Pile Lt.					3.00	1.1	0.8
St. Leonards Pier					3.55	0.9	0.6
Portsea Pier					3.55	0.9	0.6
Poetsia Pier					1.20	0.9	-0.739
Scorretto Pier					2.11	0.6	0.5
Pye Pier					3.05	0.9	0.8
Roundabout Pier					3.15	0.9	0.8
Point Channel Pile Lt.					3.10	0.9	0.6
Drummond Pier					3.10	0.9	0.6
Marrington Pier					3.07	0.9	0.6
Frankston Pier					3.20	0.9	-0.524

DECO STOPS

by Keith Jensen

Paul and Leslie Tipping have a new arrival at their home. "ANOTHER GIRL" Sophia Amelia arrived on January 7th. Paul reports that she is a good sleeper and is no trouble at all.

Rhonda and Chris Llewellyn are expecting their first baby later on in the year. They have also moved house from Reservoir to a 30 square house in Eltham, looks like a good year for Chris and Rhonda.

Bob Scott is also a proud father, his latest is a green and white Stebercraft boat, 17 foot long and Bob is treating it like a real baby.

Doug Catheral is still globetrotting as of February 18 he was in Seoul, Korea and reported that the temperature was minus 17 degrees and that he was off to China in the next few days.

One of our newest members Gavin Latimer has just spent two weeks in the Solomans with his wife although to this date we have no news of his trip, I am sure that he will say "SOLOMAN ISLAND'S NAMBA WAN".

Couple of V.S.A.G. members planning a sojourn to visit the wreck of the "President Coolidge", Geoff Birtles and Alisdair Stewart are leaving for Vanuatu in June. "It's a big wreck boys".

Had a few on the sick list of late, Pat Reynolds who was suffering from the gout, and was unable to go to Cape Conran. Mike Jeacle had ear problem, thought that he had burst the ear drum but not just enough ear problem to keep Big M out of the water for a few weeks. Deco Stops scribe also on the unfit list and unable to dive at Cape Conran trip due to some incorrectly prescribed medication, and finally Max Synon was laid low and is making a slow recovery from a Bronchial virus.

Let's hope that all are well for our Easter trip. ✱

HISTORIC SHIPWRECK - EMPRESS OF THE SEAS (1853 - 1861)

The Empress of the Seas was a 3 masted wooden "clipper" of 2200 register tons and was carrying a ship rig (square rigged on all three masts). It was built in 1853 in Boston, Massachusetts by Donald McKay, one of the leading exponents of North American "clipper" ship design and construction during the heyday of fast sailing ship. The Empress of the Seas was very large, being 240 feet long, 43 feet wide and 27 feet deep, and was built of white oak and pitch pine. The vessel was owned by James Baine's Australian Black Ball Line, and was described as being "as beautiful and graceful as a yacht, notwithstanding her vast size".

The last voyage to Australia by Empress of the Seas was made in 1861 under command of Captain William (Bully) Bragg from Liverpool to Melbourne in only 66½ days, which was nearly 20 days faster than the average voyage made by ships on the same route during 1860. On December 14, 1861 the Empress of the Seas cleared Hobsons Bay, though delayed in sailing through the Heads "partly by boisterous weather, and partly by the insubordination of the crew"! (Geelong Advertiser 20/12/1861).

While the Captain was ashore in Queenscliff trying to enlist other crew, fire broke out in the forward hold. It was found that the pump handles were missing and that buckets were insufficient.

The inquest found "that the ship was willfully set on fire on the morning of 18 December, but there was not sufficient evidence to show by whom" (Argus 30/12/1861).

The remains of the Empress of the Seas lie in 5-7m of water buried among sand and reef in Nepean Bay. A major section of the lower hull and part of the starboard side remain, though will be quickly damaged by fossicking, as strong currents flow over the site.

The Empress of the Seas was declared as a Provisional Historic Shipwreck by the Minister for Planning and Environment on 26 November 1986 to help to preserve this historically and archaeologically important wreck. Divers presently have unrestricted access for recreational, non disturbance diving and the Maritime Archaeological Unit would prefer this level of protection to continue. If the site is disturbed or damaged, a permit system to restrict the number of visitors will have to be introduced as is presently in use on the William Salthouse site. The responsibility for future unrestricted access lies with you, the diver.*

DISCOVERY & NAVIGATION OF BASS STRAIT

Extract from the Atlas of Victoria
"The Coast" R.D. Spencer

Contributed by G.R. Birtles

When Tasman sighted and mapped the west coast of Van Diemen's Land (now Tasmania) in 1642, it was assumed to be part of the mainland on New Holland. After James Cook made his landfall at Point Hicks in April, 1770, he at once turned north to undertake his historic survey of the east coast that he named New South Wales. His journal recorded his doubts as to whether New Holland and Van Diemen's Land were 'one land or no'. George Bass explored the coast south from Port Jackson to Western Port in 1798 in a nine metre whale-boat and confirmed the likely existence of a strait. In the next summer Bass and Flinders, in the 25-ton sloop Norfolk, sailed through Bass Strait and round Van Diemen's Land. The same season saw the start of the sealing industry in Bass Strait, at Kent Bay on Cape Barren Island.

The new route from Europe to eastern Australia through Bass Strait reduced sailing time by a week but proved to be hazardous. The notoriously changeable weather, the frequent gales and the multitude of islands and reefs were to exact a heavy toll of ships and lives. Most vessels chose to take the northern channel between Cape Otway and King Island, rather than the reef-strewn channel south of the island. To find the 85 km gap between Cape Wickham and Cape Otway after a stormy passage of some 10,000 km from the Cape of Good Hope, called for skilled navigation and a careful approach to land. Although the eastern entrance to the Strait between Wilsons Promontory and Flinders Island is 140 km wide, it is studded with rocks and islands that are the tips of the land bridge mentioned above.

The first lighthouse was built in 1832, on Low Head, at the entrance to the Tamar estuary on which Launceston stands. The first lighthouses in Victoria were built at Shortland Bluff, Queenscliff, and at Point Lonsdale, and began operating in 1843. They were installed as guides to Port Phillip Heads, where the narrow (1 km) channel has dangerous reefs and a strong ebb-tide known as 'The Rip'.

In 1845 the wreck of the emigrant ship, *Cataraqui*, on the west coast of King Island, with the loss of over four hundred lives - Australia's worst death toll in a civil disaster - led to the building of several lighthouses in Bass Strait. The Swan Island and Goose Island lights made for safer passage through Banks Strait for ships plying between Melbourne and Hobart. The lighthouses on Cape Otway and Deal Island, built in 1848, were in service before the great increase in shipping that followed the discovery of gold in Victoria in 1851. The decade that followed saw a greater number of wrecks than any before or since. Lighthouses were built on Wilsons Promontory and Cape Schanck in 1859 and at Cape Wickham in 1861. The tall, granite tower of the Gabo Island light was built in 1890.

Even with lighthouses, the hazards of making a landfall on the Australian coast after the long, great circle swing through the Southern Ocean from Cape Town remained, as was demonstrated in 1878 by the wreck of the iron clipper *Loch Ard*, off Mutton Bird Island, 50 km west of Cape Otway. Only two survived out of a total of fifty-four on board.

A number of famous shipwrecks in which no lives were lost have been omitted from the map (fig. 27.1) and from Table 27.1.

The number of wrecks has fallen dramatically in the present century as sailing ships have been replaced by steamers and motor-ships, as radio has provided weather reports, time signals and other navigational aids, and as ships have got larger. In 150 years, however, there have been more than 1500 shipping accidents along the Victorian coast.

MELBOURNE CUP WEEKEND

OCTOBER 31ST to NOVEMBER 3RD

Alex Talay is organising this long weekend at Warrnambool.

"NEW SITE'S TO DIVE"

"CRAY SEASON OPENS NOVEMBER 1ST"

A weekend not to be missed!

Contact Alex on 772 3085 to secure your booking.

SHIP WRECKS ON VICTORIAN COASTS

Table 27.1 Shipwrecks on the Victorian Coast and in Bass Strait, involving vessels over 100 tons and loss of life. Losses due to fire, collision, enemy action and scuttling omitted.

Map No.	Date	Name	Type	Tonnage	Location and Cause	Lives Lost
West Coast						
1	1851	Maria	Barque	450	Wrecked near Cape Bridgewater	25
2	1867	Jane	Brig	180	Beached in gale at Warrnambool	1
3	1905	La Bella	Barquentine	406	Wrecked on reef S. of Warrnambool	7
4	1839	Children	Barque	224	Ran aground in rough weather at Childers Cove, W. of Flaxman Hill	16
5	1914	Antares	Steamship	1742	Wrecked in small cove W. of Peterborough	All (20+)
6	1892	Newfield	Barque	1386	Ran ashore in Newfield Bay 2 km E. of Peterborough	8
7	1878	Loch Ard	Barque	1623	Struck reef off Mutton Bird Island, near Broken Head	52
8	1891	Fiji	Barque	1357	Grounded, Wreck Beach, Moonlight Head	11
9	1852	Duke of Bedford	Ship	750	Foundered near Cape Otway	All (20+)
10	1880	Eric the Red	Ship	1580	Wrecked on reef E. of Cape Otway	4
11	1932	Casino	Steamship	425	Foundered in Apollo Bay in heavy sea	10
King Island						
12	1835	Neva	Ship	837	Ran onto Navarin Reef, N.E. of C. Wickham	224
13	1855	Maypo	Brig	174	Wrecked near Whistler Point	4
14	1855	Whistler	Ship	942	Wrecked between New Year Is. & Yellow Rk.	2
15	1854	Brahmin	Ship	650	Ran ashore 3 km S. of Whistler Point	17
16	1865	Arrow	Schooner	166	Ran ashore 5 km S. of Whistler Point	1
17	1874	British Admiral	Ship	1781	Wrecked 3 km S. of Currie Harbour	79
18	1845	Catarraqui	Ship	900	Wrecked at Catarraqui Point	400+
Barwon Heads						
19	1871	Sussex	Ship	1305	Ran ashore at Barwon Heads	6
20	1853	Earl of Charlemont	Ship	839	Wrecked on reef at Barwon Heads	1
21	1858	Lady Harvey	Brig	146	Wrecked on rocks at Barwon Heads	1
Entrance to Port Phillip Bay						
22	1848	Thetis	Schooner	120	Wrecked on Point Lonsdale Reef	4
23	1852	Isabella Watson	Ship	434	Wrecked on Corsair Rock	9
24	1852	Conside	Ship	259	Wrecked on reef at Port Phillip Heads	14
25	1853	Marmion	Brig	?	Wrecked at Port Phillip Heads	4
26	1857	Nonpareil	Schooner	186	Wrecked at Port Phillip Heads	4
27	1900	Sierra Nevada	Ship	1474	Wrecked on rocks near Port Phillip Heads	23
28	1857	Amicus	Schooner	140	Wrecked on rocks at Point Nepean	1
29	1853	Frisk	Brig	220	Struck Point Nepean in a storm	5
30	1853	Sea	Ship	839	Wrecked on Point Nepean	17
31	1887	Cheviot	Steamship	1226	Ran aground on Cheviot Beach, Pt. Nepean	35
Cape Schanck-San Remo						
32	1893	Alert	Steamship	207	Foundered off Cape Schanck	75
33	1934	Coramba	Steamship	531	Wrecked, 2 km W. of Seal Rocks, Phillip Is.	17
34	1906	Speke	Ship	2876	Wrecked in gale, Kitty Miller Bay, Phillip Is.	1
35	1858	John Nussey	Brigantine	150	Drifted onto reef near Griffith Pt., San Remo	Several

Table 27.1 Shipwrecks on the Victorian Coast (continued)

Map No.	Date	Name	Type	Tonnage	Location and Cause	Lives Lost
Off Wilsons Promontory						
36	1870	Dunkeld	Barque	390	Lost off Wilsons Promontory	All
37	1876	Elmgrove	Barque	255	Wrecked on reef off Wilsons Promontory	7
38	1919	Handa Isle	Schooner	275	Disappeared off Wilsons Promontory	All
39	1866	Mandarin	Barque	333	Disappeared off Wilsons Promontory	11
40	1956	Vicky	Steamer	760	Foundered in heavy seas off Wilsons Promontory	8
41	1890	Carlisle	Barque	1121	Wrecked on Crocodile Rock, S. of Wilsons Promontory	8
Kent Group						
42	1845	Mary	Ship	?	Wrecked on reef in Kent Group, S.E. of Wilsons Promontory	17
Disappeared in Bass Strait						
43	1839	Britomart	Brig	243	Disappeared in Bass Strait	20+
44	1862	Citizen	Paddle Steamer	173	Disappeared in Bass Strait	All
45	1908	Orion	Steamship	214	Disappeared off N.W. Tasmania	14
46	1880	Result	Barque	724	Disappeared in Bass Strait	15
47	1858	Sappho	H.M. Brig	428	Disappeared in Bass Strait	All
Disappeared in Eastern Bass Strait						
48	1829	Governor Macquarie	Brig	106	Disappeared between Hobart and Sydney	All
49	1936	Paringa	Steamship	1359	Disappeared E. of Wilsons Promontory	31
50	1839	Britannia	Brig	270	Disappeared off Gippsland Coast	All (2)
Port Albert-Corner Inlet						
51	1874	Ecliptic	Barque	314	Lost off Port Albert	8
52	1861	Macclesfield	Schooner	170	Lost on Clonmel Sands, off Port Albert	6
Off Ninety Mile Beach						
53	1854	Spencer	Brig	222	Lost in gale off Ninety Mile Beach	5
54	1861	Rembrandt	Barque	?	Lost off Ninety Mile Beach after gale off Gabo Island	10
55	1900	Glenelg	Steamship	210	Went ashore in gale 60 km W. of Lakes Entrance	31
Rame Head						
56	1837	Schah	Schooner	?	Wrecked at Rame Head after a gale	7
Near Gabo Island and Cape Howe						
57	1881	Balclutha	Steamship	432	Wrecked off Gabo Island	22
58	1853	Monumental City	Steamship	768	Ran aground near Gabo Island	37
59	1901	Federal	Steamship	2403	Lost in storm off Gabo Island	21
60	1933	Christina Fraser	Steamship	716	Lost off Gabo Island	17
61	1866	Ellen Simpson	Barque	310	Lost in gale off Cape Howe	9
62	1853	Prince of Wales	Brig	112	Foundered off Cape Howe	7+
63	1870	Harlech Castle	Ship	1112	Disappeared off Cape Howe	23

LIGHTHOUSES, VICTORIAN & NORTHERN TASMANIAN COASTS

Victorian coast west to east including islands in vicinity of Wilsons Promontory

Map no.	Light (a)	Year built	Range (b)	Type of structure	Height of structure (metres)	Height above sea (m)
1	Cape Nelson*	1884	24	White Tower	24	75
2	Whaler Point, Portland	1859	15	White Tower	12	41
3	Griffith Island, Port Fairy	1859	11	White Tower	11	12
4	Lady Bay (Rear), Warrnambool	1871	6	White Tower	8	33
5	Lady Bay (Front), Warrnambool	1854	5	White Obelisk	8	27
6	Cape Otway*	1848	26	White Tower	19	91
7	Split Point, Aireys Inlet	1891	21	White Tower	34	66
8	Point Lonsdale* Queenscliff	1863	12	White Tower	21	37
9	Hume Tower Front	1924	11	Steel Tower	24	28
10	High Light Rear*	1842	14	Bluestone Tower	25	40
11	Low Light Front	1863	12	White Tower	22	29
12	Timeball Tower, Williamstown	1852	15	Grey Tower	30	27
13	Eastern Light, McCrae	1874	10	Iron Tower	34	31
14	Cape Schanck*	1859	26	White Tower	21	100
15	Cape Liptrap	1913	18	White Tower	10	93
16	Citadel Island	1913	11	White House	8	117
17	Wilsons Promontory*	1859	25	White Tower	19	117
18	Lighthouse Point, Corner Inlet	1944	16	Iron Tower	7	36
19	Cliffy Island	1884	17	Stone Tower	14	55
20	Mt. Barkly Light, Lakes Entrance	1923	17	Steel Tower	9	70
21	Conran Point	1966	9	Steel Tower	5	15
22	Point Hicks*	1890	26	White Tower	37	56
23	Gabo Island*	1862	26	Red Tower	48	55

Tasmanian coast west to east including islands under Tasmanian administration in Bass Strait

Map no.	Light (a)	Year built	Range (b)	Type of structure	Height of structure (metres)	Height above sea (m)
24	Cape Wickham, King Island	1861	24	White Tower	48	85
25	Currie Harbour, King Island	1880	26	White Tower	21	46
26	Stokes Point, King Island	1951	11	White Tower	9	44
27	Hunter Island	1924	9	White Hut	5	56
28	Three Hummock Island	1924	8	White Hut	3	43
29	Highfield Point	1924	11	White House	3	46
30	Rocky Cape	1968	18	White Tower	9	64
31	Table Cape	1888	19	White Tower	25	180
32	Round Hill Point	1923	18	White House	7	30
33	Mersey Bluff	1889	17	White Tower	16	37
34	Low Head*, Port Dalrymple	1832	24	White Tower	21	43
35	Hogan Island	1965	9	White Column	9	136
36	Deal Island*	1846	26	White Tower	22	305
37	Waterhouse Island	1965	8	White Hut	4	23
38	Goose Island	1846	14	White Tower	28	30
39	Holloway Point, Flinders Island	1967	8	White Hut	5	9
40	Swan Island*	1845	25	White Tower	28	30
41	Cape Barren Island	1967	8	White Hut	3	23
42	Eddystone Point*	1889	26	Stone Tower	35	42

(a) An asterisk denotes a manned light.

(b) The range of the light is the nominal range measured in nautical miles.

ONLY FOUR PLUS ONE



by Don Abell

I remember when being Dive Captain for a V.S.A.G. dive was hard work - especially on the Saturday night. Not so for the dive on 22nd February. I had the pleasure of watching most of Hey Hey It's Saturday interrupted by only a few gentle rings of the telephone.

Six calls in all. Four were positive calls when the phone gives a full ring. Two were calls where the ring is a little unsure and tapers off to only a tinkle at the end of the ring - Yes - that is how the phone sounds when a wimp is ringing to pull out of the dive. Full of the best excuses of course but the plaintive whines were unheard of 5 years ago despite what propaganda you may hear to the contrary.

So we had two boats and only four divers plus one. We had one non club diver join us for a look at the Club. Believe it or not she had been told at a dive shop that V.S.A.G. "go out in any weather". Sue had not dived for a couple of years and had never dived in Victoria.

When Sue and I arrived at John's place on the way to the dive she took one look at the Bill boat and asked John "What do we do if it rains?" to which John replied without hesitation "We go below and you make us a cup of tea". Sue looked at the old Bill boat through different eyes from that time.

Southerlys had been forecast so Flinders was changed to Sorrento on Saturday. Goulding, Jeacle, Lawler, Abell plus one gathered at the coffee shop by the boat ramp and started with a hot chocolate. The small turnout made diving in the bay difficult because someone had to be on each boat. That ruled out the Heads. We decided on Rye for scallops and headed off.

John pulled up next to Mick's car at Tootgarook and we politely enquired where Mick was going. "Rye boat ramp" replied Mick. Red faced Mick hung a U turn and headed back to Rye. Don't know how Mick gets anywhere - he hates road signs.

A slight chop on the water but we've seen a lot worse. John Lawler, Sue and I dived first. Scallops were in abundance. Pick the size you want. We surfaced when the bag would not hold one more. John Goulding and Mick dived and collected the same load.

Well that was easy and Mick suggested a few mussels at a secret location. On the way we mused at some lazy seals soaking up the sun on one of the channel markers.

At Mick's location he, Lawler and I fell over to see what might await in the mussel line. The spot was okay if you don't mind mussels twelve inches deep on the sea bed. We sat on the bottom and casually picked the biggest. It made me wonder how fast they must reproduce.

Mick filled the big bag and I took a smaller amount for myself. If we had taken 10 times the amount it would not have been possible to notice the difference on the sea bed. There must have been hundreds of thousands of the little guys.

Back on shore we availed ourselves of the great facilities at Rye and washed the boats and ourselves. The latter in hot showers (at no charge).

Then home to prepare dinner. What a feed. Nicky made up a tomatoe and onion sauce for the mussels and she, Sue and I ate to delightful sufficiency.

So it was a successful day. Good dive, a bit of fun and some booty to boot. So there were four happy V.S.A.G. divers plus one - with just a touch of sunburn.*

MEDIA WATCH

Danish divers find shipwreck riches

COPENHAGEN, Thurs. — A Danish master diver and his group have found the wreck of the P & O Liner Medina and have begun raising an estimated 20 million pounds sterling of cargo, a salvage company spokesman said yesterday.

The Medina, on its way back to Britain from India, was hit by a German torpedo in April, 1917. Six crew were killed. It was carrying a rare collection of Indian anti-ques owned by the then Commander-in-Chief of British forces in India, Lord Carmichael Monro.

The ship also was reported to have been carrying gifts from the Indian Maharajas to the British Crown.

Master diver and owner of the Holger Dane salvage vessel, Mr. H. Haddersbol, said: "We have now localised the luggage compartment and have

begun raising its contents. The room is 300 cubic metres large so it is going to take us weeks to empty it."

Haddersbol, who has kept the search and salvage of the Medina a secret up to now, has been given British Government permission to continue.

Lord Carmichael Monro's heirs will receive 15 per cent of the value of artefacts brought to the surface.

Haddersbol said among the first artefacts brought up last Saturday was Lord Monro's masonic chain, valued at 500,000 pound sterling.

Guard threat by fishermen

FISHERMEN in south-western Victoria have threatened to hire security guards to protect their waters against abalone poachers.

A thriving black market in the protected shellfish has been uncovered, involving some of Melbourne's best-known restaurants.

Fisheries officials said yesterday poachers were making a "small fortune" while some licensed fishermen faced ruin.

Warrnambool abalone diver Clark Smock said fishermen were convinced the authorities were fighting a losing battle.

He said one group of fishermen had already hired a guard to patrol coastal waters at night.

By **EDDIE FITZMAURICE**

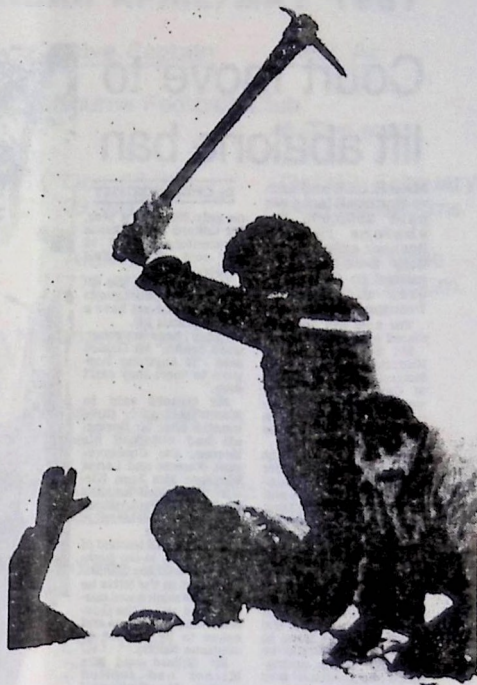
Local fisheries officer Mr Roger Priest said enforcement officers had arrested 13 poachers since December 3. Most had no knowledge of regulations.

It is an offence to take more than 10 abalone without paying up to \$10,000 for a licence. Offenders face a fine of up to \$1000 or six months' jail.

Mr Priest said poachers got about \$20 a kg for the abalone — half the market price.

The president of the Victorian Abalone Divers' Association, Mr Ian McKechnie, said the use of security guards was a last resort.

The Sun,
Saturday, March 14, 1987



The arm of Norwegian scuba diver Hilda Olstad, 25, rises from the freezing water of an Oslo fjord as rescuers hack at the ice surrounding her. Ms Olstad was trapped under the ice for 30 minutes, before forcing a crack through it. She was rescued with just minutes left in her tanks.

Diver wins court fight

ABALONE fisherman Lawrence Springall yesterday won the right to continue fishing in the Wilson's Promontory marine reserve.

In the Supreme Court, Mr Justice Crockett ordered the Conservations, Forests and Lands Minister, Mrs Kirner, the director of national parks and director of fisheries and wildlife be restrained from preventing Mr Springall working the area.

But he and other divers have to renew their \$300,000 licences on April 1. The Government can then apply certain conditions, including a restriction on fishing in the reserve.

Mr Justice Crockett said the defendants had no lawful right to stop Mr Springall diving in the area. He ordered they pay Mr Springall's costs.

The Sun, Thursday, March 26, 1987

Court move to lift abalone ban

MARK LEE and Larry Springall last year paid \$500,000 for abalone fishing licences only to find they were not permitted to fish in an area off Wilsons Promontory.

The area has been declared a marine reserve.

Mr Springall, 34, of Hobart, and Mr Lee, 28, formerly of Hobart now of Carrum, claim they were unaware of the Government's intention when they paid for the licences.

Yesterday they sought a Supreme Court order restraining the Conservation, Forests and Lands Minister, the Director of National Parks and the Director of Fisheries and Wildlife from taking any action to stop them fishing for abalone.

Counsel for the men, Mr Roger Gillard, told the court that while the issues were the same in both cases, it would be preferred if Mr Springall's application was dealt with first.

Then, depending on the outcome, a corresponding order could be made for Mr Lee.

Mr Gillard said diving for abalone was expensive and cost about \$50,000 just to the run the operation.

He told Mr Justice Crockett abalone divers were permitted to dive

By CHRIS HORNSEY

on only 130 days a year. Mr Gillard said Wilsons Promontory yielded 10 per cent of Victoria's abalone haul.

He added that the divers were courageous men who did not have a long working life.

"They have to retain good health," Mr Gillard said. "If anything happens to them they can't dive."

Mr Gillard said in March last year, three months after Mr Springall had obtained his licence, the Conservation, Forests and Lands Minister, Mrs Joan Kirner, announced an area of Wilsons Promontory had been declared a marine reserve.

Mr Springall learned of the decision in the press and wrote to Mrs Kirner.

He said in the letter he had been misled and misinformed about the Government's intentions and asked to be allowed to continue fishing.

Mr Gillard said Mrs Kirner had replied saying Mr Springall would not be granted access.

She also said in a letter presented to the court, that Mr Springall's expenses in setting himself up in the business, had been voluntary and he should be in a position to meet his costs.

The hearing continues today.



● Abalone diver Mark Lee (right) yesterday... seeking a court order to enable him to fish off Wilsons Promontory.

DIVE/SOCIAL CALENDAR APRIL/MAY 1987

<u>Date</u>	<u>Event/Location</u>	<u>Dive Captain</u>	<u>Meet At</u>
April 15	General Meeting - North Melbourne Football Club		8.00 p.m.
April 17 - 21	Easter Camp Tidal River	Don Abell 29 4415	Details February/ March Fathoms
May 3	Eliza Ramsden & Spectacular Reef	Alex Talay 772 3085	Sorrento Boat Ramp 9.30 a.m.
May 20	General Meeting - North Melbourne Football Club		8.00 p.m.
May 24	Cape Schanck	John Lawler 569 9851	Flinders 9.30 a.m.
June 6, 7, 8	Queens Birthday Weekend Apollo Bay	Andy Mastrowicz 318 3986	Details this Fathoms
June 17	General Meeting - North Melbourne Football Club		8.00 p.m.
June 21	Wreck Dive "George Kermode"	Don Abell 29 4415	Flinders 10.00 a.m.
July 5	Wreck Dive "Coogee" or "Milora"	Alex Talay 772 3085	Sorrento 10.00 a.m.
Oct 31 - Nov 3	Melbourne Cup Weekend Warrnambool	Mick Jeacle (059) 71 2786	Details this Fathoms
Dec 25	Christmas Trip Northern N.S.W.	Tony Tipping	Details being arranged.

Intending divers must confirm with the Dive Captain on the evening prior to the dive irrespective of prior booking. Failure to do so may result in forfeiture of reservation.