



# Fathoms

OCTOBER - NOVEMBER 2018

*Cover photo: Sankisan Maru,  
Truk Lagoon— by Ian Scholey*

**VSAG Inc AGM & Awards Evening  
Photo of the Year competition  
VSAG Dive Trip to Truk & Tawali  
And more.....**

*Ian Scholey*  
UNDERWATER PHOTOGRAPHY

Postal Address:  
VSAG, Inc., P.O. Box 596, Cranbourne Vic 3977

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

# VSAG CHRISTMAS PARTY

20 NOVEMBER, 2018



Could everyone please put a date in their diary for our annual VSAG Christmas get together. See you there!

8pm at

**THE WATER RAT HOTEL**  
**256 MORAY ST, SOUTH MELBOURNE**



# Fathoms

Est. 1954

Official Journal of the Victorian Sub-Aqua Group, Inc.

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#### Editorial Submissions:

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VSAG, Inc., P.O. Box 596, Cranbourne Vic 3977

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# NOTICES

VSAG Committee meets at 7 p.m. every 2nd Tuesday of the month  
(except in January)

**All Members Welcome**  
**South Frankston VIC 3199**



**VSAG Monthly meetings are at 8 p.m. on the  
3rd TUESDAY of each month  
at THE WATER RAT HOTEL**

**256 MORAY ST, SOUTH MELBOURNE**

All are welcome to join us for a meal at 7 p.m.  
before the meeting.

## VSAG on Facebook

Did you know VSAG now has a Facebook page? Check it out at <https://www.facebook.com/groups/vsag.divers/> and 'Like' us.



UECWA our sister club in Western Australia is pleased to offer reciprocal diving arrangements to VSAG members.

### Underwater Explorers Club of Western Australia

**Postal Address**  
PO Box 382, Melville WA 6956

**Email:** [info@uecwa.com.au](mailto:info@uecwa.com.au)

**Meetings**  
Esplanade Hotel  
The Esplanade, Fremantle, WA  
**Boat**  
Port Coogee Marina  
Chieftain Esplanade, North Coogee, WA



Check out St George Scuba Club at :  
<http://www.stgeorgescubaclub.org.au/news.php>

Peter Beaumont joined the club in 2012 whilst living in Sydney and is still a member . They are a very active and a nice bunch of people.

We are delighted to announce that we have now established another relationship with an interstate club that will allow you to dive with them if you wish to and vice versa.

The club is the Tas Uni Dive Club. You can check them out at : [www.tudc.org.au](http://www.tudc.org.au)



# Your VSAG Committee 2018–2019

To email all VSAG committee members: [committee@vsag.org.au](mailto:committee@vsag.org.au)

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# VSAG, Inc. Annual General Meeting 2018

## **PRESIDENT'S REPORT 2018 Ian Scholey**



As another VSAG year comes to a close, I am preparing to head off with our largest travel group in many years, to the delights of Truk Lagoon and PNG.

The travel opportunities generated by our club are one of our strong points.

We followed last year's very successful trip to Vanuatu, with well-attended trips to Rapid Bay and Tasmania. We have an almost sold out trip to Jervis Bay to look forward to later this year and Tasmania again next year. These trips are a great bonding experience for our club members and the bonds created strengthen our club. We will continue to organise trips, as long as there is a demand and we would welcome your suggestions for new destinations.

Our local diving has been steady, rather than spectacular and I remain puzzled why we don't get more support for our boat diving. We have tried hard to add variety into our dive sites, with the Ships Graveyard featuring fairly often this year, following feedback that we tended to visit the same old sites. With new boats entering the VSAG fleet, such as Graham's superb new RHIB, I am hoping that we have a better year next year. What has been pleasing is to see some very keen new members coming on board and this bodes well for the future of the club.

One area of our diving that has developed, is the more adventurous boat trips that Grant Callow, Rowan

Salger and Michael Mosseveld have brought to the club. The Hogan Island Trip has become legendary, with the guys passion for the island clear and more and more members experiencing the island lifestyle and joining the ranks of the converted.

This year we have continued to live by our motto of safety in diving and we have invested heavily in this area. The club has its fair share of solo divers, whether it be for Cray bashing or photography. We believe that individuals should be able to make these choices and the purchase of several Pony rigs means that this type of diving can now be conducted with greater safety. Our other area of expenditure is in additional Oxygen kits and we are moving steadily to a time when we will have ample dual regulator O2 kits on all of our boat diving days.

Christine Reynolds has continued to produce our excellent magazine Fathoms. I always look forward to receiving the new editions and it continues to be something we can be very proud of. Christine puts in a huge amount of work to produce the magazine and deserves our heartfelt gratitude. I would also like to thank everyone who has contributed articles and photographs this year.

This year sees the retirement from the Committee of John Lawler. This is

the end of an era, as he has been an ever present on the club's committee for several decades. With the sale of his boat, we will also miss our days out on Signature One Under JL's excellent skippering. Personally, I will feel his absence strongly, we will miss his passion for all things VSAG and his considerable knowledge and experience.

If ever anyone deserved the Life Membership the club awards from time to time, it is John. For so many years now, he has been the essence of all that is good in VSAG. Hopefully, we will still see him involved in the club for many years to come, but he deserves to wind down a little and let others take on the responsibility of making VSAG the great club it is.

I would also like to thank our other retiring committee members, Peter Beaumont and Benita McDonough for their service on the committee and for the great contributions they have made.

I have said it before and I will say it again, without the club members who step up to be a part of the committee, the club would not exist and I would like to thank everyone who has been a part of the committee this year on behalf of all the membership. Great work guys.

- Ian ❖

The 2018 VSAG AGM was held on the 21st August, 2018 at the Water Rat Hotel, Moray St, South Melbourne... good turn out given key members sneaked off to Truk for some wreck diving.

The balance of the committee, Graham Ellis, Peter Galvin, Mark Jeffrey and Carol Penfold conducted the 2018 VSAG AGM and Awards Evening. ❖





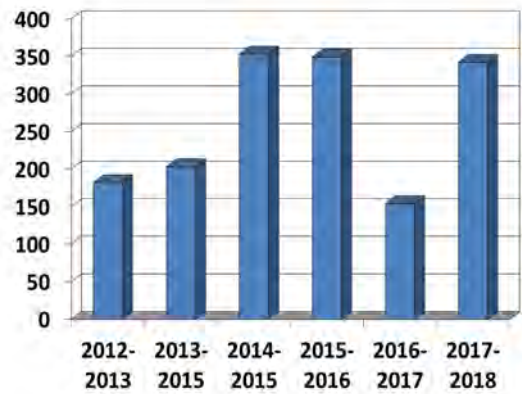
# VSAG AWARDS

Graham Ellis provided a snap shot of divers and diving activities for the 2017-2018 year. compared to the previous year.

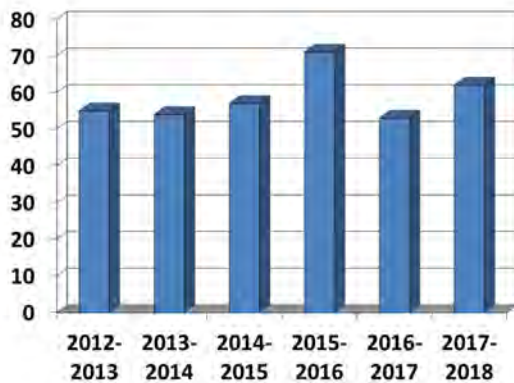
## Number of diving members

2012-2013	55
2013-2014	54
2014-2015	57
2015-2016	71
2016-2017	53
2017-2018	62

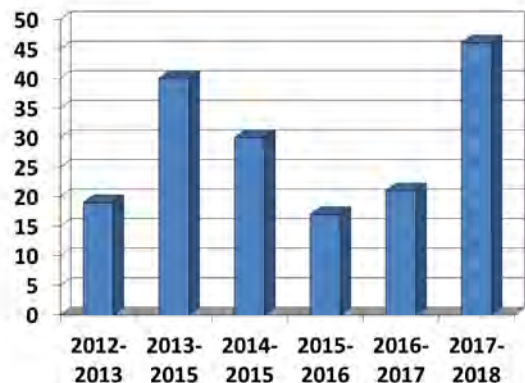
## Total Dive Days by All Members



## Members Diving



## Fathoms Contribution



# VSAG AWARDS

## WOODEN WEIGHT BELT AWARD

**This always looked easy in the movies!**

How hard can grabbing a mooring rope be?

Evidently quite difficult. This person managed to fall off the bow of the boat whilst attempting to grab the mooring rope.

Observers saw vertical legs in the air after this person lost balance and went head over heels over the bow of the boat. The people in the boat looked over the side and were surprised at his landing skills - full length facing upwards and dry.....he landed in the inflatable!

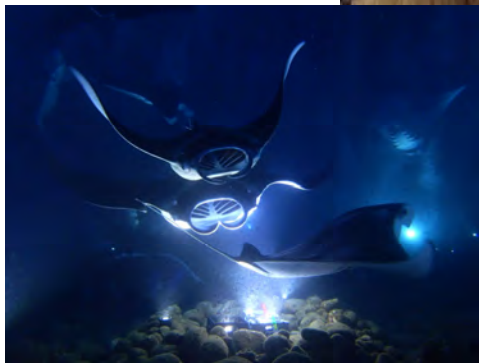
WINNER: MIKE MOSSEVELD



# VSAG AWARDS

## PHOTO AWARD

WINNER: HANNAH SMEETON



1st Place—Manta dive, Kona, Hawaii - Hannah Smeeton

# VSAG AWARDS

## FATHOMS AWARD

WINNER: IAN SCHOLEY



# VSAG AWARDS

## LITERARY AWARD

WINNER: JOHN ASHLEY



# VSAG AWARDS

## NEW MEMBER AWARD

WINNER: GRANT CALLOW



Most active new member

# VSAG AWARDS

## CLUB CHAMPION

WINNER: IAN SCHOLEY



Club Champion with a score of 4600 points : Ian Scholey

Club Champion First Runner up with a score of 2580 points: Peter Beaumont

Club Champion Second Runner up with a score of 1440 points: John Ashley

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**First - July 2018**



1st Place - Rhino shrimp, Phillipines - David Flew



**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Second - July 2018**



2nd Place - Shrimp, Phillipines - David Flew

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Third - July 2018**



3rd Place - Rote Sunset, Indonesia - Mark Jeffrey

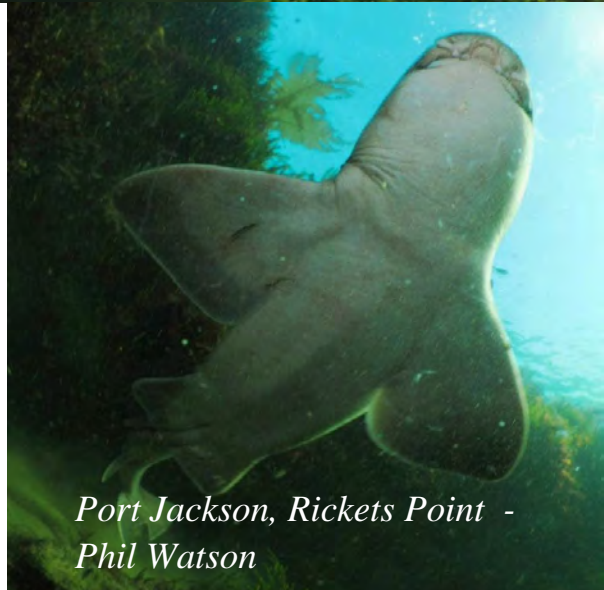
## JULY 2018 PHOTO COMPETITION

July photo comp was an interesting collection from here and abroad. First and second was David Flew, with his Rhino shrimp and shrimp from Anda Bohol Phillipines and third was Mark Jeffrey's sunset from Rote Indonesia. Thank you to everyone who contributed. - Mark ❖

*Seahorse - PT Hirschfield*



*Grey Nurse Shark -  
Peter Beaumont*



*Port Jackson, Rickets Point -  
Phil Watson*



*Cuttlefish, Blairgowrie  
- PT Hirschfield*



*Turtle, Fish Rock Cave  
- Peter Beaumont*

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**First - August 2018**



1st Place - Clown fish, Maldives - Hannah Smeeton

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Second - August 2018**



2nd Place - Porcelain Crab, Sumbawa Indonesia - Meg Johnson

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Third - August 2018**



3rd Place - Schools Out, Maldives - Chris Long

## AUGUST 2018 PHOTO COMPETITION

It was pretty clear from August's photo competition, that it's been too cold for diving in Victoria, with just about all the photos from various destinations around the globe. First this month was Hannah Smeeton's Clown fish from the Maldives. Second was Meg Johnson's Porcelain crab from Sumbawa Indonesia and Third was Chris Long's Schools out, also from the Maldives. Another great selection of photos, thanks to all the contributors. - Mark ❖



*Snake, Lighthouse Bommie on Ribbon Reef No. 10, Great Barrier Reef - Matthijs Smith*



*Unicorn Fish, Maldives - Hannah Smeeton*



*Turtle, Maldives - Chris Long*

*Happy Camper, Truk - David Flew*



*Ecklonia, Point Lonsdale Pier - Phil Watson*



**AUGUST 2018 PHOTO COMPETITION**



*Fish, Lighthouse Bommie on Ribbon Reef No. 10, Great Barrier Reef - Matthijs Smith*



*Sankisan Maru, Truk - Ian Scholey*



*Unkai Maru, Truk - Ian Scholey*



*Seahorse, Rye. Yes, Rye, Brrrrrrr - Phil Watson*



*Preparing for Battle, Truk - John Ashley*



AUGUST 2018 PHOTO COMPETITION



*Wreck Diving, Truk Lagoon  
- David Flew*



*Feather Fish, Emily Sea plane, Truk  
Lagoon - Arthur Kokkinos*



*San Fransisco Maru, Truk -  
Peter Beaumont*



*Flabellina Rubrolineata, Sumbawa  
Indonesia - Meg Johnson*



*John Ashley inspecting the prop of  
169 sub, Truk - Peter Beaumont*



*Nudibranch, Bugh Supply Ship,  
Truk Lagoon - Arthur Kokkinos*

**CONGRATULATIONS TO OUR  
PHOTO OF THE YEAR 2018  
COMPETITION WINNERS**

**First - 2018**



1st Place—Manta dive, Kona, Hawaii - Hannah Smeeton

**CONGRATULATIONS TO OUR  
PHOTO OF THE YEAR 2018  
COMPETITION WINNERS**

**Second - 2018**



2nd Place - Turtle, Maldives - David Reinhard

**CONGRATULATIONS TO OUR  
PHOTO OF THE YEAR 2018  
COMPETITION WINNERS**

**Third - 2018**



3rd Place - Stargazer, Blairgowrie - Ian Scholey

## PHOTO OF THE YEAR 2018 COMPETITION

At our AGM and awards night, the winner of the Photo of the Year's competition was Hannah Smeeton, with her photograph of Manta Rays off Kona, Hawaii. Second was David Reinhard's Turtle from the Maldives, followed in third place by Ian Scholey's Stargazer from Blairgowrie. An amazing collection of images from across the year. A big thank you to everyone who contributed and we look forward to another big year of photos to come. - Mark ❖



*Nuddies, Deco Stop, Vanuatu  
- Mark Jeffrey*



*Anemone Shrimp - Meg Johnson*



*Leafy Seadragon, Rapid Bay -  
Jon Kenfield*



*Pair of Nudie with Imperial Shrimp,  
Bali - PT Hirschfield*

PHOTO OF THE YEAR 2018 COMPETITION



*Crab—David Flew*



*Clown fish - Jon Kenfield*



*Rhino Shrimp, Phillipines -  
David Flew*

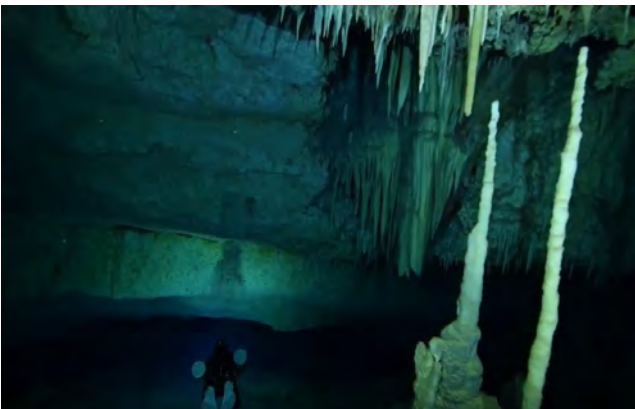
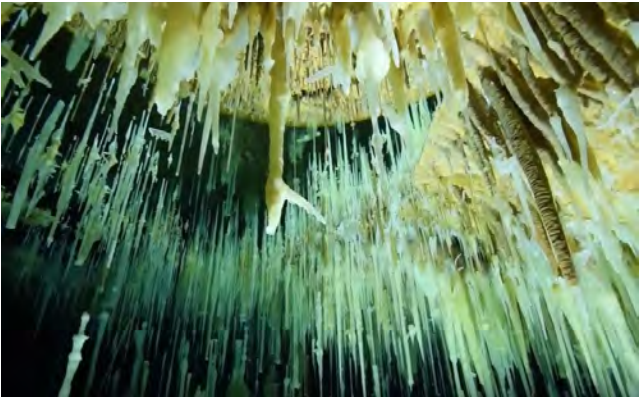


*Dumpling Squid, Rye -  
PT Hirschfield*

# ABACO BAHAMAS

Cave diving in the Crystal Palace, Dan's Cave on Abaco, the Bahamas with Brian Kakuk, BahamasUnderground.com ... for cave diving, this is the place to be ...

- Claire Cooper



# PORT MORESBY

August 18, 2018.

The first day of our VSAG dive trip was a short 3-hour flight from Brisbane International airport to Jackson International Airport in Port Moresby, where we then had a 7-hour layover, waiting for the next flight to Truk which was not departing until 7 pm.

Having checked my baggage all the way through to Truk, I had a 5-hour window to see the sights of Port Moresby. I obtained a Visa at the airport when I arrived in Port Moresby. With the 2 passport photos which I carried with me, I obtained a Visa within 10 minutes, cleared Customs easily with only my backpack and found my Tour Guide for the day waiting for me outside Customs, holding a sign with my name written on it.

My tour guide was native New Guinean, very professional and well spoken, courtesy of Niugini Holidays Pty Ltd. With 18 years' experience as a Tour Guide, he made my afternoon in Port Moresby very enjoyable. My plan was to see as much of Port Moresby as possible and take in some of the local wildlife. Particularly high on my hit list was the exotic Bird of Paradise.



*Jackson International Airport, Port Moresby*

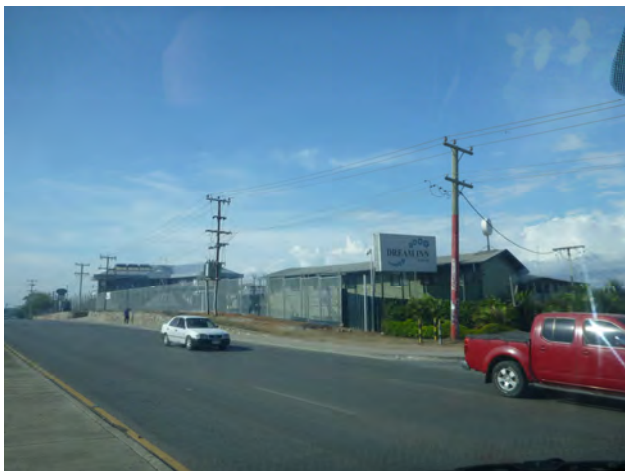
We began with a tour of the local town and government buildings, which were heavily protected with 7-8 ft high security fences, the majority of which were topped with 2 or 3 rows of electrified barbed-wire. International hotels were also protected with security fencing and barbed-wire. Not the friendliest of destinations, but I was quickly assured that it was, 'not as bad as it used to be'. I was well aware, before I arrived, of the racial hatred



directed towards white people by native New Guineans. However, I felt very comfortable and safe in the company of my Tour Guide.



We drove around Port Moresby in a Toyota Hi-Ace mini bus and I was the only passenger. I was shown the Australian High Commission, Embassies, City Hall, House of Parliament and the local shopping Plaza, all behind security fences. The shopping plaza had airport style security screening and bomb wands to search every native New Guinean before they were allowed to enter the 3-storey shopping complex. My tour guide and myself were welcomed without being screened.



*Dream Inn, Port Moresby*



*Parliament House, Port Moresby*



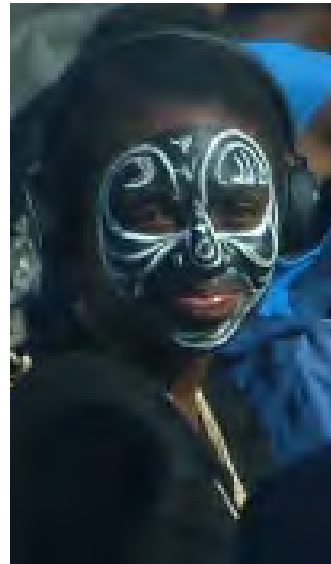
*Plaza Shopping Complex*



*Australian High Commission*

Prior to arriving. I had googled things to do in Port Moresby and a visit to the local nature park was a short 7km drive out from the centre of Port Moresby.

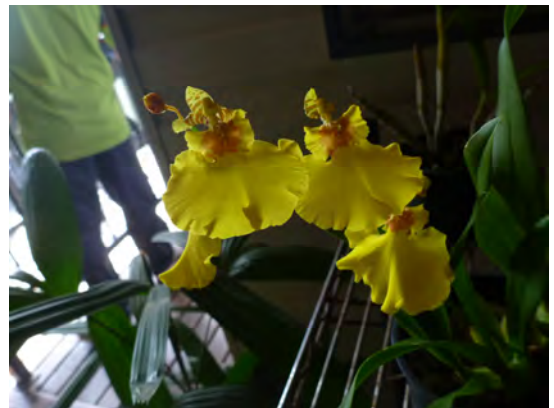
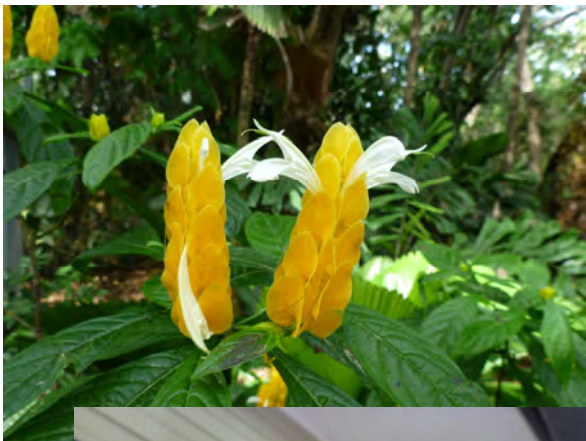
We travelled a four-lane divided highway towards our destination, the Port Moresby Nature Park, in peak hour traffic with much tooting of horns and waving each other on, as there appeared to be no road rules. People were seen travelling in the backs of Utes, sitting on the steps of moving buses which had their door open, one bus had a broken windscreen and was still allowed to carry passengers. There was, quite obviously, no concern for loss of life or limb.



When we arrived at the Port Moresby Nature Park, we entered without incident, as my visit was prepaid before leaving Melbourne. The park was a manicured tropical paradise with beautiful exotic plants all in bloom. Very colourful.



# Port Moresby Nature Park



A native wedding was in progress and my guide assembled the ceremonial dancers for a quick photo shoot before we continued on to see the array of native birds and wildlife. It was a very relaxed enjoyable afternoon, with the music from the wedding adding to the ambience.

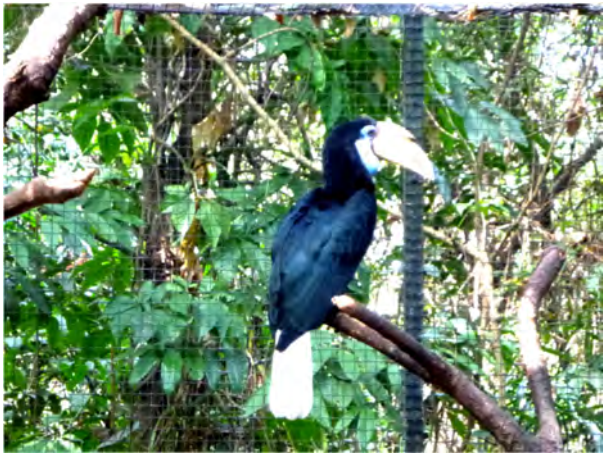


*Tobriand Yam House - Riku*



*Gogodala (War) Canoe, holds 30 men, standing, paddling.*





Male & female Horn Bill



Tree Kangaroo



Raggiana Bird of Paradise

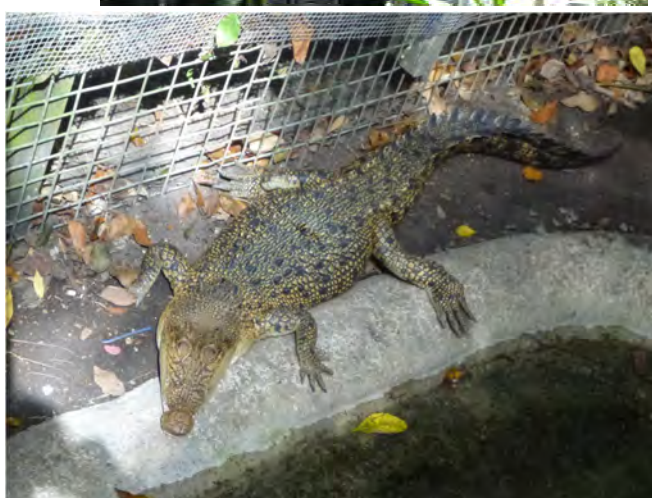


I had a quick shopping spree in the park's gift shop, before heading to town for some more shopping at the local footpath market and shopping plaza, followed by a quick bite to eat in the local cafe and then back to the airport for the evening flight to Truk.

My tour was not without incident, there were 2 incidents during my shopping trip to the plaza. My guide hung back and allowed me to wander freely while browsing. During this time, I was approached by 2 loud aggressive males, when they thought I was on my own. However, they quickly retreated when my guide stepped up beside me and spoke to them in their native language. He seemed to have their respect, they turned without argument and walked away. I was the only white person in a totally black society and felt very comfortable and safe with my appointed tour guide.

When I arrived back at the airport we found all the Customs Agents had left the airport and were not due back until the next flight arrived, so my guide remained with me and saw me safely through Customs before heading off.

All in all, it was a very successful, interesting and enjoyable whirlwind tour, absorbing the culture of Port Moresby with a very professional tour operator, courtesy of Niugini Holidays Pty Ltd.





*Victoria Crowned Pidgeon,  
the size of a peacock*



*The grounds of Port Moresby University*



Sadly, not all my souvenirs made it home. I left a canvas painting purchased at the street market, on the Air Nuigini plane when we landed in Brisbane at the end of my holiday and, to this date, it has not been returned.

- *Christine Reynolds* ❖



# TRUK LAGOON

## BLUE LAGOON RESORT

19th August 2018

Day 2 of our Truk trip, was a beautiful tropical paradise. I opted for a slow start as I was jet lagged by our late arrival, (midnight), cranky because I couldn't get the plumbing to work, still dusty and gritty, frozen because I was too tired to figure out the airconditioning controls and generally not in a good mood. I spent my time unpacking and orientating myself in our beautiful surrounds.

I familiarised myself with the dive shop and facilities, signed in with my dive certs and readied myself for the day's diving. The benefit of all this was that I felt completely relaxed and thoroughly enjoyed the second dive of the day, in perfect dive conditions and 29-degree water





temperature, with other fellow VSAGers, Geoff Saunders, David Flew, Arthur Kokkinos and Michael Kakafikas.

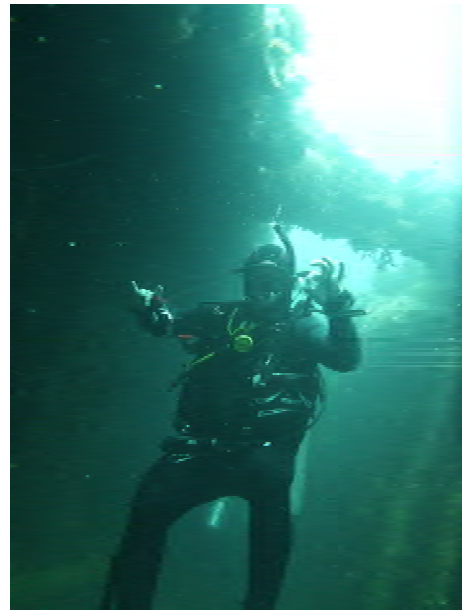
My first dive for the trip was the Heian Maru, which was a Japanese ocean liner launched in 1930 it operated between Yokohama and Seattle. Shortly before the outbreak of the Pacific war, it was requisitioned by the Imperial Japanese Navy and converted to use as an auxiliary submarine tender. In 1944, it was sunk by American aircraft during Operation Hailstorm and is the largest of Chuuk's ghost fleet 163.3m in length, 20.1m beam, powered by 2 diesels, armament 4 x 15cm naval guns, 4 x 13mm AA guns. Lying on its starboard side,



we swam through passage ways, along its side at 30.1m and enjoyed an easy relaxing dive.



Christine Reynolds



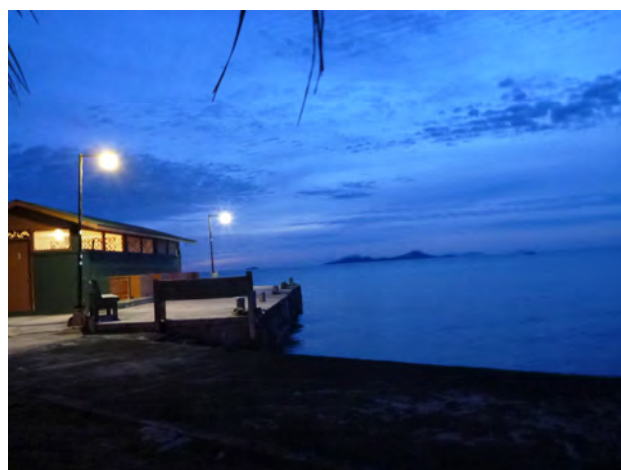
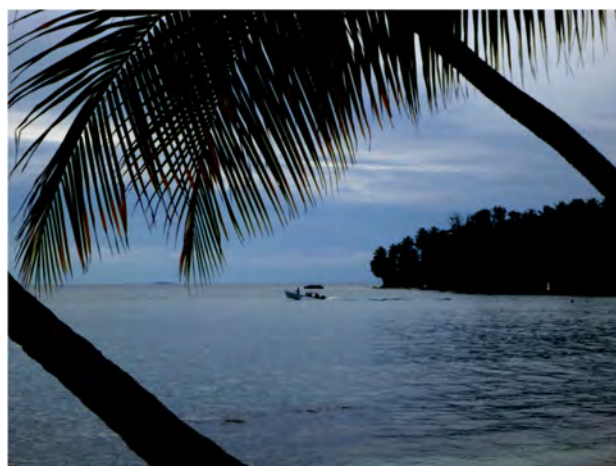
Arthur Kokkinos



Nearing the end of the day the troupes gathered for a pre-dinner drink at the outdoor bar, watching the sun set and recounting the day's dive experiences. This became our daily ritual and a very relaxing way to end the day.



*The troupes, from left: David Flew, Jeffrey Saunders, Walter Medenbach, Angus Stuart-Adams*



Day 2 of our dive trip was also my birthday. Not a bad way to celebrate, helped along with a beautiful birthday cake courtesy of VSAG, and celebrated with the whole Truk Crew,. On the left was Mick Kakafikas, myself, Peter Beaumont and John Ashley. Top of the table is Arthur Kokkinos, Jeff Saunders, on the right is Ian Scholey, Walter Medenbach, Angus Stuart-Adams and David Flew.

Complimented with great food from an excellent menu, great diving and great company.

Many thanks, everyone.



Day 3 our first dive was the Shinkoku Maru, a naval tanker, length 152m, super structure at 12 m, deck 18, bottom at 38m. She was sunk upright with a large bomb hole in her aft starboard side. The wreck had a large shoal of Bat fish which were not seen on other wrecks and the one and only shark that I saw for my whole trip. The shark took flight as we descended on the wreck and hung around about 50m from the deck of the wreck and was just a shadow swimming to and fro, waiting for us to leave. The most exposed structures are encrusted with luxurious corals, hydroids and sponges.



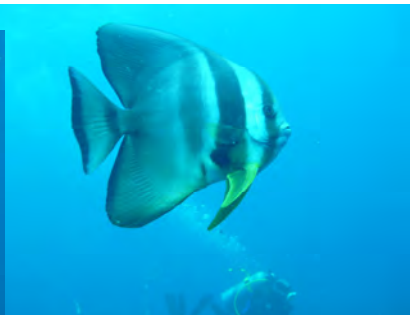
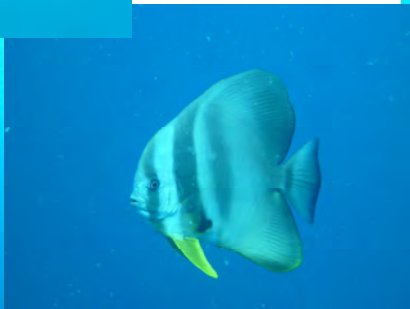
Shinkoku Maru



Christine Reynolds



Arthur Kokkinos



On the left: Michael Kakafikas taking in the scenery at Truk, horizontally.

Bottom Left: Michael Kakafikas and David Flew taking in the scenery of Truk.

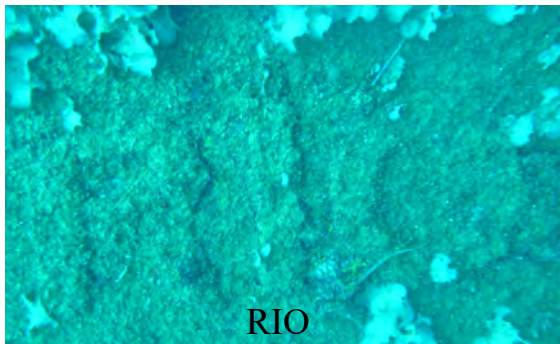
Bottom Right: Michael Kakafikas again taking in the scenery of Truk.

We think they enjoyed their holiday. We're not sure.

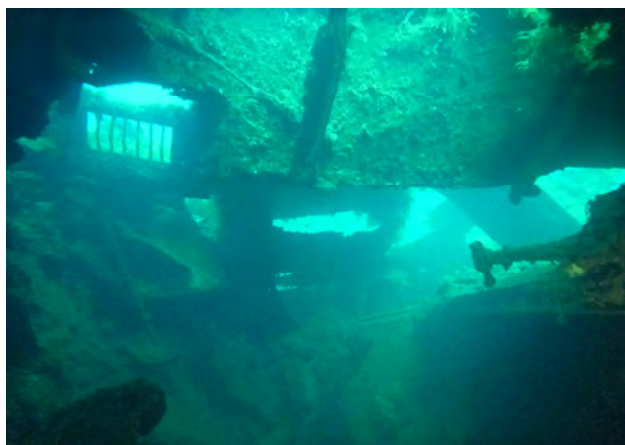


In between dives, I organised a tour of the World War 2 museum which had many artifacts retrieved from the wrecks, ceramic table ware, ship's bells, compasses, and other relics. A very interesting afternoon, but strictly no photos allowed.

Our afternoon dive was the Rio De Janeiro naval supply ship, converted from a passenger-cargo carrier, length 141m, lying in 30m with holds full of cases of bottles and coke rubble, a large exit hole was caused by the gun turret falling out as she lay on her starboard side.



David picked up a freeloader on this dive, a remora. To this amorous remora, David's leg was love at first sight and it stuck like glue. Everywhere David went, the remora went too. It must have liked the feel of the lycra, David.



Although I missed a great dive on the Fujikawa Maru on the first morning, we had the opportunity to dive this wreck on a night dive. Our guide took us into the bowels of the ship where we viewed holds full of aircraft fuselages and wings and finished up on the deck with an explosion of colour from the vast array of corals that bloom at night on the deck and structure. A sight not to be missed. The Fujikawa Maru is a 132 m long aircraft transport ship, with holds full of zero fighters. Sitting upright 18m-34m, an easy relaxed dive, even at night. Just keep an eye on your dive guide, or risk ending up on the wrong boat.

- Christine Reynolds ❖

# WRECKS OF TRUK LAGOON

## The Wrecks of Truk Lagoon

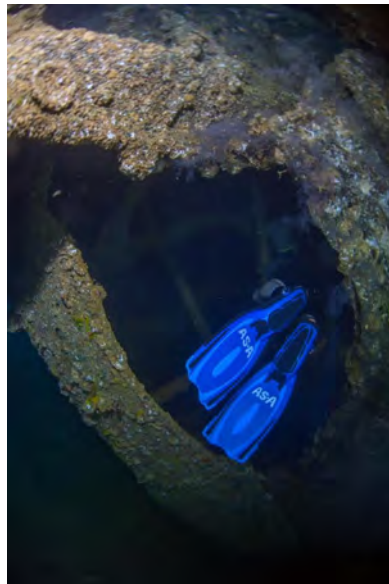
### Part 1

By Ian Scholey

## *Nippo Maru*

Nippo Maru 354' (107m), 3,764-ton Passenger-Cargo Ship was launched in Kobe, Japan in 1936. In 1941, Nippo Maru was requisitioned by the Japanese Navy for transport. On February 17, 1944 she was at anchor, carrying water, firewood, troop armaments, a battle tank and a truck to various Pacific Islands. She was set ablaze and sunk by a trio of 500-pound bombs from TBF Avengers from the Carrier Essex.

The Nippo Maru was a modern 5-hold Passenger-Cargo ship built in Kobe, Japan in 1936 for Okazaki Honten Steamship Co. Ltd. She was 354-feet long with a 3,764-ton cargo carrying capacity. All ships associated with this company were given names that began with the letter 'N'. The word 'Maru' designates a merchant vessel.

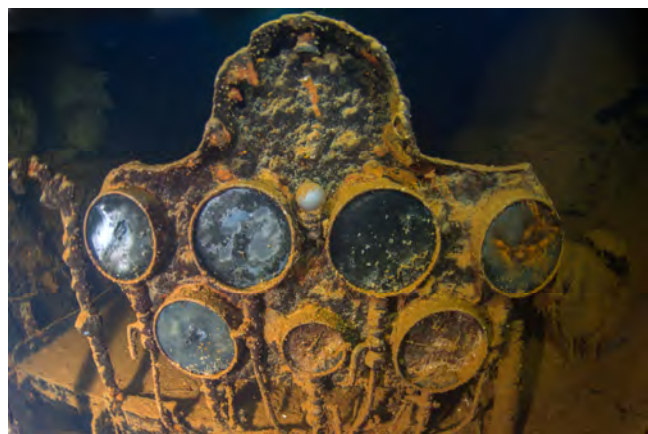
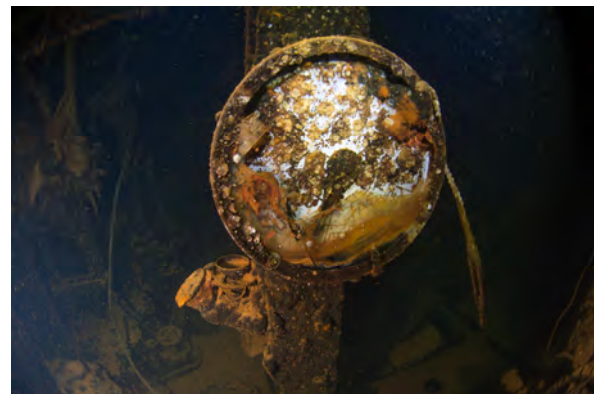
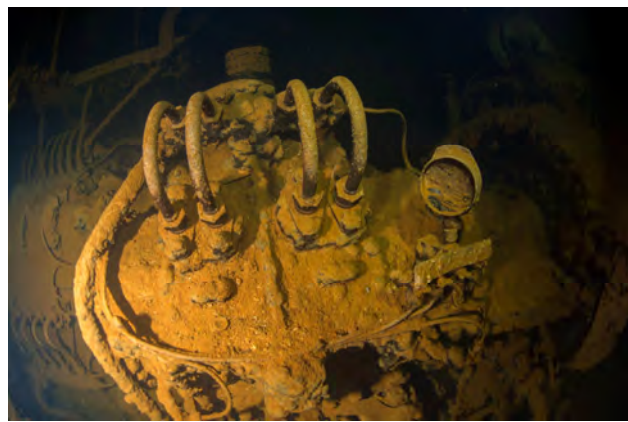
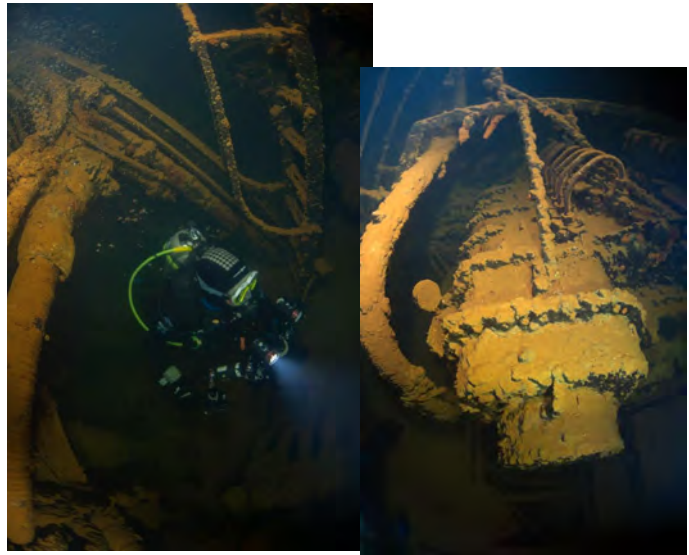




In 1941 the Nippo Maru was requisitioned by the Japanese Navy as an auxiliary transport, under the jurisdiction of the Sasebo Naval District. She was fitted out to carry water container tanks with a general mission to supply water, ordnance and ammunition to naval forces in the Mandated Islands. In 1942, she was associated with the 6th Base Force at Jaluit, and made repeated trips between the islands of Jaluit, Ponape, Kusiae, Saipan and Kwajalein. On December 7<sup>th</sup>, 1943 she left Kusiae for Ponape carrying Army troops of the 52nd Division. She arrived at Truk Lagoon on February 10<sup>th</sup>, 1944.

On February 17<sup>th</sup>, 1944, the Nippo Maru was at anchor at the northern extreme of the 4th Fleet anchorage, east of Dublon Island. During the first strike of Operation Hailstorm, she was attacked by TBF Avengers from the USS Essex that scored three hits in the mid and aft ship areas causing heavy damage and starting fires. She went under within 2 hours of that attack.

She rests on an even keel with a 20-30 degree list to port, with the superstructure at 90ft/27m feet, the deck at 120ft/36m feet and the sea bottom at 155ft/47m. This is one of the most exciting wrecks in Truk Lagoon, and it is often visited. There are 3 anti-tank Howitzer guns on the starboard deck, a battle tank sits on

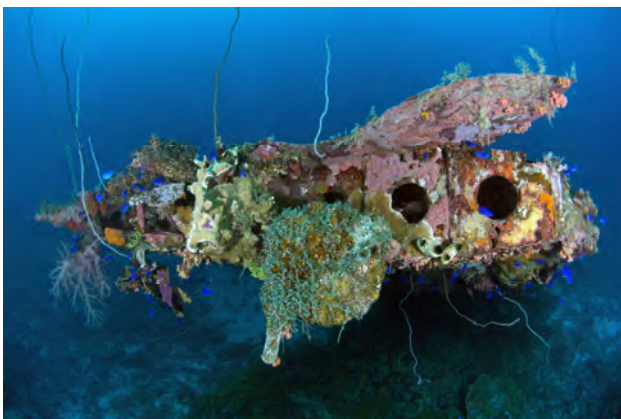
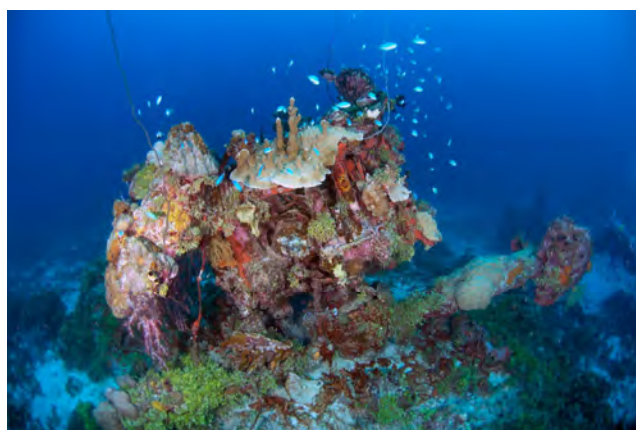
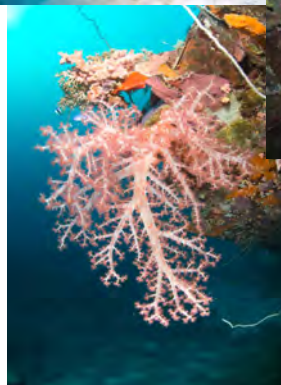
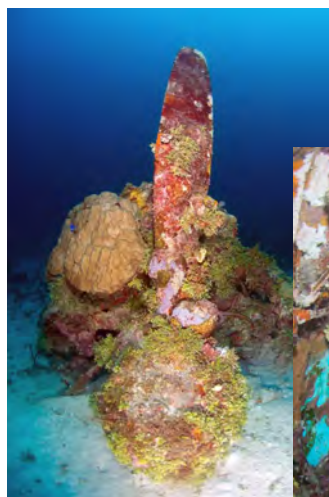


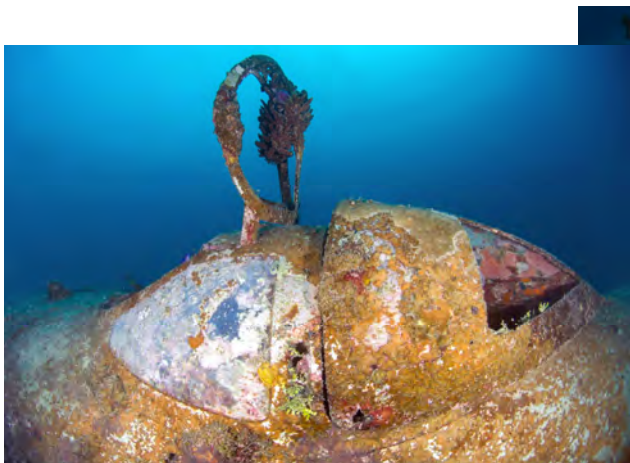
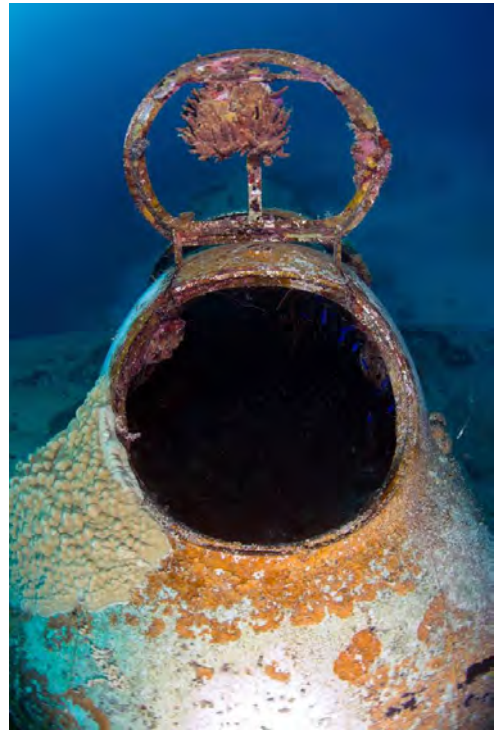
the port main deck by Hold No 2 and the last hold has a full battery of 5-inch guns. There are very picturesque helm and engine telegraphs providing excellent photo opportunities. There is also a fallen anti-aircraft gun on the main deck, and the remains of a truck hanging partly overboard forward with another lying on the bottom underneath. The Nippo Maru has such an interesting cargo of war materials (shells, detonators, rifle ammunition), equipment (water tanks, gas masks, mess kits, shoes), and other artifacts (beer bottles) that it has become one of the most popular wrecks in Truk Lagoon.



## *Betty Bomber*

Betty Bomber is the American nickname for the Mitsubishi G4M3 Navy Type 1 Attack Bomber. This Japanese Navy tactical bomber first took to the air in 1939, with mass production starting in 1940. Her shape gave her the name "Flying Cigar", but she would also light up when shot, because of her unprotected fuel tanks. This aircraft could also carry torpedoes. It appears that the BETTY was landing at the Eten Island airstrip, but went down just a few hundred meters short, breaking off her nose, starboard wing tip, and engines, which were tossed forward nearly 100 meters off the port side. No one knows whether she was shot down or if her demise was a result of the American Operation Hailstone assault of 17-18 February, 1944.



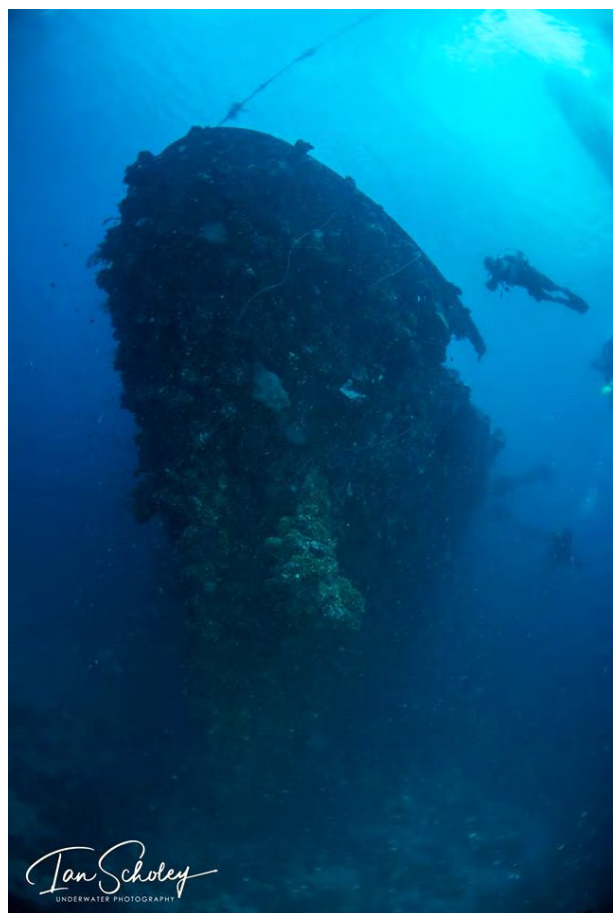
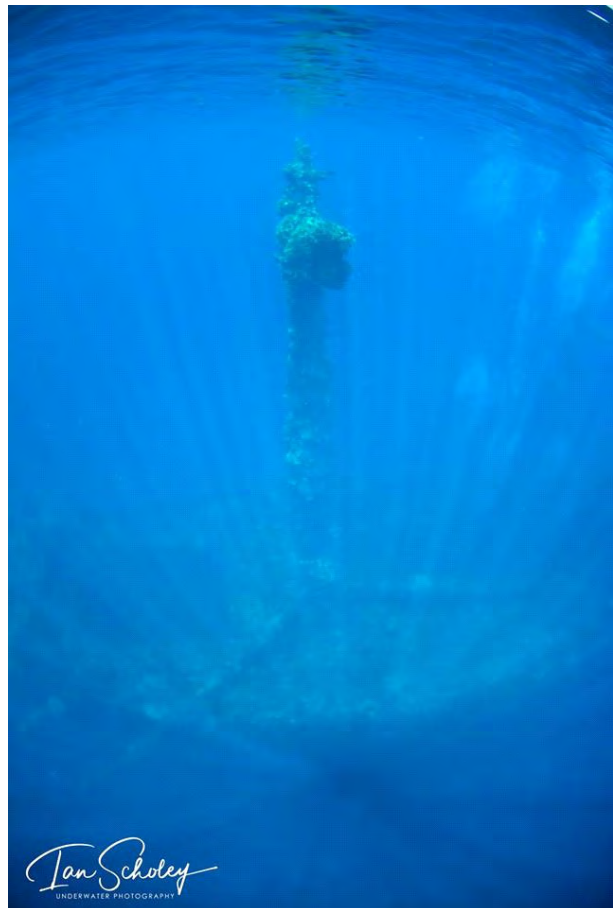


## *Sankisan Maru*

Our second dive of the day today was the Sankisan Maru, a cargo ship sitting upright on the bottom. Most of the aft section is missing due to a huge explosion. Fore ship has beautiful coral growth and fish life, truck frames, plane parts, ammunition, ink and medicine bottles.

Sankisan Maru Depth: = 1-27m  
(stern part at 160ft/48m)

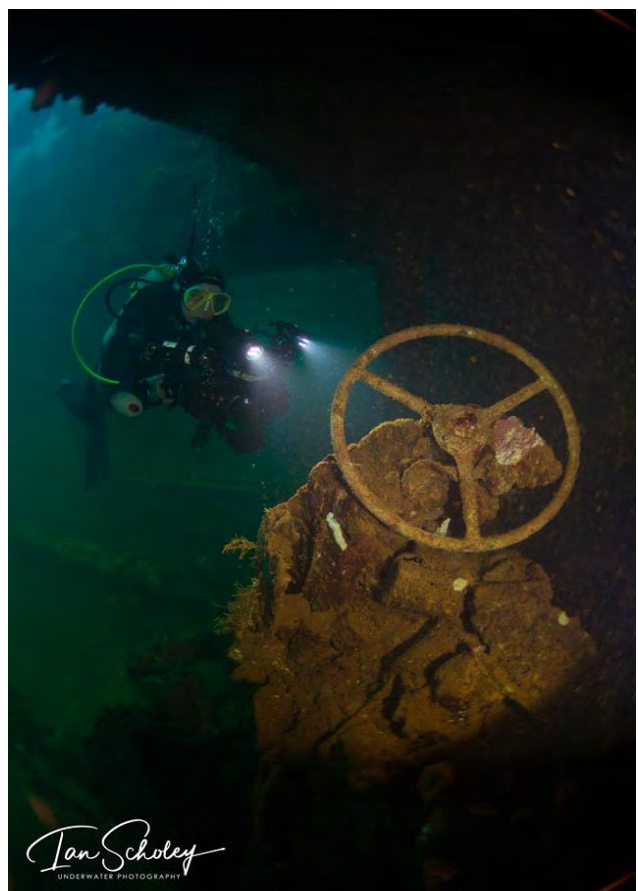
The Sankisan Maru is a 370ft/112m, 4,776-ton Japanese Army Cargo Ship. Both the background history and the circumstances under which it was sunk are somewhat of a mystery. Although it is said that she was originally called the Red Hook, was an American vessel doing Northwest trade during the depression, and was captured by the Japanese in 1942, recent archival research now points to the ship sunk at Truk as being a different vessel with the same name. Information supplied from various Japanese sources indicate that the ship was built for the Nippo Yusen Kaisha company to transport civilian cargo until it was requisitioned by the Japanese Army to transport military personnel and supplies. The



word 'Maru' designates a merchant vessel.

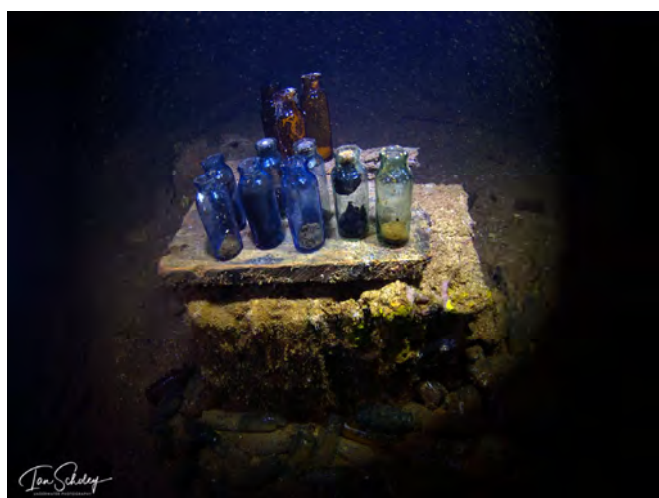
Sankisan Maru according to these Japanese sources, the Sankisan Maru was heavily involved in the Indo-China-Empire rice trade, particularly 'Thai' rice from Bangkok, 'Saigon Rice', and rice from Korea. She could carry 6,000 tons of rice during her various runs. In all likelihood, the heavy attrition of Japanese ships during the war necessitated a change from rice transportation to moving munitions for the Japanese Army. She was in the Saipan area in November of 1943 and Yokosuka in January of 1944, prior to her arrival in Truk on February 12th, 1944.

Sankisan Maru anchored off the western shore of Uman Island, the Sankisan Maru was heavily laden with a cargo of war supplies and ordinance when American planes attacked it during Operation Hailstorm. On February 17th, 1944, four SB2Cs from the USS Bunker Hill attacked the Sankisan Maru after attacking the Amagisan Maru, hitting the Sankisan Maru with a 1,000 lb. bomb. On February 18<sup>th</sup>, 1944 planes from the USS Bunker Hill returned and the Sankisan Maru was hit by a torpedo in the aft holds which blew the vessel apart, decimating the entire midship superstructure, and flinging the stern section into deeper water. There is also the possibility that fires started by the initial bomb, ultimately caused the



munitions in the hull to ignite, thereby causing the massive explosion.

She rests upright on an even keel with the deck at 50ft/15m and the sea bottom at 90ft/27m. Six trucks, rifle and machine gun ammunition, detonators, aircraft parts (including a wing, wheels, radial engines and cowlings) and other cargo are located in various holds with excellent soft coral on the masts and other parts of the structure. The small remaining stern section sits at 160ft/48m approx 200ft/60m away from the rest of the ship. Due to these beautiful soft corals and the wide variety of fish species seen at the Sankisan Maru, it has become a favorite for many divers.



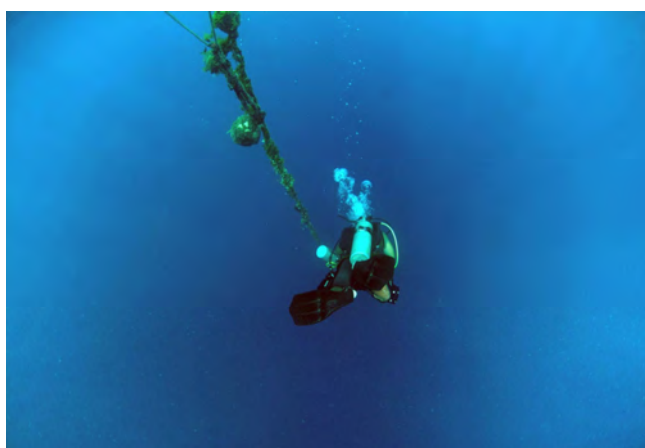
## *Aikoku Maru*

Just Angus and I on this dive due to the extreme depth and Walter being crook. The Aikoku Maru is a converted passenger freighter, sitting upright, with fore ship destroyed, AA guns, huge stern gun and personal artefacts.

Depth: 24-64m

We started deep at the props hitting 62m, before working our way up and through the stateroom and bathrooms back to midships. This is honestly a fantastic dive.

The Aikoku Maru was 498ft/151m, 10,437-ton ship originally designed as a large passenger-cargo ship for Osaka Shosen K.K. and completed on August 31st, 1941. The word 'Maru' designates a merchant vessel. As part of the Japanese Navy's secret mobilization plan for wartime acquisitions, the Aikoku Maru was requisitioned by the Japanese Navy immediately following its completion, secretly chosen to form 'Sentai 24' with two sister ships and they were given the mission to attack enemy lines of communication and destroy commercial shipping. She and her two sister ships were Japan's best, able to cruise at 17 knots and out-distance

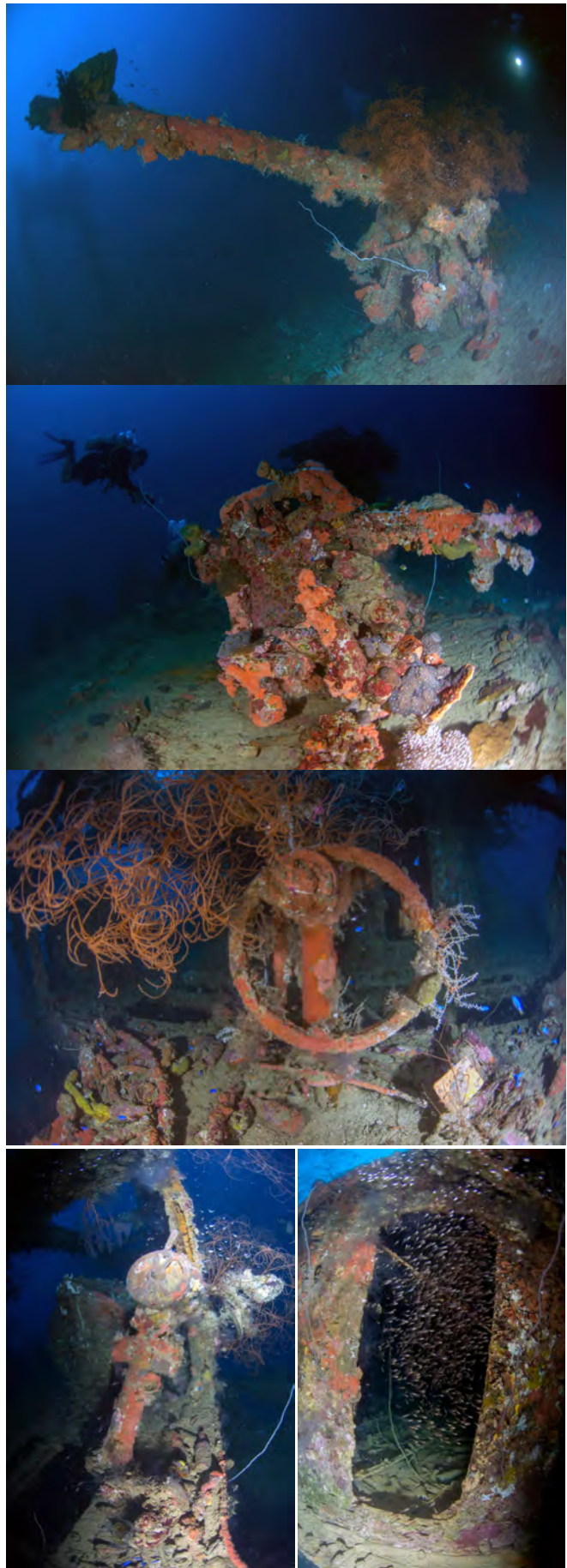




most ships of her time. She was painted with a dazzle camouflage configuration designed to break up sharp angles, minimize the contrast of light and shadow, hide the bow wave, making it appear shorter and slower, and thereby confusing any observer as to its heading by eliminating its shape from its background.

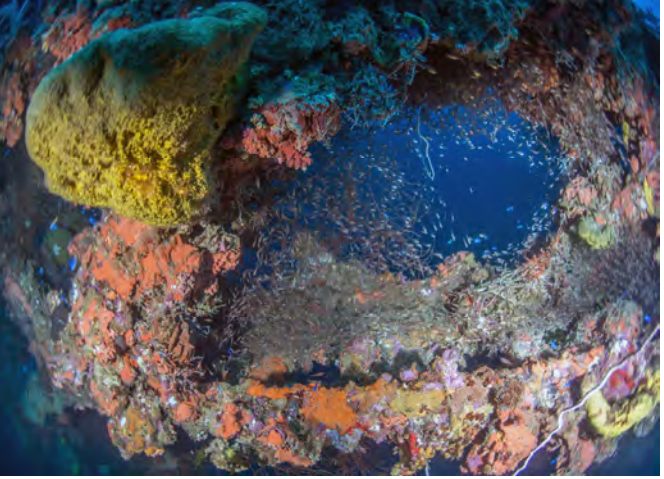
The Aikoku Maru and her sister ships comprising 'Sentai 24' had a short, but illustrious military career, serving as heavily armed merchant raiders off the sea lanes between Australia and Latin/South America; finally serving with German merchant raiders in the Java/Indian Ocean areas. From April of 1942, until the middle of 1943, she was involved in the sinking and/or capture of the British battleship *Ramilles*, cargo ship *Elysia*, cargo ship *Genoa* and the cargo ship *Hauraki* (to be re-named the *Hoki Maru* and sunk at Truk Lagoon). Overall, she and her sister ship, the *Hokoku Maru*, claim to have sunk 23 Allied merchant ships, totaling 183,612 tons. On July 11th, 1943 she reports being hit by three torpedoes fired by the USS *Halibut* while enroute to Truk from Yokosuka. On July 16<sup>th</sup>, 1943 she was attacked by the USS *Tinosa* that fired 3 torpedoes, but none of them hit the ship.

The Aikoku Maru arrived at Truk Lagoon shortly before Operation Hailstorm, carrying part of the Japanese Army's 1st Amphibious



Brigade. While anchored just east of Dublon Island on February 17th, 1944, she was attacked by planes from the USS Intrepid and USS Essex that hit her with 500-lb. bombs, causing her to explode violently and sink immediately. Japanese versions report that a Grumman aircraft crashed near the bridge of the ship, causing a big pillar of fire and smoke, resulting in a large explosion. These sources also list the number of army troops killed at 730, together with 11 of the ship's crew.

She rests on an even keel with the superstructure at 130ft/40m, deck at 160ft/48m and the sea bottom at 210ft/64m. The fore ship has literally been blown away. Anti-aircraft guns sit atop the aft deckhouse and her stern gun still points upwards.— Ian ❖



# ETEN ISLAND

ETEN ISLAND, ex-Japanese Control Center.

August 25th , 2018

Today we took our surface interval on Eten Island. This was a major air base during the war but has now been reclaimed by jungle. After a quick coconut break, we headed off into the jungle to visit the old Japanese control centre.

- Ian Scholey ❖



# TAWALI

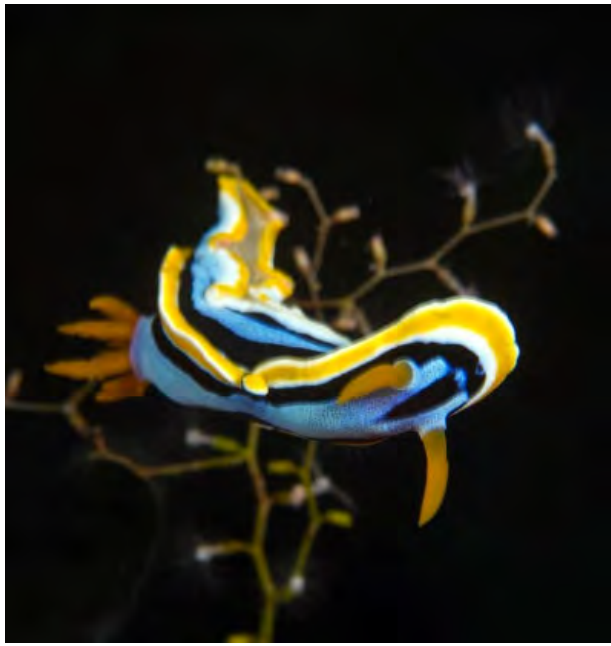
## DEACONS REEF

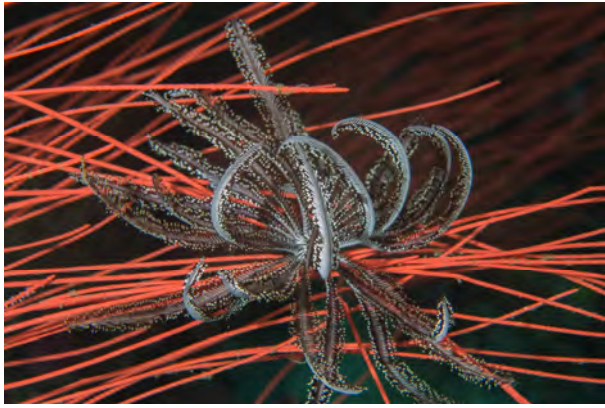
September 6, 2018

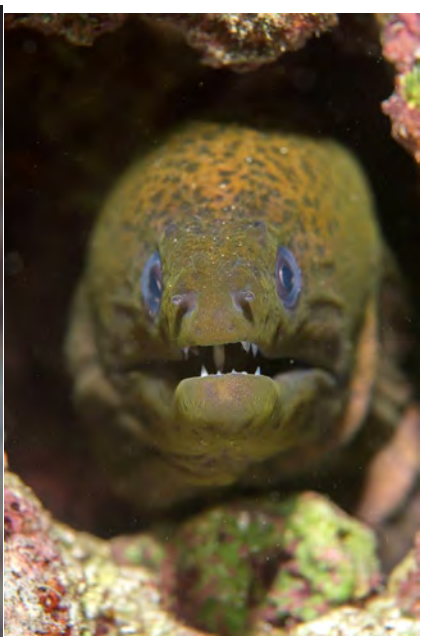
Nudi heaven at this dive site. The guides were fantastic, finding me all sorts of cool things, including a Severn's Pygmy Seahorse.

- Ian Scholey ❖







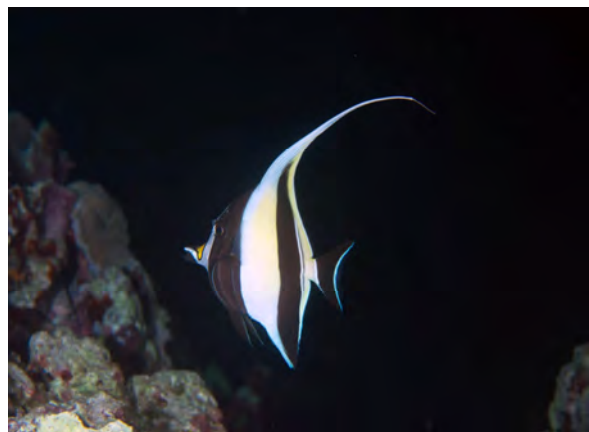




*Ringed Pipefish with a few eggs still clinging to it.*



Phyllodesmium Briareum





# Lawadi Beach

**LAWADI BEACH**, Muck Dive.

September 6, 2018

Our last full day of diving and this was our last dive of the trip. It was probably my favourite dive of the whole trip. There were so many critters about, I didn't know where to point the camera. I just love this dive site.

- Ian Scholey ❖





# CENDRAWASHIH BAY, WEST PAPUA

## CENDRAWASHIH BAY, WEST PAPUA

September 18, 2018

Seeing the photos of Truk made me remember my last wreck dive many years back. I went for a dive trip to Cendrawasih Bay, West Papua awhile ago. We dived on a WW2 Japanese shipwreck - a transport ship 3000 tons - the bomb damage is evident. I did some research and the name of the ship might be Shinwa Maru. There was another opening - I think it was the cargo hold port - which was so large a Woolies Delivery Truck could go through. There were glass bottles (similar to a Wine bottle) everywhere.

- Yao Zhan ❖



*Looks like a bomb. I didn't want to touch it to find out.*



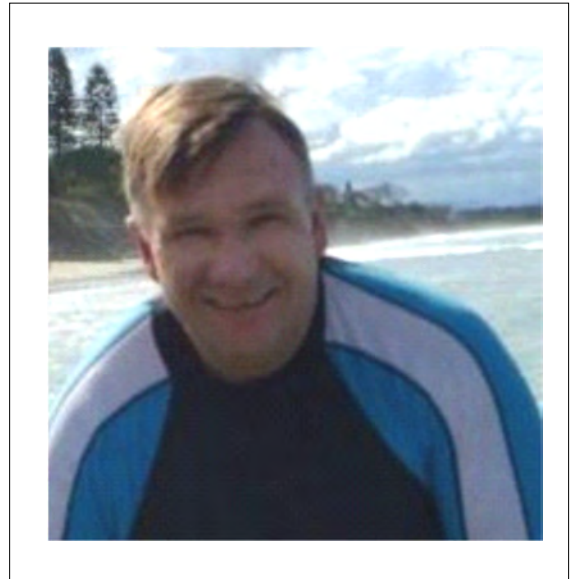
*The transport ship lies on its side.*



*A huge tear probably caused by an internal explosion.*

# SEPTEMBER GUEST SPEAKER

## GUEST SPEAKER FOR SEPTEMBER DAVID GEEKIE



Our very special guest speaker for our September Club Meeting was David Geekie, VSAG Committee Member, boat owner and very capable diver.

“At the last club meeting, I gave a short presentation based on the learning I took from undertaking a Solo diving course in East Timor last year. It was an SSI course and I found it reasonably practical for someone who was qualified as openwater in the late 70’s last century! ,

As a club, we do aim to challenge each of our members to strive to improve our safe diving practices by constant revision and learning,

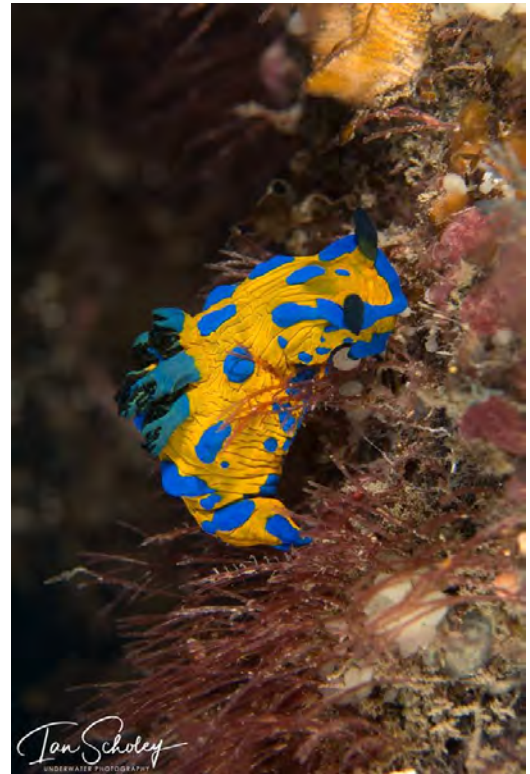
so part of my role on the committee will be to encourage increasingly better practices as a diving club.

I understand many of our members are highly qualified ‘technical’ divers and are trained far beyond simple solo diving, but for the rest of you who buddy up with a photographer or hunter and gatherer, you should consider the requirements for solo diving – because many times you will be! Some people did the course not to solo dive, but to be more ‘independent’ or ‘less dependent’ divers.”

- David.❖

# Flinders Pier

Photos by Ian Scholey



# Wilson's Prom

## DIVE REPORT

**SATURDAY 21st April 2018**

**WILSONS PROMONTARY**

**NORMAN ISLAND**

### DIVE REPORT BY:

**Arthur Kokkinos**

**DIVERS: Lauren HALL, Cam BOWIE, Arthur KOKKINOS**

Today was another successful VSAG club dive, with 3 boats full of Scuba Divers, eager to explore the depths of Wilson's Prom. The following boats: 1. Peter Galvin's STROKER, 2. David Geekie's DIRE STRAITS and Grant Callow's BREAKER, successfully launched from Walkerville South. All boats safely entered the water and the 55-minute trip to our Dive Location (Norman Island) began. 10 minutes into the journey David Geekie ran into some boat trouble. DIRE STRAIGHTS was losing power and a decision to turn back was made. David Geekie had radioed in on the VSAG club radio channel (73) and informed all boats of his dilemma.

STROKER and Breaker powered on and in no time reached the first dive location: (CRACK HOLE) proudly named by Grant Callow. The weather

conditions were perfect, hardly any wind and the water surface was flat as a glass table top. The temp was heating up and the sun's powerful reflection was bouncing off the water and hitting everything in sight.

Norman Island, is a small remote oceanic island with no inhabitants, located approximately 4 kilometres west of Picnic Point, Wilsons Promontory in Victoria, Australia.

The island is named after Captain William Henry Norman, who brought Sir Charles Hotham to Melbourne in *Queen of the South* in 1854, and later served as commander of HMVS Victoria.

Norman Island can be best described as a remote, lonely, eye catching place that captures nature in its purest form. The Island topography is amazing, with gigantic bold boulders everywhere. There are many of these huge stones on and around the island. The boulders appear to be an off-white colour with smooth, rounded edges. and many are submerged deep into the surrounding waters.

The dive location was only about 10 metres away from the island edge and visibility looked amazing. As we were gearing up, David Geekie

radioed in and informed everybody that DIRE STRAITS was actually ok and he decided to turn around and come back. It didn't take long for DIRE STRAITS to join us. All 3 boats anchored separately, in close proximity to one another.

On STROKER, Lauren and Cam geared up on Hookah and I on Scuba. This was the first time I had dived in this location and my adrenaline was pumping with enthusiasm. Over the last 3 years, I have had to endure countless dive reports from various members of VSAG on how amazing the diving is in this area. Finally, I was about to experience this first hand. Going in after Lauren and Cam, I immediately descended down to about 33 metres and stayed at that depth for most of the dive. Visibility was not that brilliant, with minute particle sediment floating around, causing havoc with my photo taking. The underwater topography was absolutely out of this world. Large rounded rocks, the size of 2 storey buildings, were everywhere. These large boulder rocks started forming from the bottom of the water and worked themselves up and out, enveloping over and forming into the island. Many had passages leading into other large and/or small passages and then back out into open water. This was exhilarating and I was in total dive heaven. The sea life was abundant and the underwater

vegetation was healthy, vibrant and extremely colourful. As I was entering an underwater dive-through, I came across a large collection of huge Green and Black Abalone. I couldn't believe my eyes, at how big they were and how healthy they looked. I got my bag limit and continued diving and proceeded to join up with Lauren and Cam. They were above me at around 22 meters.

The underwater current was quite strong near the rock face and even stronger as I ascended. After 30 minutes of amazing bottom time diving, I slowly ascended to 10 metres and started my dive plan safety stop. Cam and Lauren were hovering above me, enjoying the underwater scenery. After completing my safety stops and with my quota of green Abalone, I surfaced, then slowly made my way to the boat. I was so captivated from the dive, I was in no rush to get out. I kept looking underwater to take in more of the amazing underwater topography. After a long surface float, I finally entered the boat, high fiving everyone on board. The dive was better than I expected. This dive location definitely deserves a revisit.

Second dive of the day was decided by everyone on board, to do a dive with the seals that lived on the other side of the island. This was also going to be my first ever dive with seals and also a dive I always wanted to do.

The other 2 boats decided to stay and do another scenic and Abalone dive.

As STROKER approached the colony of Seals I immediately knew this dive was going to be truly an amazing experience. Let me tell you it WAS! Lauren, Cam and Peter went in first with snorkel and almost immediately they were surrounded by a number of seals. I soon followed on Scuba and as I hit the water, I felt a turbulence near my feet. I looked down and there were 2 seals staring right at me. This powerful image of 4 brown eyes just staring at me, from about 4 metres away, put me again into diving heaven. Continuing on with my dive, I descended down to about 6 metres max and stayed at that depth for the duration of the dive. Seals were swimming and diving all over the place. They were above my head, below my feet and coming right up to me from all directions. As they were approaching me, it seemed like they were about to take a huge bite, similar to taking a yawn. I could clearly see the inside of their mouth and teeth. When they got to about 30 cm away they quickly turned around and swam off in all directions. This was truly a National Geographic moment. I took many photos and spent a lot of time observing the colony of seals. Their elegant manoeuvring, lazing on the huge boulders and then diving into the water was majestic. The view from

under the water, looking up at the seals, was just an amazing experience. At one stage, I could count 15 different seals, swimming and diving all around me. This dive was just brilliant. Visibility was excellent, water temp was 20 degrees and there was no swell. After 50 minutes and with very little air left in my tank, I finally decided to end the dive.

Once on the boat, I immediately sensed that everyone on board had the same exhilarating experience. We had just encountered underwater wildlife at its best and in its natural habitat. We got close to a small group of seals and we were welcomed by them to share their lifestyle. Now, that's why I love SCUBA DIVING and this club. We are so lucky to be given these opportunities and if another trip to the Prom is planned, do yourself a favour and jump on board. You won't regret it.

Once all the gear was stored away, Peter gave the driving duties to Lauren to take us back to Walkerville. Lauren did an amazing job driving STROKER. On the way back, we encountered a swell of around 2 to 3 metres, with a strong head wind blowing in our direction. After about 45 minutes, we finally reached Walkerville South.



Slowly coming into shore, we realised the tide was slowly changing. Peter stayed in the boat and we all jumped out to assist with getting the boat onto the trailer. Encountering large chunks of seaweed (KELP), we immediately started moving all the seaweed out of the way. There was no boat ramp, so we worked out the best possible pathway to exit. The seaweed was everywhere and difficult to move. It was heavy, tangled and very long. We worked tirelessly to move as much as we could. The tide was slowly coming in and it was pushing the seaweed back into where we had cleared. We reversed the trailer and Peter got STROKER safely onto the trailer. When the boat was secured, we were unable to drive away. The car and trailer tyres were continuously spinning on the seaweed. The seaweed had now surrounded the trailer and car tyres. After numerous attempts, the tyres kept spinning out of control and the water was slowly rising. The incoming waves were now reaching the cars exhaust and causing problems. The seaweed was slippery and traction with the tyres was impossible. A quick decision by Peter was made and Peter's new car (JEEP) was released from the trailer.

The situation was getting serious and something had to be done ASAP or else STROKER would have had to have been released back into the water. Then suddenly a miracle

happened. Cam suggested that we could use his newly purchased motorised winch and that he would tow the trailer out. We quickly encouraged him to go get his car. Cam quickly ran up the hill and drove his 4 Wheel drive down to the shore and got into position. He released the winch and we immediately connected it to the boat trailer. Within seconds, the trailer was pulled out safely and onto safe ground. By this stage, we were joined by the other 2 boats. The tide was now coming in quite fast and the seaweed was everywhere. DIRE STRAITS was next to come out and BREAKER soon followed. All 3 trailers were safely connected to their cars and driven onto the road. A massive thanks to Cam and his motorised winch. He came to the rescue and pulled all 3 boats out of the incoming tide and over the piles of thick seaweed, without any issues. Cam saved a lot of stress, heartache and time.

Thankfully, the day finished off without incident. Everyone went home feeling exhausted from an awesome days diving and from getting all the boats onto the trailers and out of the incoming Tide.

By Arthur Kokkinos❖



*Tide out at Walkerville. All 3 boat skippers decide to launch from another location, Walkerville South.*

*Peter Galvin  
Arthur Kokkinos  
Lauren in boat.*





# Blairgowrie

## BLAIRGOWRIE

September 16 , 2018

You can only take so much 29 degree water, before you have to get back to normal. After waxing lyrical about the Nudies at Tawali, I was reminded today, how lucky we are, to have a spot like Blairgowrie. Peter Beaumont and I got in early to beat the crowds. I had a nice long dive looking for the little stuff. Loads of Nudies about and I found a Tassled Angler fish, as well. A nice way to get back into the cold water and great to see Blairgowrie back to its best, after the evil that is the Spider Crab aggregation!!!

- Ian Scholey ❖



*Ercolania boodleae*



*Flabellina poenicia*



*Thecacera pennigera*



*Polycera hedgpethii*



*Elysia maoria*



*Flabellina sp*



*Madrella sanguinea*



*Austraeolis ornata*



*Philinopsis speciosa*



*Doto ostenta*



Tan Schley



Tan Schley

*Flounder Incognito*



Tan Schley

*Tassled Anglerfish*

Home: Covered

Car: Covered

**Are You?**

**DAN**  
ASIA • PACIFIC  
Divers Alert Network

**Can You Afford Not to be a DAN Member?**

DAN Membership Costs Less than AUD\$6\* per month  
Be Prepared. Join the Experts in Dive Accident Management.

[www.danasiapacific.org](http://www.danasiapacific.org)

\*DAN Membership provides up to US\$150,000 Worldwide Emergency Evacuation Coverage. DAN Dive Injury Insurance is additional.

# Save the Rays

## REPORT ILLEGAL FISHING ACTIVITY



### Ray protection fishing rules

We are making changes to ray, skate and guitarfish fishing rules.

These new rules commence on **Tuesday 7 November 2017**.

The new rules:

1. Prohibit the take or possession of sting rays, skates or guitarfish greater than 1.5 metres in width;
2. Reduce the combined daily bag limit for rays, skates and guitarfish from 5 to 1, which are smaller than 1.5 metres in width;
3. Prohibit the take of these species within 400m of any pier, jetty, wharf or breakwater;
4. Require these species to be landed whole so they can be measured by Fisheries Officers.



An education and awareness program will be conducted to educate fishers about these new rules.

<https://vfa.vic.gov.au/recreational-fishing/ray-protection-fishing-rules>

**You can report illegal fishing activity to 13 3474.**

# Rock Lobster Tagging Program

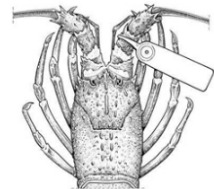
**Tagging of recreationally caught rock lobsters commenced on 1 July 2017**

Tags are free and can be ordered online or collected from selected Victorian Government Offices.

<http://agriculture.vic.gov.au/fisheries/recreational-fishing/tagging-of-recreationally-caught-rock-lobsters>

To Create an account, Order/Report/Transfer tags please visit:

<https://lobstertag.agriculture.vic.gov.au>



## **BOAT RAMP PERMITS—MORNINGTON PENINSULA SHIRE COUNCIL**

Annual Boat Ramp Permits are valid for a 12 month period from 01 November to 31 October. The annual permit fee is \$130.00 (GST free).

The permit comes in the form of a vehicle windscreen sticker that **must** be attached to the bottom left hand side of the vehicle windscreen. To purchase an annual boat ramp permit complete the application form or visit one of our Customer Service Centres during business hours 8.30am – 5pm Monday to Friday (excluding Public Holidays).

You must pay a fee for each day that you use and park at a Shire boat ramp.

This has been made easy with the introduction of cashless parking meters at boat ramps across the peninsula.

### **Online with Parkmobile**

Set up an account online with Parkmobile by visiting [www.parkmobile.com.au](http://www.parkmobile.com.au) call 1300 564 564 or download the free smart device application at iTunes, Google Play or Windows markets. You will be guided to register your vehicle (car) registration number and your credit card details.

### **Parking vouchers**

Users who do not have a credit card, or who are infrequent users of the ramps, can pre-purchase vouchers (\$12) from any of the Shire's customer service centres during business hours. The vouchers are 'one use' only and do not have an expiry date; therefore, you can buy a few and use them when you want. Just complete the details on the voucher and display on your dashboard. ❖



# DIARY DATES

VSAG Christmas Party 24 November 2018

Yasawa Island Fiji 2019

Tawali 2020

## Mid Week Boat or Shore Dives

If interested in mid week boat or shore dives, contact Peter Beaumont direct on 0403410725 / [beaumont@nex.net.au](mailto:beaumont@nex.net.au)

## SafeTrx

Coastguard have an excellent app that allows you to register your boat trip with them and allows them to track you, using the GPS in your phone.

How it works:

You register your trip, together with your latest return time. If you go an hour past this, without notifying them, the wheels are set in motion to

find you. Firstly, they will try and ring you or your nominated contacts and then, go from there.

Great tool for extra safety. Details can be found on the coastguard website:

[www.coastguard.com.au/SafeTrx](http://www.coastguard.com.au/SafeTrx)

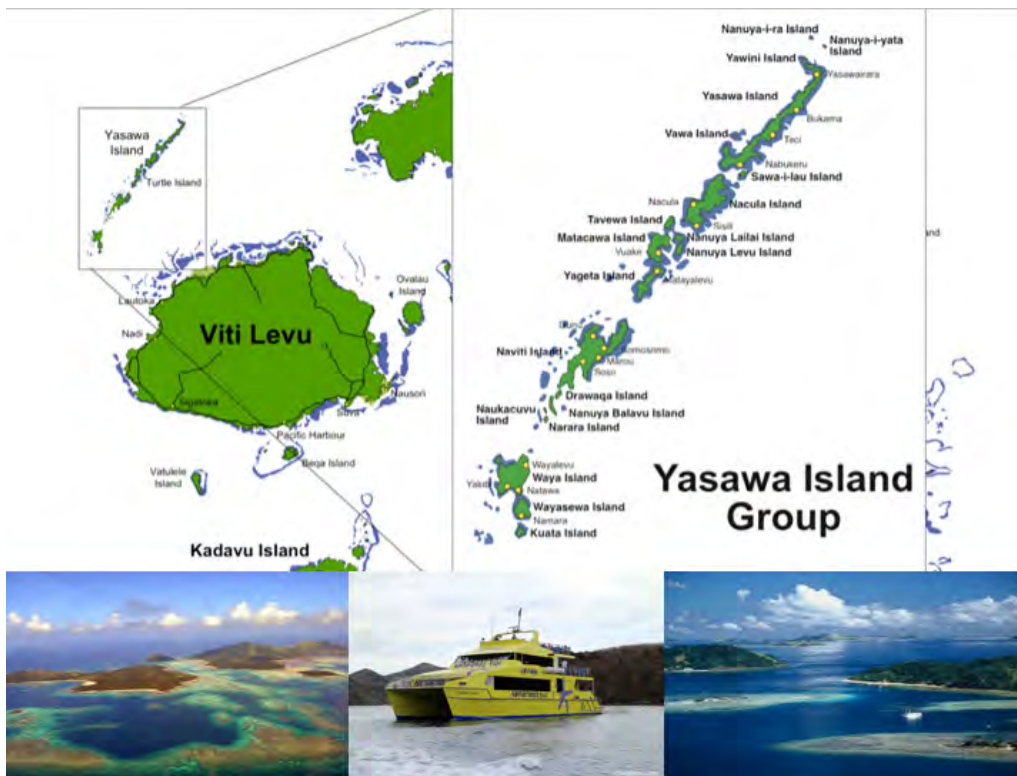
# YASAWA ISLANDS FIJI 2019



Hi all

A long way out but the first of our 2019 overseas trips to be organised is a cracker to Fiji to dive with Bull Sharks at Kuata Island before a week of Reef diving and snorkelling with Mantas at Mantaray Resort. If anyone would like more information then please contact me directly.

- Ian Scholey ❖



# VICTORIAN SUB-AQUA GROUP YASAWA ISLANDS FIJI



Get ready for magic reefs, healthy fish life and more importantly some great pelagic action. This fantastic shark dive offers a chance to get up close with an array of sharks: Bull, White, Silver, Black tip, reef Nurse, Lemon and Grey reef sharks are seen frequently slipping through the water amongst nearly 300 species of fish, including Groupers and Napoleon wrasse. Other sites include large pinacles, swim-throughs covered in soft corals, wrecks, macro sites and incredible walls.

## FLY

### VIRGIN AIRLINES

Return flights Melbourne to Nadi  
Airlines taxes & fuel surcharges

## SLEEP

### GATEWAY HOTEL NADI

1 Night Deluxe room twin share  
Return airport transfers

### BAREFOOT KUATA RESORT, FIJI

2 Nights Beach Safari room

All meals ending with breakfast on the last day  
Return Ferry transfers from Denarau Port Marina  
Transfer from Barefoot Kuata to Mantaray Resort

### MANTARAY ISLAND RESORT

7 NIGHTS Reef Bure or Beachfront Villa  
Compulsory meal package \$99 FJD pp per day - paid locally  
FJD GATEWAY HOTEL

1 Night Deluxe room twin share  
Included transfers

## DIVE

### BAREFOOT KAUNGA DIVING

3 Bull Shark dives  
3 Reef dives  
2 FREE shore dives per day  
Tanks, weights & air-fill

The use of a professional dive guide  
Non Diver - Includes 2 x shark snorkel trip

### MANTARAY ISLAND RESORT DIVING

10 Dives per diver  
Tanks, weights, air-fill  
Professional dive guide



TRAVEL DATES  
13- 24 JUNE 2010  
DIVER \$4,635  
NON DIVER \$3,225  
REFERENCE  
DT9164

CONTACT VICTORIAN SUB-AQUA GROUP FOR MORE INFORMATION

info@vsag.org.au | 0439 310 646 or 0414 922 916 | vsag.org.au

ALWAYS DIVE EXPEDITIONS

res@alwaysdive.com.au | 1800 338 239 | alwaysdive.com.au

Exclusions: Equipment, rental, night dives, Monks, Shark and manta pass, freediving included - 320 FJD Per day per diver

# VSAG Dive and Meeting Calendar

Book in for a dive day ASAP after receiving notification via email. **Please provide the DC with your full name, mobile number, emergency contact info and date/details of your last dive(s).**

Boat Owners available for the dive will be confirmed by email prior to the weekend.

Dive site(s) & dive day determined by DC in consultation with boat owners and advised by email based on forecast conditions.

Dive sites adjusted on the day to suit divers and prevailing conditions.

DC & Boat Owners are responsible for compiling & forwarding a Fathoms dive report to ['editor@vsag.org.au'](mailto:editor@vsag.org.au).

**You are required to confirm your intention to dive with the DC & the boat owner by 6:00 p.m. the day before the dive.**

**Failure to confirm your intention to dive may result in the boat owner cancelling the boats availability or your spot being allocated to a diver on the “standby diver list”.**

**Tidal Stream information for Port Phillip Bay Heads is located here:**

**<http://www.bom.gov.au/australia/tides/#!/vic-the-rip>**

Rates in **RED** are the maximum forecast outgoing (**ebb**) tidal rate.

Rates in **BLUE** are the maximum forecast incoming (**flood**) tidal rate.

TBA = To Be Advised

TBC = To Be Confirmed

<b>Oct 6/7</b>	Daylight Saving starts 07 Oct – advance clocks 1hr Boat Dives DC Michael Ngai 0414 894 684
<b>Oct 13/14</b>	Boat Dives DC Graham Ellis 0403 070 920
<b>Oct 16</b>	General Meeting, The Water Rat Hotel, 8.00 pm
<b>Oct 20/21</b>	Boat Dives DC Ian Scholey 0439 310 646
<b>Oct 27/28</b>	Boat Dives DC – Peter Beaumont 0403410725
<b>Oct 28</b>	Shore Dive DC Walter Medenbach 0408 899 881
<b>Nov 3/4</b>	<b>Boat Dives DC – TBC- David Geekie 0419 300 686</b>
<b>Nov 6 Melb Cup</b>	Boat Dives DC Michael Ngai 0414 894 684
<b>Nov 10/11</b>	Boat Dives DC Ian Scholey 0439 310 646
<b>Nov 17/18</b>	Boat Dives DC Graham Ellis 0403 070 920
<b>Nov 20</b>	General Meeting, The Water Rat Hotel, 8.00 pm
<b>Nov 24</b>	Christmas Party Sat 24 <sup>th</sup>
<b>Nov 24/25</b>	Boat Dives DC Ian Scholey 0439 310 646
<b>Nov 25</b>	Shore Dive DC Walter Medenbach 0408 899 881
<b>Dec 1/2</b>	Boat Dives DC – Carol Penfold 0449 986 473
<b>Dec 8/9</b>	Boat Dives DC – Peter Beaumont 0403410725
<b>Dec 15/16</b>	Boat Dives DC Michael Ngai 0414 894 684
<b>Dec 18</b>	General Meeting, The Water Rat Hotel, 8.00 pm
<b>Dec 22/23</b>	Boat Dives DC Ian Scholey 0439 310 646
<b>Dec 29/30</b>	Boat Dives DC Graham Ellis 0403 070 920
<b>Dec 30</b>	Shore Dive DC Walter Medenbach 0408 899 881

# Websites for Tidal Streams & Weather Conditions

*Peter Beaumont*

**Tidal Stream information for Port Phillip Bay Heads is located here:**

<http://www.bom.gov.au/australia/tides/#!/vic-the-rip>

**Port Phillip Bay winds and temperature information is located here:**

<http://www.baywx.com.au/>

**Tide information for Cape Woolamai is located here:**

<http://tides.willyweather.com.au/vic/gippsland/cape-woolamai.html>

## VSAG Dive Equipment Box - Update

VSAG has a private transient equipment box located at:

The Scuba Doctor 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.

It currently holds :

- ◆ 2 Oxy-Sok Oxygen Resuscitation Kits
- ◆ 1 Oxygen Medical Tank      *Yearly Ramp Passes and occasional parking vouchers are now available from Mornington Peninsula Shire Council. Pay by credit card at payment machines on the day or pay on line at: [www.parkmobile.com.au](http://www.parkmobile.com.au)*
- ◆ 1 Oxygen Medical Kit
- ◆ 1 DAN First Aid Kit
- ◆ 2 Scuba Tanks.

Please use this facility responsibly and handle Oxygen equipment safely. ❖

## Tidal Streams at the Heads — October 2018

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

**Times have been adjusted for Daylight Savings**

October						
<i>MON 1</i>	<i>TUE 2</i>	<i>WED 3</i>	<i>THU 4</i>	<i>FRI 5</i>	<i>SAT 6</i>	<i>SUN 7</i>
0:40	1:19	2:00	2:45	3:36	4:37	6:50
6:56	7:40	8:27	9:18	10:15	11:19	13:28
12:59	13:35	14:13	14:55	15:49	17:02	19:34
18:24	18:59	19:39	20:27	21:28	22:47	
<i>MON 8</i>	<i>TUE 9</i>	<i>WED 10</i>	<i>THU 11</i>	<i>FRI 12</i>	<i>SAT 13</i>	<i>SUN 14</i>
1:18	2:45	4:01	5:03	5:56	0:28	1:08
8:13	9:30	10:34	11:28	12:15	6:44	7:27
14:33	15:30	16:18	17:01	17:41	12:56	13:35
20:57	22:03	22:58	23:45		18:18	18:54
<i>MON 15</i>	<i>TUE 16</i>	<i>WED 17</i>	<i>THU 18</i>	<i>FRI 19</i>	<i>SAT 20</i>	<i>SUN 21</i>
1:45	2:20	2:55	3:30	4:08	4:51	5:45
8:07	8:45	9:23	10:02	10:45	11:35	12:32
14:10	14:45	15:19	15:56	16:39	17:34	18:48
19:29	20:04	20:41	21:20	22:07	23:07	
<i>MON 22</i>	<i>TUE 23</i>	<i>WED 24</i>	<i>THU 25</i>	<i>FRI 26</i>	<i>SAT 27</i>	<i>SUN 28</i>
0:23	1:46	3:03	4:05	4:55	5:40	6:23
6:55	8:18	9:29	10:25	11:12	11:54	12:33
13:31	14:26	15:14	15:54	16:31	17:07	17:43
20:07	21:08	21:56	22:37	23:17	23:56	
October			November			
<i>MON 29</i>	<i>TUE 30</i>	<i>WED 31</i>	<i>THU 1</i>	<i>FRI 2</i>	<i>SAT 3</i>	<i>SUN 4</i>
0:35	1:15	1:57	2:41	3:27	4:17	5:15
7:05	7:47	8:30	9:14	10:00	10:49	11:44
13:12	13:50	14:29	15:11	15:59	16:56	18:08
18:20	18:59	19:41	20:29	21:26	22:37	

# Tidal Streams at the Heads — November 2018

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

**Times have been adjusted for Daylight Savings**

October			November			
<i>MON 29</i>	<i>TUE 30</i>	<i>WED 31</i>	<i>THU 1</i>	<i>FRI 2</i>	<i>SAT 3</i>	<i>SUN 4</i>
0:35	1:15	1:57	2:41	3:27	4:17	5:15
7:05	7:47	8:30	9:14	10:00	10:49	11:44
13:12	13:50	14:29	15:11	15:59	16:56	18:08
18:20	18:59	19:41	20:29	21:26	22:37	
<i>MON 5</i>	<i>TUE 6</i>	<i>WED 7</i>	<i>THU 8</i>	<i>FRI 9</i>	<i>SAT 10</i>	<i>SUN 11</i>
0:02	1:33	2:56	4:05	5:01	5:48	6:30
6:26	7:50	9:11	10:18	11:13	11:59	12:40
12:44	13:46	14:44	15:36	16:23	17:04	17:43
19:28	20:40	21:41	22:32	23:17	23:58	
<i>MON 12</i>	<i>TUE 13</i>	<i>WED 14</i>	<i>THU 15</i>	<i>FRI 16</i>	<i>SAT 17</i>	<i>SUN 18</i>
0:35	1:11	1:45	2:19	2:52	3:27	4:05
7:08	7:44	8:17	8:51	9:25	10:01	10:41
13:17	13:52	14:26	15:00	15:36	16:17	17:06
18:21	18:57	19:34	20:11	20:53	21:42	22:42
<i>MON 19</i>	<i>TUE 20</i>	<i>WED 21</i>	<i>THU 22</i>	<i>FRI 23</i>	<i>SAT 24</i>	<i>SUN 25</i>
4:49	5:47	1:21	2:41	3:46	4:40	5:27
11:24	12:14	7:07	8:36	9:48	10:44	11:32
18:05	19:12	13:06	14:00	14:51	15:40	16:25
23:57		20:14	21:08	21:56	22:42	23:27
November					December	
<i>MON 26</i>	<i>TUE 27</i>	<i>WED 28</i>	<i>THU 29</i>	<i>FRI 30</i>	<i>SAT 1</i>	<i>SUN 2</i>
6:12	0:12	0:57	1:42	2:28	3:14	4:02
12:16	6:55	7:37	8:18	8:59	9:41	10:23
17:11	12:59	13:41	14:25	15:11	16:02	16:59
	17:56	18:44	19:35	20:31	21:34	22:48



## Tidal Streams at the Heads — December 2018

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

**Times have been adjusted for Daylight Savings**

<b>MON 3</b>	<b>TUE 4</b>	<b>WED 5</b>	<b>THU 6</b>	<b>FRI 7</b>	<b>SAT 8</b>	<b>SUN 9</b>
4:56	0:11	1:36	2:54	3:59	4:51	5:36
11:10	5:59	7:18	8:43	9:56	10:54	11:42
18:03	12:01	12:58	13:57	14:53	15:45	16:31
	19:10	20:15	21:13	22:03	22:49	23:30
<b>MON 10</b>	<b>TUE 11</b>	<b>WED 12</b>	<b>THU 13</b>	<b>FRI 14</b>	<b>SAT 15</b>	<b>SUN 16</b>
6:15	0:08	0:44	1:18	1:51	2:24	2:56
12:24	6:50	7:23	7:54	8:25	8:55	9:25
17:14	13:01	13:35	14:09	14:43	15:18	15:56
	17:54	18:32	19:11	19:51	20:34	21:22
<b>MON 17</b>	<b>TUE 18</b>	<b>WED 19</b>	<b>THU 20</b>	<b>FRI 21</b>	<b>SAT 22</b>	<b>SUN 23</b>
3:31	4:09	4:56	0:45	2:06	3:19	4:20
9:57	10:31	11:10	5:58	7:23	8:56	10:09
16:38	17:25	18:20	11:56	12:50	13:50	14:51
22:20	23:27		19:19	20:19	21:17	22:12
<b>MON 24</b>	<b>TUE 25</b>	<b>WED 26</b>	<b>THU 27</b>	<b>FRI 28</b>	<b>SAT 29</b>	<b>SUN 30</b>
5:12	5:58	6:42	0:45	1:33	2:19	3:04
11:07	11:57	12:44	7:23	8:02	8:40	9:18
15:51	16:47	17:43	13:31	14:19	15:08	15:58
23:05	23:56		18:39	19:36	20:36	21:40
Dec	January					
<b>MON 31</b>	<b>TUE 1</b>	<b>WED 2</b>	<b>THU 3</b>	<b>FRI 4</b>	<b>SAT 5</b>	<b>SUN 6</b>
3:49	4:36	0:04	1:21	2:35	3:40	4:35
9:56	10:36	5:30	6:38	8:02	9:25	10:32
16:50	17:44	11:21	12:12	13:09	14:09	15:08
22:49		18:42	19:41	20:38	21:32	22:21

# Emergency Contact Information

Anywhere on water in Victoria Ch 16 or 88 should be your first choice using Mayday or Pan Pan

**VHF Channel 16**  
**27 MHz AM Channel 88**

Note: VSAG uses VHF CH 73 and 27 MHz CH 96 for routine communications. Check you are using the correct emergency channel.

VSAG Nautilus will be tuned to Ch 73 (Green button for routine comms) and Ch 16 (Red Button for distress comms)

**Speak slowly and clearly**

<p><b>Mayday Call</b> – for grave &amp; imminent danger requiring immediate assistance</p>	<p><b>Urgency Call</b> – when the danger is not grave or imminent</p>
<p><b>Distress Call:</b></p> <p>Mayday, Mayday, Mayday</p> <p>This is: <u>“Boat call sign x3”</u> (Boat owners insert your call sign)</p>	<p><b>Urgency Call:</b></p> <p>Pan Pan, Pan Pan, Pan Pan</p> <p>All Ships, All Ships, All Ships (or the emergency service you want to contact)</p> <p>This is: <u>“Boat call sign x3”</u> (Boat owners insert your call sign)</p>
<p><b>Distress message after contact made:</b></p> <p>Mayday</p> <p>“2 DIVE 4”</p> <p>Give position-(see GPS for co-ordinates), nature of the problem, number on board plus any other relevant information</p> <p>Over</p> <p><b>Follow advice given by the emergency agency – DO NOT “Sign off” until told so by agency.</b></p>	<p><b>Urgency message after contact made:</b></p> <p>Pan Pan</p> <p>“2 DIVE 4”</p> <p>Give position-(see GPS for co-ordinates), nature of the problem, number on board plus any other relevant information</p> <p>Over</p> <p><b>Follow advice given by the emergency agency – DO NOT “Sign off” until told so by agency.</b></p>

All passengers on a boat should be familiar with the use of marine radio(s) in case of emergency.

# Emergency Contact Information

## Telephone contacts

**Police – Ambulance – Fire : 000**

**Water Police no longer use the 1800 088 200 number**

**The new 24/7 No is : 03 9399 7500**

**DAN International Emergency Hotline:** +1-919-684-9111 (from mobile)  
0011 1 919684 9111 (from landline)

**State Emergency Service (VIC):** 132 500 (new number)

**Alfred Hospital Hyperbaric Unit:** 03 9076 2269

**Alfred Hospital switchboard:** 03 9076 2000

## Mornington Peninsula Area

**Diving Emergency Service:** 1800 088 200

**Dr. John Roth:**  
Mornington Medical Group 03 5975 2633

**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)** 0417 038 944

**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

**\*Coast Guard is not always manned & operates mainly during daylight hrs**

**Diving Doctors:**

Dr Pamela Dagley (Eltham) 03 9439 2222 (VSAG member)

Dr Vanessa Haller (Carrum Downs) 03 9782 6666

Dr Adrian Murrie (Sorrento) 03 5984 4322

Dr Guy Williams (Rosebud) 03 5981 1555

Dr John Roth (Mornington) 03 5975 2633

