



# Fathoms

Cover Photo :  
- by Ian Scholey

AUGUST - SEPTEMBER 2019

**Chatham Royal Naval Dockyard  
Busuanga, Western Philippines  
Fiji, Photo Comps**

**A Blast from the Past And more...**

*Ian Scholey*  
UNDERWATER PHOTOGRAPHY

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

# Ex HMAS Canberra 10th Anniversary Dive

## 4th October, 2019

Hi all,

On 4th October this year, it will be the 10th Anniversary of the sinking, as an artificial reef, of the Ex HMAS Canberra. Doesn't time fly by?

There are plans being made by VARS to mark the occasion, which will involve a celebratory meal. Details will be released closer to the date.

Myself and JL have both been talking to Luke English at Redboats about the event and he has kindly agreed to put on a boat for us, so that we can dive her on the day of the anniversary.

The 4th October is a Friday, so I wanted to give you plenty of notice so that days off work can be arranged, if necessary, for those wishing to join us for the dive.

The boat will depart Portsea Pier at 9.00am and Queenscliff at 9.15am. This trip is now up on the Redboats website, so that you can book on if you wish to join us. The boat capacity is 18 but we will put additional dives on, if it proves necessary .

- Ian. ❖



# Fathoms

Est. 1954

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

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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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# CHATHAM ROYAL NAVAL DOCKYARD

## A VISIT TO CHATHAM HISTORIC DOCKYARD

After my recent Red Sea live-aboard trip, I had some time to kill in the UK before flying back home. A friend of mine had recommended the Royal Naval Dockyard at Chatham, Kent, which is a handy 1.5-hour drive from my hometown in the UK. I didn't know what to expect, except that there was an Oberon class Submarine on show. That grabbed my interest, as that is the same class as the Ex-HMAS Otama, which is sitting off Crib Point, something I have always been interested in getting on board for a look, without any luck.

The dockyard has a long history. It has played and was one of Britain's most important centres of warship building and repair. In fact, over 400 warships were built at the site, including perhaps Britain's most famous ship, HMS Victory, which was Nelson's flagship at the battle of Trafalgar. As you enter the dockyard, the first thing you notice is the massive scale of the place. Three of the original five, huge buildings, lining the bank of the river, Thames, still remain. These were built between 1838 and 1855 to provide the



*RNLB Lifeboats.*



*Mini sub.*



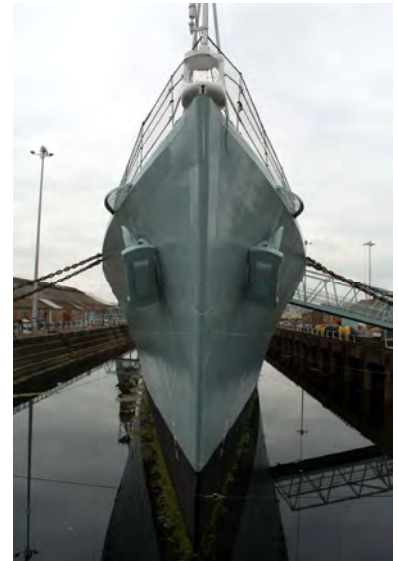
*Slipway Roof.*

dockyard with new, granite slipways, covered by wide span roofs. During the Napoleonic wars of 1803-1815, the Royal Navy began building covers over its slipways and docks used for shipbuilding, to protect the ships timber hulls from dry rot. Inside one of the three remaining buildings, there is an interesting display covering the history of the Royal National Lifeboat Institute. This organisation has been saving lives around the coast of the UK since its inception in 1824. There are 16 vessels on display, together with a number of other artefacts. The display was cleverly constructed, with a series of raised walkways, allowing the boats to be viewed from a variety of angles. It was possible to board some of the larger vessels and get a view of what the inside was like for the crews and those rescued.

In the next shed, there was a vast array of naval and military artefacts, mostly under restoration. These are from both the dockyard collection and from the Museum of the Royal Engineers. The restoration work is conducted by a team of volunteers and I found them very willing to stop and chat about what they were doing and the history of the dockyard. Most seemed to have a family connection to the dockyard or, indeed, to have worked there themselves in the past. The dockyard was operational until its closure in 1984. Its long history of



*Above:  
British  
WW2  
Destroyer  
Losses.*



*HMS Cavalier.*



*HMS Gannet in service.*



*HMS Gannet today.*

ship building had ended earlier in 1966 with the completion of HMCS Okanagan for the Royal Canadian Navy. From that point onwards, the dockyard had been the main maintenance site for Britain's nuclear submarine fleet. Perhaps, the most interesting artefacts for me, were a couple of mini subs.

There are three warships on display that you are able to access. The first one I came to was HMS Gannet.

HMS Gannet was a Royal Navy Doterel-class screw sloop of war, launched on 31 August 1878. She is a fine-looking vessel, with a teak hull on an iron frame and was propelled by both steam and sail. She saw service in the South Pacific, the Mediterranean and the Red Sea, before her final role as a training ship on the river, Thames. An interesting fact I discovered about the ship is a more recent thing. In March 2009, when the then British Prime Minister made his first visit to the Whitehouse to meet with the then US President Barack Obama, he presented the President with a pen holder made from the wood of the Gannet, reflecting her role in Victorian era British anti-slavery efforts.

My next port of call was HMS Ocelot, the Oberon class submarine. This vessel was in fact the last ship built at Chatham for the Royal Navy and also the final one of 57



*HMS Cavalier in service.*

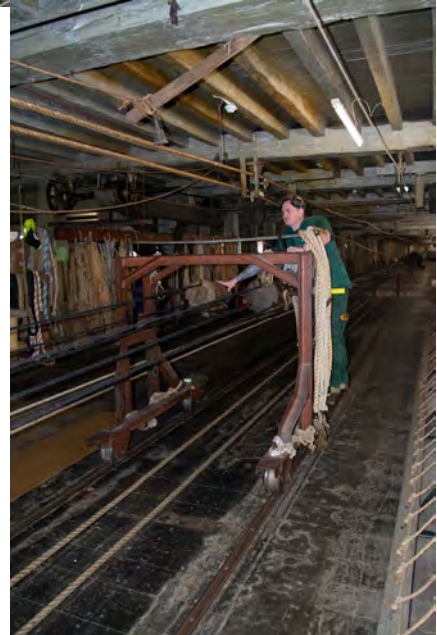


*HMS Cavalier today.*



*HMS Ocelot.*

*Rope making in the Ropery.*





submarines built in the dockyard between 1908 and 1966. The Ocelot was launched in 1962 and was a diesel electric sub powered by Admiralty Standard Range 1 diesel engines. She served during the Cold War in the Arctic, Atlantic, Mediterranean and Baltic Seas. She remained in service until 1991. As with any submarine, space was at a real premium inside and not banging your head, became a prime objective.

Highlight for me was getting the chance to look out through the periscope, from the control room.

The last vessel I visited was HMS Cavalier. She is a CA-class destroyer and was launched in 1944 heading straight into active service, joining the fight off Norway. In February 1945, she was deployed with two other destroyers, HMS Myngs and HMS Scorpion, to reinforce a convoy from the Kola Inlet in Russia, which had suffered attacks from both German aircraft and U-boats, before being scattered by a violent storm. She and the other escorts managed to reform the convoy and return it to the UK, with the loss of only three ships. For this action, she was awarded battle honours.

After seeing further action in the far East, she was put into reserve, where she remained until 1957. At that time, after a modernisation, she was again deployed to the far East, seeing

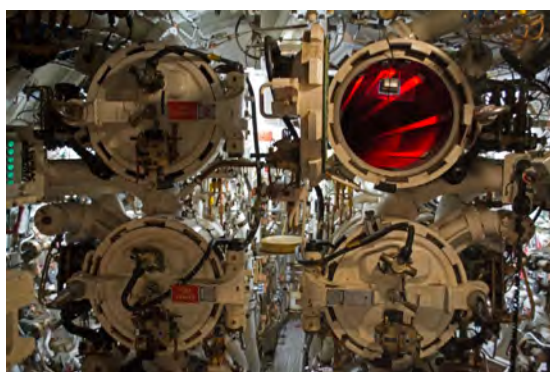


*Divers  
Store  
HMS  
Cavalier.*

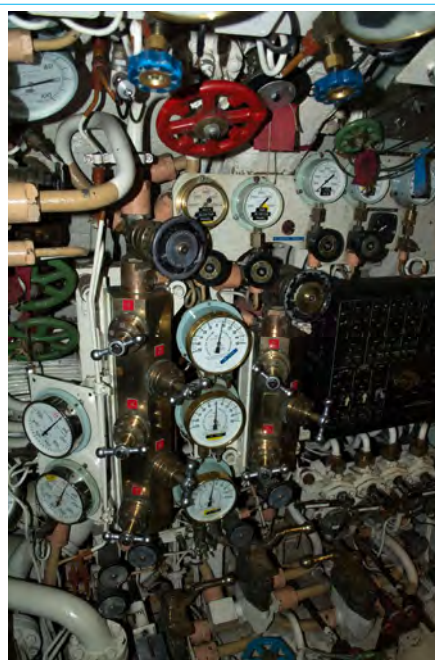
action in the Indonesia-Malaysia confrontation. She was finally retired in 1972 and is the only remaining WW2-era destroyer in the UK. Alongside the Cavalier, sits a monument to the Royal Navy destroyers lost in active service. It is quite shocking to see just how many of these ships were lost during WW2.

The final part of my day at the dockyard, was an interesting visit to the still functioning Ropery. Rope is essential for all ships and this was especially true in the age of sail. For instance, a first-rate ship of the Royal Navy, such as HMS Victory, had roughly 31 miles of rope in her rigging. They have been making rope at Chatham since 1618 and the present impressive Ropery was built in 1729. The building is a staggering quarter of a mile long. Rope is still made commercially in the building, using the original methods and I was able to see the old machinery in operation. It was a great end to a fascinating day out. Anyone visiting the UK should definitely add this place to their itinerary.

- Ian Scholey. ❖



*Torpedo Tubes HMS Ocelot.*



*Every inch filled with something HMS Ocelot.*



*Inside the NAAFI HMS Cavalier.*



*Engine Room HMS Ocelot.*

# BUSUANGA

## Western Philippines

### BUSUANGA

#### Western Philippines

24th July 2019

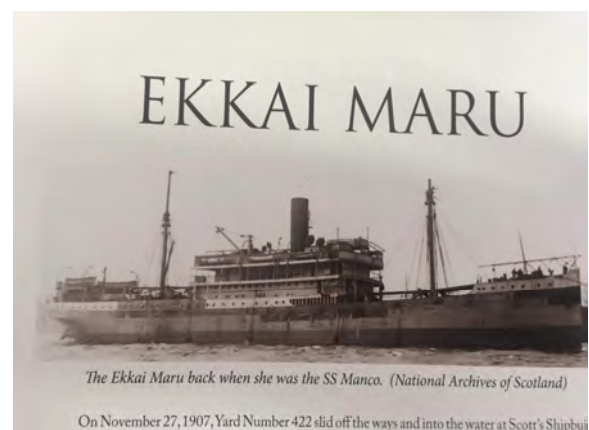
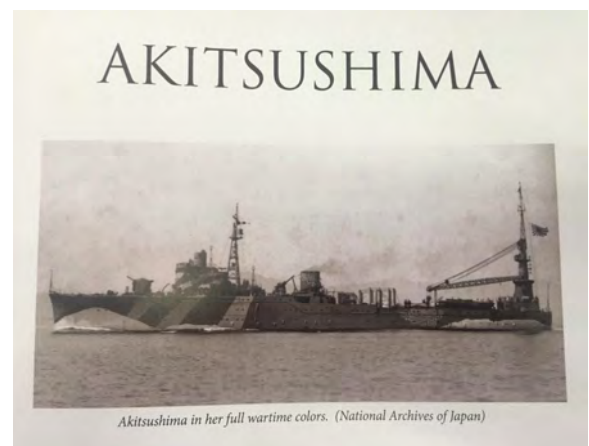
I've just returned from a two-week dive trip to the island of Busuanga, in the Western Philippines. I did 28 dives on 9 x WW2 wrecks, as well as some natural reefs. I'd seen an article about the wrecks of Coron Bay 5 years ago (See link below) and it'd been on my wish list ever since. It was a fantastic trip and I'd recommend it to anyone keen to dive big wrecks sunk in conflict.

Most of the big wreck dives were between 20-40 metres and done on nitrox, however, there are some smaller wrecks and reefs that can be done on air. The water temperature was 30°C and although July is low season, I found conditions to be very good. The marine life was fantastic, as all of the wrecks have become large, artificial reefs covered in corals, sponges and anemones in the 75 years underwater. All wrecks had large schools of fish, as well as many ambush predators, hiding amongst the rust and growth. Most of the wrecks were salvaged post WW2, so penetration was relatively easy.



I dived with Busuanga Bay Lodge (BBL) Divers and most days was the only customer. I spent around \$1,500 on 28 dives using my own gear. I dived with BBL Divers, as they're located close to the wrecks and use a speedboat, rather than the traditional banka boats, commonly used in the Philippines. They were very professional in every respect and tried their utmost to satisfy my daily requests for deep, dark and dirty. The entire trip was fantastic, although on one dive I heard an explosion, which my dive guide explained, was local fishermen illegally dynamite fishing. I'd definitely recommend it as a place to visit if you want to get rusty.

- Rowan Salger. ❖



# OKIKAWA MARU



*A Wartime Standard Merchant Tanker ITL. (US Navy)*

From a strategic perspective, the Empire of Japan's biggest weakness was its lack of domestic oil supplies. To solve this problem, the Japanese government decided to secure oil supplies from the United States.



# KOGYO MARU



*Kogyo Maru in civilian service before the war. (National Archives of Japan).*

On May 16, 1938, a 6,353-ton ship measuring 129 meters long was laid down in Osaka, Japan. She was a classic example of the mixed-use Japanese freighters of the time; five big cargo holds, a large deck, a complex superstructure and two strong engines that provided a balanced performance.



# IRAKO



*The battleship named Irako was a giant floating refrigerator (National Archives of Japan).*



# OLYMPIA MARU



*The Olympia Maru, note the distinct placement of her kingposts. (Nat. Arc. of Japan)*

Another of the Coron wrecks that were misidentified for a long time, this ship is the Olympia. She was one of the Coron wrecks that were misidentified for a long time, this ship is the Olympia. She was one of the Coron wrecks that were misidentified for a long time, this ship is the Olympia.

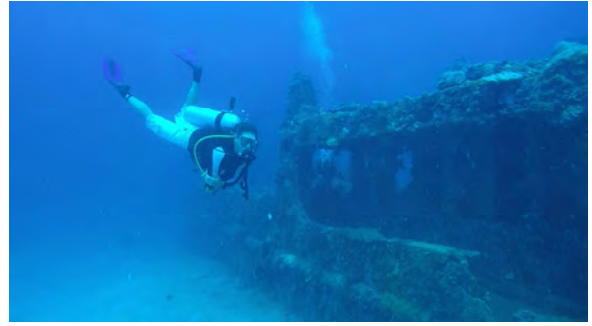


# LUSONG GUNBOAT



*A civilian auxiliary vessel similar to the Lusong Gunboat converted for Navy service.*

The exact identity of this wreck is long lost to history. During World War Two there were hundreds of ships like this in Japanese service, and for most of them, their final identity remains clouded in mystery. The Japanese planned their shipping needs in incredible detail during the 1930s in anticipation of an invasion of the Pacific. This led to the fleet of "Marus" that was designed



Quinn Kapuscinski



# FIJI

## BAREFOOT KUATA RESORT

14 -16th June 2019

Water temp: 27° C

Vis: 30 metres

Divers: Peter Beaumont, Dave and Pam Geekie, Peter and Carole Campisano

After overnighting in Nadi, we took a bus to Port Denarau, where we boarded the Yasawa Flyer catamaran for a 2-hour ferry ride to Barefoot Kuata Resort. Boat transfer from the Flyer to the Island was across the beach. After meetings and greetings from the staff, we settled into our accommodation, grabbed our dive gear, then met at the dive shop to set up for the afternoon and load the boat for our afternoon dives (two). We were hoping to dive with the bull sharks, but the dive guides said that the feeding was only done during the morning dives (9am and 11am), when a suitable array of food would be available. The afternoon dives consisted of a couple of rather easy, reef checkout dives.

- Peter Beaumont. ❖



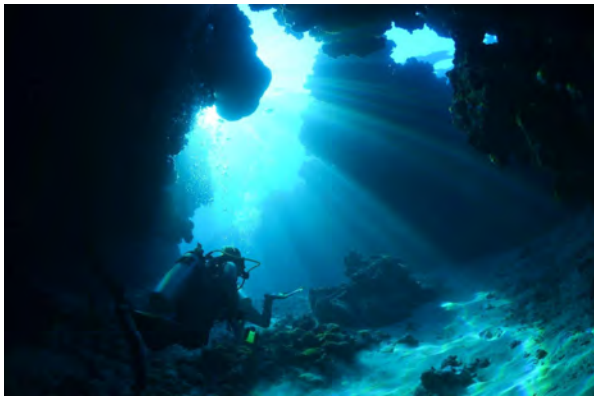
*Beachfront Bure.*



*Dive Shop.*



Surface conditions were less than challenging with <5cm surface chop and <0.5 knot surface current.



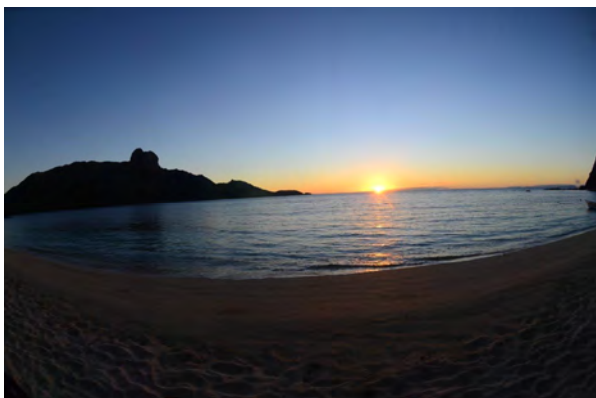
Vis was quite good swimming around the swim throughs, gullies and overhangs.



Even found a couple of rather lethargic reef sharks.



Dive guide, doing a head count!

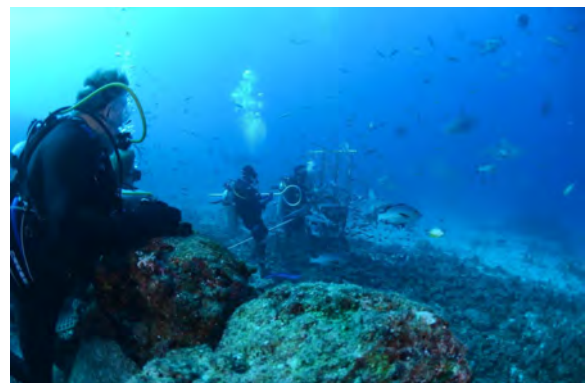


Sunrise at Barefoot Kuata – time for breakfast!

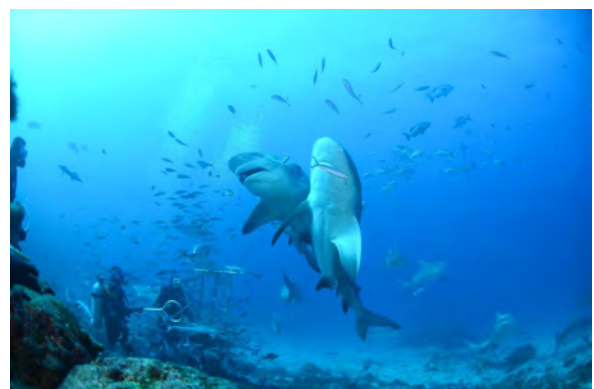
The second day's diving consisted of the 9am and 11am Bull Shark feed, followed by a 2pm shore dive.



Surface conditions were less than challenging with <0.5m surface chop & <0.5 knot surface current.



Let the feeding begin – sharks are a bit livelier now!!!







The afternoon shore dive consisted of a leisurely, 1-hour guided tour of the house reef.



After enjoying five great dives, comfortable accommodation, good buffet style food, listening to the schoolies generation (Brady bunch crowd x 4 on holidays) and experiencing intermittent mains power, it was time to depart via the Yasawa Flyer for Mantaray Island Resort.

- Peter Beaumont. ❖

## MANTARAY ISLAND RESORT

16-23th June 2019

Water temp: 28° C

Vis: 30+ metres

Divers: Peter and Carole Campisano, Peter Beaumont, Dave and Pam Geekie.

After a one-hour trip on the Yasawa Flyer, we arrived at Mantaray Island Resort and were greeted by staff member, Papa Joe, in traditional dress, dancing (hopping around) atop the rocky (hot?) outcrop, overlooking the ocean.

Boat transfer to the Island was across the beach, where we were greeted by the staff who guided us to the beachfront bure/bar. After checking our booking vouchers, briefing us on the resort layout, meal/checkout times, etc., the staff then guided us to our accommodation.

With our gear unpacked, we headed off for lunch, then checked out the dive shop and organised our diving for the following day.



Reef Beachfront Bure, with airconditioning and ensuite. The smaller Bures made use of communal showers and pit/composting toilets.



Uphill walk to the dining area and bar.

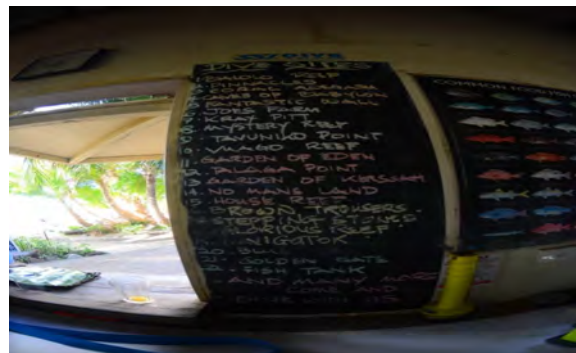


Dining area and bar. Meals were from a set menu, which occasionally resulted in slow delivery of orders, due to the volume of orders. The breakfast buffet and occasional lunch/dinner buffets worked well.

Food was OK, but the resort's water from the desal plant tasted brackish/salty, so bottled water was the preferred option.



The dive shop is adjacent to the beach and a 50-metre walk to the boat.



Dive site list.



Dive boat, loaded and ready to go – 27 degree water beckons!!



Surface conditions typical of the whole time we were there.

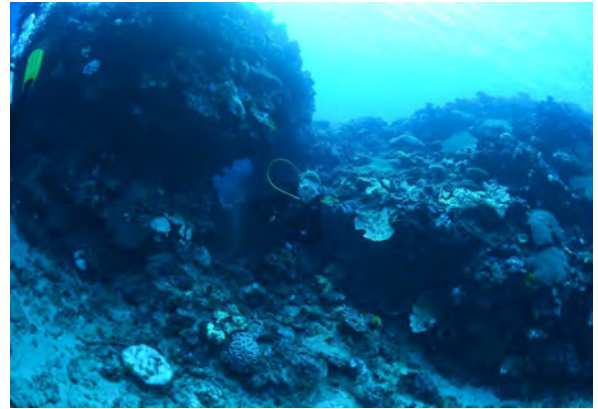
The diving was exceptional and consisted of reef walls, swim throughs, chimneys, overhangs and the odd wreck dive. The one wreck we dived, was fairly devoid of growth and fish life. Overall, we completed between 10-13 dives, as well as some snorkelling on the house reef when the tide was in.



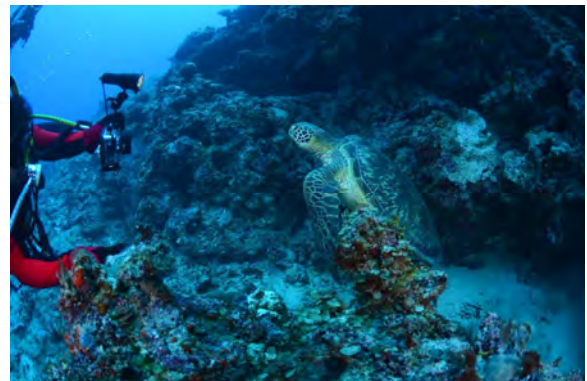
Peter Campisano checking out a swim through.



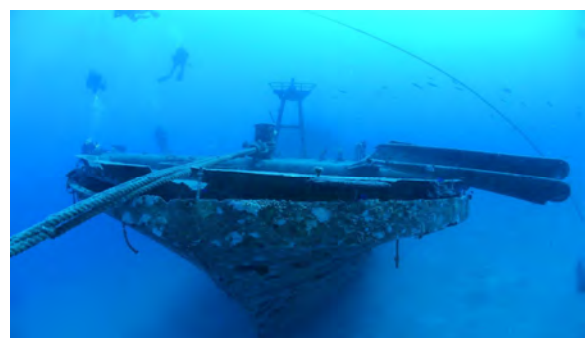
Carole and Peter Campisano exiting a swim through.



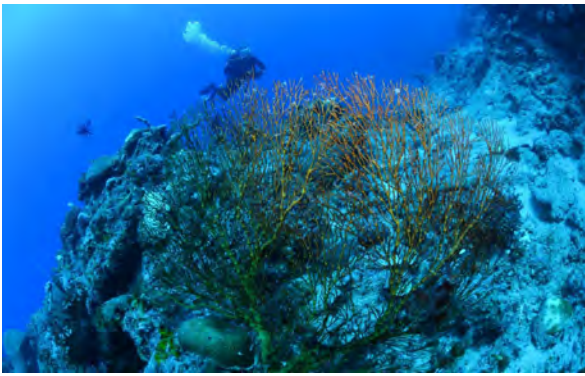
Dave Geekie exiting a swim through.



Peter Campisano and Turtle.



VSAGER's descending to the wreck of the Huw – (impounded ex Chinese fishing boat).



Dave Geekie blowing bubbles.



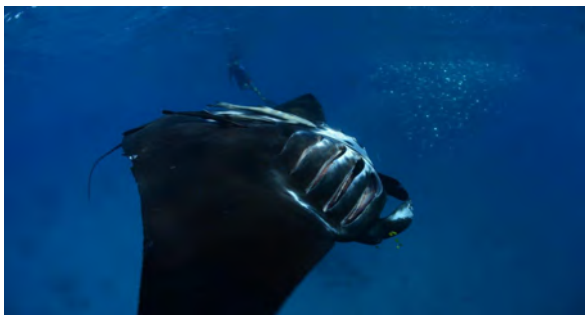
Peter and Carole Campisano, bagging out with their cameras!!



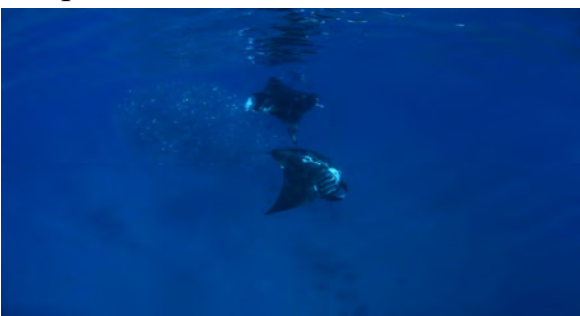
Turtle having a snack – wasn't worried by me and I was probably half a metre away!



Following the reef wall.



A pre dive snorkel with the Mantas.



Fan corals blocking a swim through.



Moon rise night shots of the beach outside the Bure.



23rd June – 1pm -  
Sea Fiji speedboat  
transfer from  
Mantaray Island  
Resort to Port  
Denarau – 60 km in  
1.5 hrs.

*Carole and Peter  
Campisano*



Sea flattened off from 1-metre swell  
at Mantaray Resort, to zero swell  
during the trip.



Back at Port Denerau – next stop  
taxi to Nadi Airport, lunch, check in,  
then depart for Melbourne!

# VSAG Life Members



30th June, 2019

I had the great pleasure of joining the club's Life Members at their annual lunch. In no particular order, they are: John Lawler, Alan Storen, Des Williams, Bob Scott, Mick Jeacle, Andrew Mastrowicz, Pat

Reynolds, Peter Matthews, John Goulding and Barry Truscott. I am the mere slip of a lad at the front of these fine gentlemen and diving legends.

*- Ian Scholey. ❖*

# VSAG Life Member John Noonan

## In Memory of VSAG Life Member JOHN NOONAN

John passed away peacefully in his sleep on 1st August. He was the 3rd Life Member the club awarded, getting that honour in 1976. John chalked up 50 years as a member of the club in 2009, so in total he was a member of the club for 60 years. John was interviewed by Paul Tipping on the 60th Anniversary of VSAG on 10th May 2013 and the interview conducted by Paul Tipping follows:

Interview by Paul Tipping  
on 10 May 2013

PT — Could you tell us how you got involved with VSAG?

JN — It was my habit, when I first started work at the age of 19 or 20, to take holidays with a cousin up at Mildura and he had two sons who were about 12 and 13. They came to me one day and said: “John, we just saw a fellow diving with a tank down at the beach...he was diving with tanks... where would he get his air fill?” And I, being totally ignorant, said: “Oh, he probably went up to the



garage and got it pumped up!” So a day or so later they came back to me and said, “You don’t know what you’re talking about! They don’t pump them up there...” I thought, “Oh well, I don’t want to be ignorant, so I’d better find out how diving started. Then that’s what started me off.”

So sometime later on, I got in with Jim Ager and his school and I did my basic training with him.

There were some surf blokes doing the diving course at the same time as I was. It was decided to take them down to Albert Park on this particular day and give them their first sea dive. Looking to me, he said “Are you ready?” And I said, “I think so.” So the three of us... I

think he had about 4 or 5 people, including a couple of girls... and in those days Jim Ager had a collapsible catamaran, that he used to take people out on the water and which he could collapse and put in his van. So we all turned up at Albert Park into assemblies. We would take it in turns putting the gear on and going down into about 40 feet of water... down, bob up, down, bob up.

It was a pretty miserable day, overcast and tending to showers, but for some reason I noticed the closer I got to the sand, the brighter it got down there. I was fascinated by this and took my time before eventually surfacing, only to find myself about a quarter of a mile from the catamaran. Jim Ager is up there frantically looking around and, of course, forgetting that the 'hands up' means distress, I just thought I'd let him know I was alright. So I put my hand up and, of course, he took it as a distress signal. He had a pair of flippers when he jumped in and coming over to me barked: "Give me your weight belt" and, in front of all and sundry, "...get back to the catamaran!" Anyway, we get to the boat and he chewed me out. Boy oh boy, did he give me a serve! Anyway, we finished the diving and all went back to shore where we collapsed the catamaran.

When all the others had gone, he said, "I'm sorry I dressed you down like that, but they needed it to get a lesson and you gave them a perfect lesson on what you don't do. But of all the 5 or 6 of them, you are the only one who is likely to make a diver. The others are just yo-yos!"

PT — You appear to have got involved in dive training and to have had a particular interest in diver safety in the early 1960's?

JN — After I was steered to VSAG by Jim, I did take an interest in diver training and safety issues. I got involved in the training (we had a "Training Division") in the early '60's. Other participants included Frank Coustley, Rob Bricker and Les Grant. Les was a bit of a stickler for proper procedures and correctness at all times. We felt we were pretty responsible. We trained people up to certification 'B' and 'C' levels.

Some of the training was carried out in the water down at Black Rock which was also where we conducted the examinations. Norm and Dot Drury were the examiners. Trainers would go into the water without wetsuits, wearing a triple layer of winter woolies to help them cope with the cold waters of Port Philip Bay. Swimming, ditch and recovery and resuscitation techniques were all part of the course. It was all taken



pretty seriously, we were quite pleased with the results and, of course, it assisted in the generation of interest in our new sport.

PT — I believe you may be able to shed some light on some of the developments with technology in the diving sector?

JN — Peter Robertson decided to experiment with underwater radios about 50 years ago. He built one up and we took it down to Mount Martha. We set up the transmitter on the shore. I entered the water with a receiver and a face mask — and over the top of me was an inflatable tube with an aerial, no wires connecting me directly to Peter. Anyway, it worked satisfactorily, I was able to receive messages from and send messages to him. He was receiving my messages so it worked alright.

Jumping ahead a bit, we got on to powerheads. Powerheads became the in thing of the ‘spearos’. They weren’t all that popular because they were too expensive. What they consisted of was a container at the front to carry either a 12-gauge cartridge or a .303 bullet and that tapered to the back to a funnel - type arrangement that fitted over the spear-head. I carried one for a couple of years. In order to get it, mine was the first registered powerhead in Victoria and it was registered as a pistol because it was concealed and it was

small. When I went to the station— to the Russell Street firearms area — to pick up my licence, the policeman issuing my licence said: “Of course, Mr. Noonan, you realise that you may not use this on a Sunday!” The rules in those days were that you couldn’t discharge firearms for recreational purposes on Sundays. And, very facetiously, I said to him, “What do I do, carry a note on my back saying ‘It’s Sunday — don’t bite!’” And he saw the joke. Anyway, I carried on a paper war with the police department for about 6 months, backwards and forwards, to get this rule changed so I could carry it. In the end, I got a phone call from the police saying, “Look, go about your business on Sundays. If you get picked up, refer to us.” So that’s what we did.

PT — John, are you able to tell us what is the story in “Fathoms” for May, 1969, about you and Peter Robertson using an underwater Geiger counter?

JN — In those days, Peter Robertson, myself, Ron Addison and Alan Cutts were working the old paddle steamer “Ozone” wreck down at Indented Head. We were down there getting copper, brass and bronze off it when a bloke came up and said “Can you look for my solid gold watch; it’s worth a fortune and I dropped it in this wreck a couple of days ago.” So, a couple of weeks later we went back

and Peter Robertson, in the meantime, and who was very technically minded, had worked up a small Geiger counter into a bottle which worked on the principle of picking up the luminescent radioactivity in the watch. We spent hours going backwards and forwards, up and down; but we never got a register on the Geiger counter. And, so far as I know, the gold watch is still there!

PT — Can you remember anything of the club's role in search and rescue work?

JN — The only thing I can remember about search activity, came about through a request from an upset father, if we could try and find his son who had been lost at Mildura in the Murray River over a weir. He and his little brother, I think it was, had been on a pedalo on the river, they got caught up in a current and they went crashing over the weir and the bodies were never recovered. The mother was very upset because she had no closure following the tragedy. Her husband had asked the police for help, but they weren't interested. So, he came to us and said: "Is there anyone who can give us a hand?" So, we decided to get a group together and we headed up to Mildura and we dived through the weir, checking to see there was nothing lost locked in there; an interesting dive, but it was

all clear and then we swam down the river searching for about 100 metres and couldn't find anything. The concerned father finally pulled us out, saying "I've already lost a son (sic) ...and I don't want anybody else to go." So he pulled us off short.

To show his gratitude for our efforts, he made a donation to the club as well as contributing to our expenses to get up there and stay there.

Apart from that we used to do salvage work for people. We had a request to recover a boat at Eppalock Weir. Lou Clarke, Ian Beeson and myself went up there with a 44-gallon drum and we recovered that boat. And we happened upon a wreck of what might have been a good fishing boat down at Newhaven. It had copper, brass and bronze on it. Ron Addison, Lorraine Newman and myself, we stripped it bare and, in the meantime, we'd wrecked the boat!

PT — John, any famous visitors who came along to give a talk to VSAG members?

JN — Oh yeah, there were a number. The one who readily comes to mind was 'Johnno' Johnston. He was a diver who was employed to dive a wreck called the "Niagara" off the coast of New Zealand. During the Second World War, the Allies were short of gold and this

particular ship, which was headed for England, was carrying millions of dollars worth of gold and cargo. It ran into a mine and sank in about 220–240 feet of water and they desperately needed to recover it.

‘Johnno’ Johnston, he dived it and he had a particularly special dive suit. It was an articulated metal job. He was lowered down on air. He blew the side out of the “Niagara”, got to the gold and, I understand, that he lifted millions of dollars worth of gold, except for three or four bars that he couldn’t reach in the wreck.

PT — Thanks, John. I understand you have something to say about your committee work and a bit more?

JN — At a club dinner dance or at a club dinner, I was informed, unceremoniously, that I was to be nominated for and given Life Membership to the Group, which was a very big deal for me, because apart from getting married and having a wonderful life, this was one of the highlights of my life, getting the life membership and I understand it was on the basis of a number of years of very active diving and participation in all of the Group’s activities and, as Honorary Secretary for a few years, they decided I had earned it... so they gave it to me. I was very grateful.

PT — John, can you give us some insights into your favourite dive sites

and maybe, some of the people you enjoyed diving with, your mates?

JN — Yes. We had a number of interesting dives. It is very hard to pick one or two out of the lot. One of them was the “Victoria Towers” out at Torquay. It was carrying a huge cargo of roofing slates and Jan Watson and I and a couple of others went over there to dive it. We also salvaged a lot of stout bottles which we’ve still got and which are collectible.

But Jan found out that she had a market for all the slates that could be brought up, at a shilling each. Of course, being ‘Honest Joes’ we first wrote to the Receiver of Wrecks to seek a permission to take them. He wrote back saying, “You can salvage them; but they’ll have to go into bond at Geelong and they’ll go up for auction. You can apply for them, bid for them... and you can also claim salvage on the cost of getting them there...” End of story!

There were also a number of others, like the wrecked “Cerberus” at Half Moon Bay. Ron Addison, Alan Cutts, Lorraine Newman and myself... poor old “Cerberus” must be half a ton lighter after all the brass we took off it!

PT — Thank you very much, John, for your time and your impressions of an earlier time in the ongoing story of the VSAG.❖

# June 2019 Guest Speaker

**JUNE 2019**  
**GUEST SPEAKER**  
**IAN SCHOLEY**



Safely back from Egypt, at our June General Meeting, Ian presented his experiences diving the SS Thistlegorm - the worlds best shipwreck?.

SS Thistlegorm was a British armed Merchant Navy ship, built in 1940 by Joseph Thompson & Son in Sunderland, England. She was sunk by German bomber planes on 6 October 1941, near Ras Muhammad in the Red Sea and is now a well known diving site.

She was equipped with a 4.7 inch anti-aircraft gun and a heavy-caliber machine gun. She was carrying military equipment and vehicles that included a Bren Gun Carrier together with a load of Bren light machine guns; motorcycles of the brand Norton 16H and BSA (Birmingham Small Arms Company); a load full of crates

with .303 British ammunition and a shipment of Wellington boots. She was also loaded with train wagons, as well as LMS Stanier Class 8F locomotives; even coal for the trains was part of the shipment.

SS Thistlegorm today, is a giant underwater museum, a war grave, a unique piece of military history and an opportunity to step into the past.



# A BLAST FROM THE PAST

## “Blast from the Past - a look back at Fathoms”

Hi all

Here is the first, of what I hope, will become a regular feature in Fathoms. I am currently looking after the club archive, where we have materials that date all the way back to the clubs' earliest days in 1956. I thought it would be interesting to take a look back in time and resurrect the odd article from times gone by.

To start with, I have selected an article from the April 1973 edition of Fathoms, titled “What Makes A Good Diver”. I think it's interesting to compare the thinking back then, to what we would currently judge as a good diver. See what you think of the advice below:

### **What Makes A Good Diver**

Almost every new diver coming into the sport is eager to prove that he is a good diver. In the early days of the sport, a man proved his worth by the size and number of fish he speared. Fortunately, we have matured considerably since those early fish-sticking days and this is no longer considered a valid yardstick.

Breath-holding and prolonged free diving was another early measure of

diving skill. That was until the medical men blew the whistle and showed the diving community how hyperventilation and over-extension could (and often did) result in underwater blackout.

An equally insane yardstick of the hero diver, is deep diving with compressed air. An astonishing number of misguided youths have met with tragic endings during Scuba dives to 270, 300 and even 320 ft!! (That's 82m, 91m and 97m - Ian) These fatalities were senseless because depth is certainly no measure of a man's diving ability.

What then, is the criteria for judging a person as a 'good diver'? It is the divers actions, in and around the water, that provide the clue - how he prepares for a dive - how he conducts himself underwater - and how he avoids accident situations. Here are just a few of the basic signs to look for:

**Physical condition** - a good diver keeps himself in basically good physical condition, so that he can enjoy his dives and avoid panic situations. He knows when to quit for the day. He will not push himself beyond his limits, regardless of how good the diving may be. He does not

punish himself with carousing and late nights before an outing.

**Proper Equipment** - A good diver shows up properly equipped for that specific dive, with the special gear needed for any specific job. A pressure gauge, depth gauge, life jacket and knife are essential to him. He also maintains his equipment on a regular basis, such as rinsing after a dive and doing a pre-check well before an outing.

**Underwater Orientation** - A good diver takes careful mental note of underwater landmarks. He always has a fair idea where he is and can find his way back. He also keeps a careful check on his tank pressure and makes his turn around before the air is half gone.

**Buddy Contact** - 'Never dive alone' is a cardinal rule of diving, but there is much more to the buddy system than being in the same ocean as another diver. A good diver maintains constant visual contact with his partner, has arranged rendezvous points and a plan of action should they become separated.

**Awareness** - A good diver develops a 'sixth sense' about impending trouble. He does this by maintaining constant vigilance for potential hazards, such as increasing surf or narcosis. He thinks ahead and will generally avoid the situation, rather than ploughing into it.

**Pre-dive Judgment** - Knowing when not to dive, is just as important as knowing how to dive. A good diver evaluates the situation before he makes his entry. If the situation appears too hazardous, he aborts the dive. The same holds true for his personal condition. If he has a bad cold or just doesn't feel quite right, he cancels out, rather than burden the fellow divers with the possibility of a rescue problem.

If you had to sum it up, "a good diver is a careful diver". He avoids trouble, rather than always struggling out of a tight squeeze. The next time you're out on a dive, take a look around you. Better still, check yourself out on this little test.

- o O o -

In April 1973 the VSAG committee was:

*President:* Justin Liddy

*Vice President:*

Tony Tipping

*Treasurer:* D.J.McBean

*Newsletter Editor:*

Bill Jansen

Committee: Bill Gray

Committee: Ian Cockerell

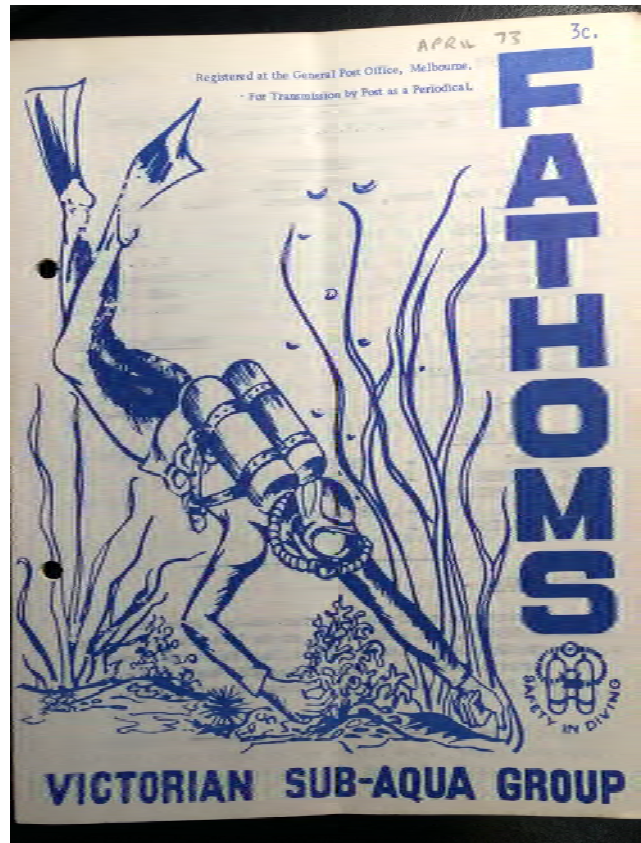
Committee: Margaret Phillips

Committee: Alan Cutts

Committee: John Goulding

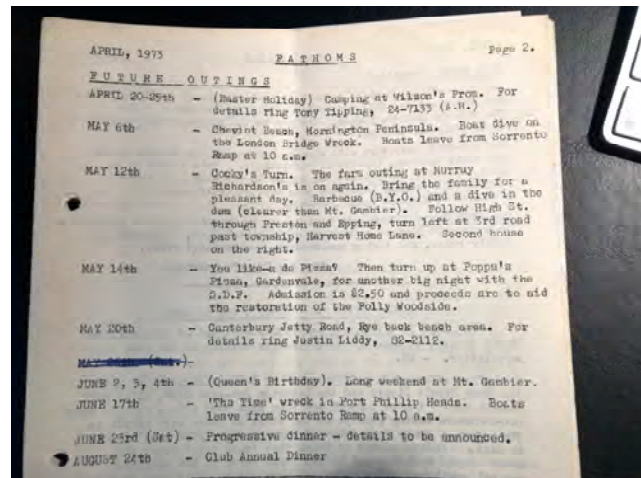
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The club meeting was held at The Victorian Association of Youth Clubs Hall, Gisborne Street, East Melbourne.



- o O o -

Club T-Shirts were on sale at a cost of \$2.80.



- o O o -

- John Lawler. ❖

# SOUTH SOLITARY ISLAND

## SOUTH SOLITARY ISLAND

11-12th July 2019

Water temp: 20° C

Vis: 15 -20 metres

Divers: Peter Beaumont, Keith Dawson

Set off for Sydney at 4am Sunday 7<sup>th</sup> July and checked into our hotel at 3pm that afternoon. Judy and I had dinner with my sister, then the following day we had dinner with a local couple from the St George Club. We spent Tuesday night at Judy's brother's place, then headed off for Coffs Harbour early Wednesday morning, where we met up with Keith. We had managed to grab the last 2 boat spots available on Jetty Dives' Thursday dive schedule, so we sorted through our dive gear and set it up for the following morning.

Thursday's surface conditions were pretty sloppy, with a 15-20k NNW wind and 1.5 metre swell pounding the Island. With the boat rolling and pitching at one of the less sheltered moorings, we geared up, entered the



*Grouper looking for some sea urchins.*



*Saw 10-15 or so Grey Nurses.*

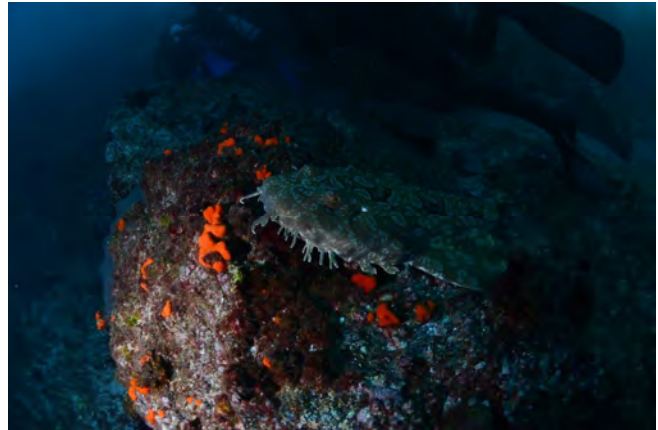


water and followed the dive guide. For the second dive, the boat moved to a more sheltered mooring where we had our surface interval, then followed the dive guide around the reef.

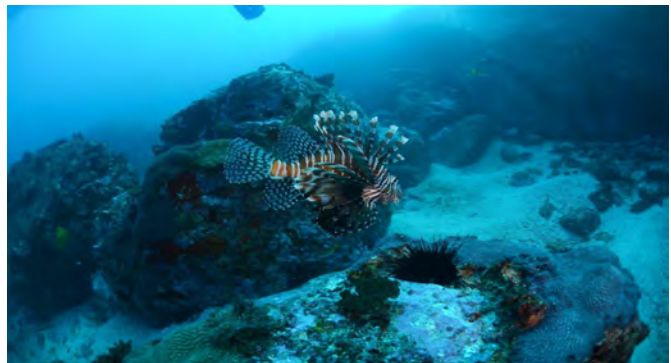
Friday's dives saw us in pretty much the same area as Thursday, however the surface conditions were vastly improved, with zero wind, swell < 1-metre and the day was warm, clear and sunny. With Friday's dives completed, we washed/packed the gear into the car(s) and headed off to the South West Rocks dive centre.

We both found all the dives to be very enjoyable, with lots to look at and is worth considering a return trip later in the year/next year.

- Peter Beaumont. ❖



*Quite a few Wobbies lying on the bottom.*



*One or two lionfish.*



*A couple of juvenile cuttles.*

# SOUTH WEST ROCKS FISH ROCK

## SOUTH WEST ROCKS FISH ROCK

13, 14 & 15th July 2019

Water temp: 18-19<sup>0</sup> C

Vis: 15-20 metres

Divers: Peter Beaumont, Keith Dawson

With Friday's South Solitary Island dives completed, we departed Coffs Harbour and headed South to the South West Rocks Dive Centre. After settling into our accommodation, we headed off to the local pub bistro for dinner, then had an early night in preparation for Saturday's dives.

The next morning, we set up our gear, loaded it onto the boat, then headed off to the boarding pontoon near the boat ramp.

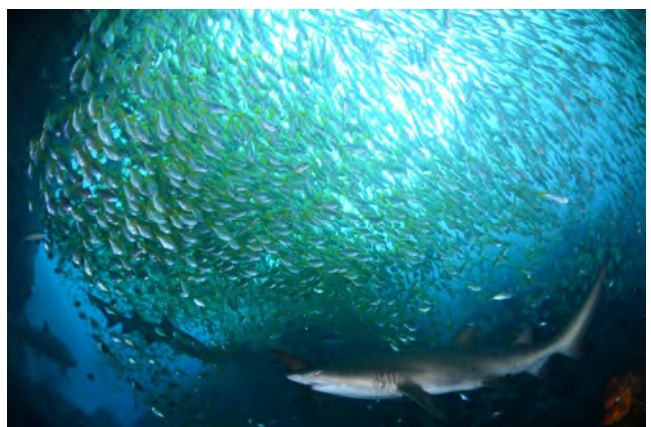
Saturday's surface conditions were a bit sloppy, with a 15-20 knot Westerly wind and a 1.5 metre swell rolling in from the South. With the boat tied off at the mooring, we geared up, entered the water and followed the dive guide down and



*Caves deep entrance/exit.*



*No shortage of resident crays (50+) in the cave/chimney.*



*One of many grey nurses (30+).*

through the cave, via the deep entrance, up to the shallow entrance, then across the reef back to the mooring. Along the way we saw lots of grey nurse sharks, wobbegongs, rays, crayfish and blue groupers. For the second dive, we stayed at the same mooring and followed the dive guide around to the caves' shallow opening, part way into the cave, then back out around the reef before returning to the mooring.

With 20-25k Westerly winds on Sunday and Monday and a noticeably larger Southerly swell rolling in, we dived the more sheltered "Pinnacle" side of Fish Rock. The dives consisted of guidance around to the caves' shallow entrance, with a swim into the cave to check out the chimney, then a relaxing swim back around the reef, with a couple of laps of the Pinnacle. Overall, we found the six dives very enjoyable and we are looking forward to going back.

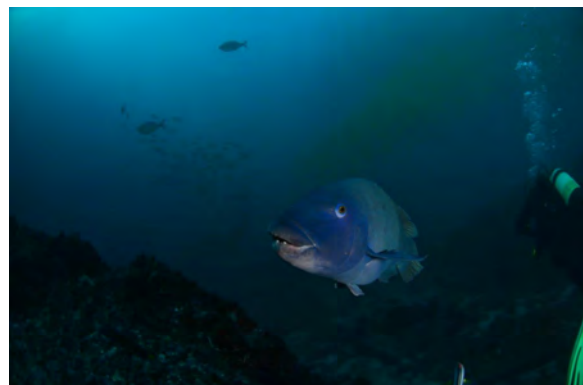
- Peter Beaumont. ❖



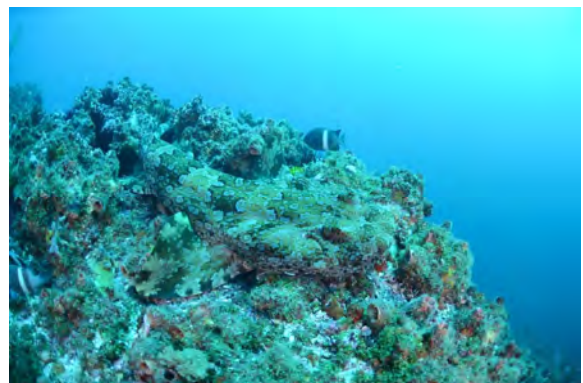
*Saw a couple of Eagle Rays.*



*Caves' shallow exit/entry.*



*No shortage of Grouper(s) (10+) looking for a sea urchin to munch.*



*One of many wobbies (30+).*

# Party Point & Ex HMAS Canberra

## PARTY POINT & EX HMAS CANBERRA

7th July 2019

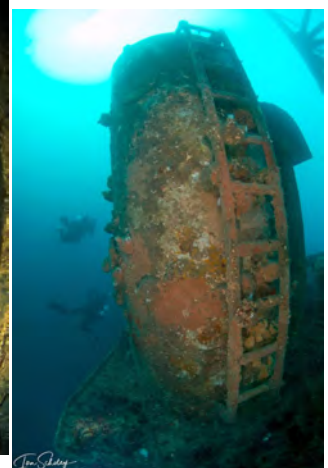
I know it's cold, but I have to ask, where are all the divers at the moment? We had perfect conditions, no swell and reasonable vis and there were just 4 divers on the Redboats Canberra dive this afternoon. People clearly don't know what they are missing!!

It was a bit better for the wall dive, with a nearly full boat. Buddy Chris Porter and I had two fantastic dives. We bottomed out at 45m on the wall, as we drifted first one way and then back again, before shooting SMB's and going for a long ride while doing our deco stop. On the Canberra we went from bow to stern on the lower deck, before popping up through the decks, before taking some bow shots, before heading to midships for our stops.

A great day's diving experienced by far too few.

- Ian Scholey. ❖





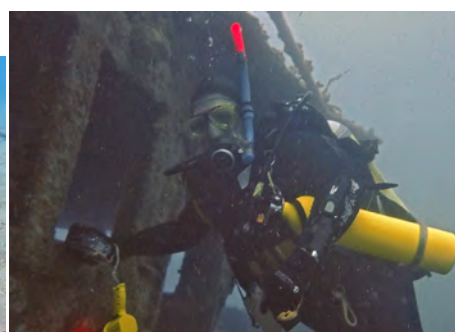
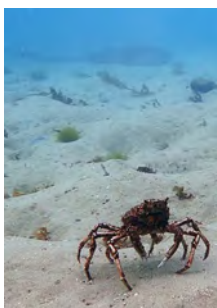
# CANBERRA DIVE DAY

16th June 2019

I did an earlier morning dive at Blairgowrie, in the hope of finding spider crabs, but unfortunately, they had in the majority moved on to other locations. I then joined Ian and Christine on the ex HMAS Canberra. Ian very kindly lent me the pony bottle, which was much appreciated, so that I could join Christine penetrating the ship. Ian spent some time with a less experienced diver, exploring the exterior of the ship. We said goodbye to Christine, then Ian, the other diver and myself also dived the Lonsdale Wall, which was very enjoyable... Other than the cold, it was a very enjoyable day out, on and under the water. Thanks Ian and Christine, I enjoyed the day diving with you both.



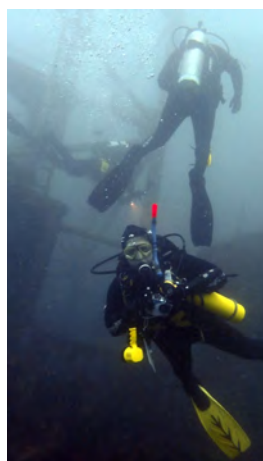
*Christine Reynolds*

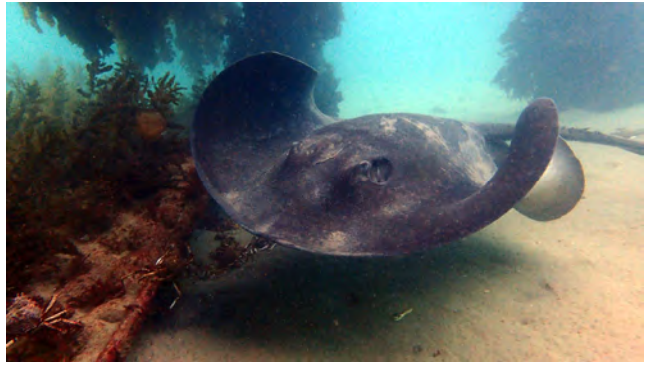


*Brian Heatherich*



*Brian Heatherich & Ian Scholey*





*Photos by Brian Heatherich.*



## *MY BIG DAY OUT*



*GOVERNOR OF VICTORIA*

*Her Excellency, the Honourable Linda Dessau, AC.*

*Christine Reynolds*

*St John Ambulance Victoria*

*First Responder, Medications Qualified*

*Australian Volunteer 12-year Service Award*

*2019*





The destination for next year's club overseas trip is Dumaguete in the Philippines. This will be a great trip to bring the family along, as there is plenty for them to do while we are out diving.

If anyone is interested please contact me for a booking form at:  
[President@vsag.org.au](mailto:President@vsag.org.au)

While we are in the Philippines, it seems silly not to take the opportunity to extend the trip in Palau. Koror is just a 2 hour flight from Manila and has some of the best diving anywhere.

If anyone is interested please contact me for a booking form at:  
[President@vsag.org.au](mailto:President@vsag.org.au)  
Full details on pages 68-70.



# July 2019 Guest Speaker

## JULY 2019 GUEST SPEAKER JIM ANDERSON

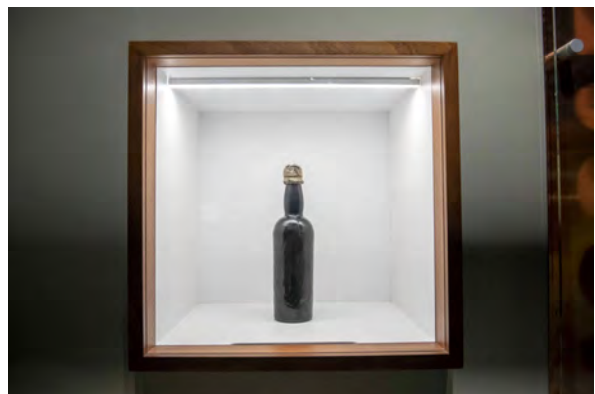
At our July General Meeting, VSAG members were treated to a presentation by experienced Geelong diver, Jim Anderson.

Jim delivered a presentation on the Ships' Graveyard and spoke about the early days of diving in Melbourne, the equipment available at the time, and how he and his dive



buddies found some of the forgotten wrecks outside the heads.

For those that remember the news story, Jim is the diver that found and returned the 150 year old beer to the Wellpark Brewery in Scotland. He will be happy to present this story at another meeting.❖



# VSAG Christmas In July 2019

It really was my pleasure to host the annual 'CIJ' at our boating and fishing club on beautiful Beaumaris Bay. (Yvonne and I have been members there for around 25 years!)

A really supportive turn up for the annual "Christmas In July" this year.....18 people arrived around

the appointed hour of 6.30pm for pre-dinner catch up and drinks.

The three-course offering, with vegetarian meals and drinks at bar prices was well appreciated... perhaps a return again next year

- John Lawler. ❖



**Beaumaris Motor Yacht Squadron**  
Please book your table via the club website  
[www.bmys.com.au](http://www.bmys.com.au)

## Christmas in July

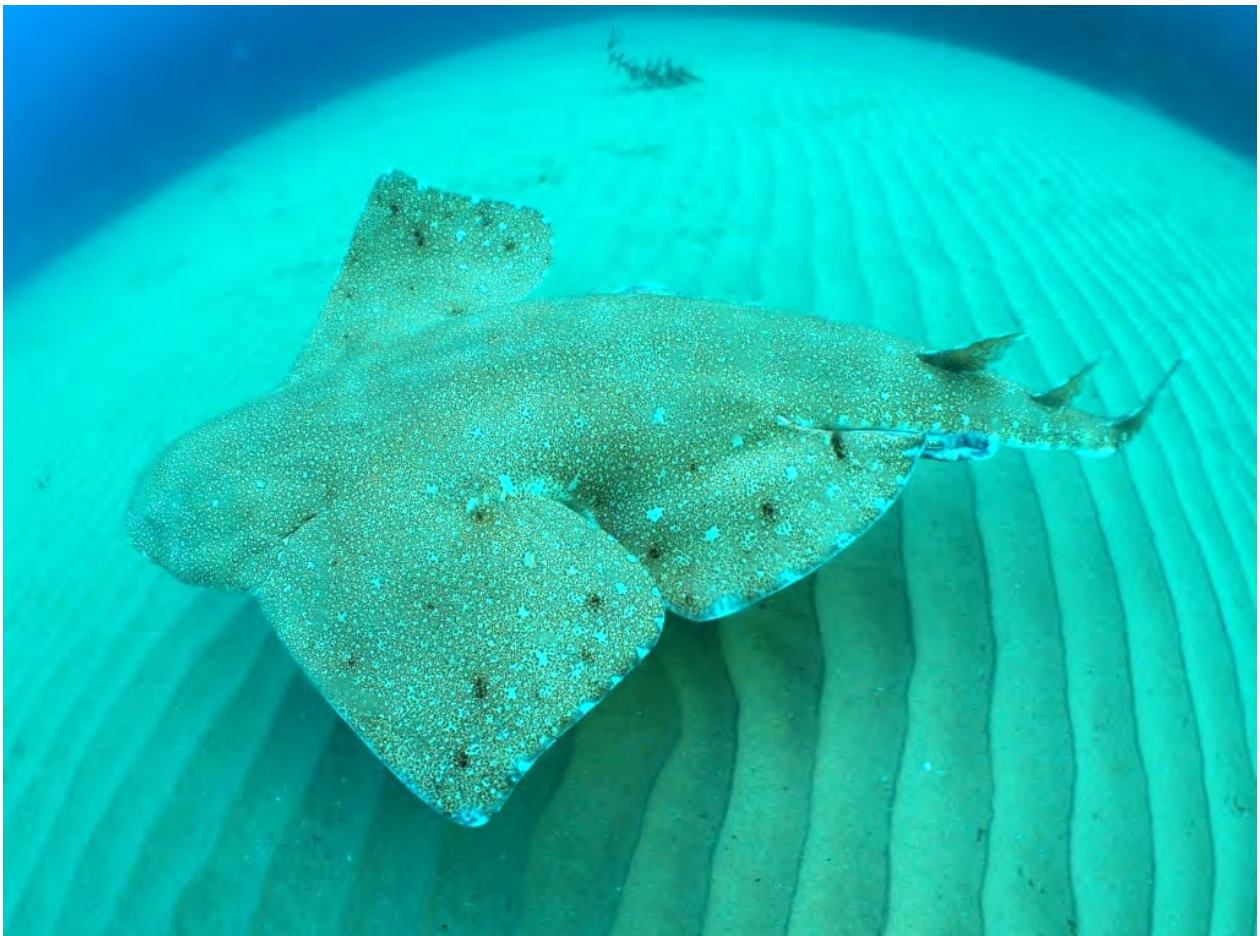
**Winter Warming Soup**  
**Festive Turkey Roast**  
**with carved leg ham, roast veges,**  
**cranberry & home-style gravy**  
**Sticky Date Pudding**  
**\* Fruit Mince Pies**  
**\* Traditional Gluhwine available**  
**\* Christmas decorations & activities**

**3 course Festive Menu**  
**ONLY \$35**  
**\$20 Kids (under 5's free)**

**Saturday - July 6th**  
**First tables from 5.30pm for a**  
**family friendly evening**

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Equal First - May 2019**



Equal First - Angel Shark - by Phil Watson

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Equal First - May 2019**



Equal First - Seal - by Ian Scholey

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Second - May 2019**



Second - Wet Kiss - by Ian Scholey

## MAY 2019 PHOTO COMPETITION

Not too much diving in May, but there were still some great photos. This month 1st was shared between Phil Watson's Angel Shark and Ian Scholey's seal. Ian also received second for his Wet Kiss.



*Sven's Reef - by David Flew*



*Sven's reef too - by David Flew*



*Gull, Queenscliff -  
by Hannah Smeeton*

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**First - June 2019**



First - Dumpling Squid - by Phil Watson



**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Second - June 2019**



Second - Bull Shark - by Carole Campisano

**CONGRATULATIONS TO OUR LATEST  
PHOTO COMPETITION WINNERS**

**Third - June 2019**



Third - Bull Shark - by Carole Campisano

## JUNE 2019 PHOTO COMPETITION

We had great competition this month with terrific photos. First place went to Phil Watson, with his Dumpling Squid. Second and Third places went to Carole Campisano, with her Bull Shark photos. Thank you to everyone who contributed.



*Spider Crab - by Phil Watson*



*Rays - by Tim Forster*



*Port Jackson Shark - by Ian Scholey*



*Diver—by Ian Scholey*

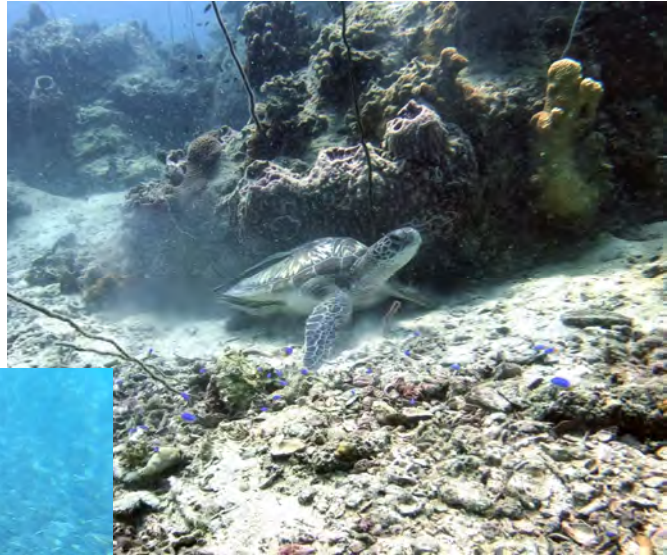
# KOH TAO

## KOH TAO

6th August, 2019

I went to Koh Tao, Thailand a few weeks ago. Thought I'd share a few shots!

- *Jeremy van der Beek* ❖



*Green turtle.*



*Fusilier fish school.*

*The HTMS Sattakut  
Wreck.*



# RIP BANK

## RIP BANK

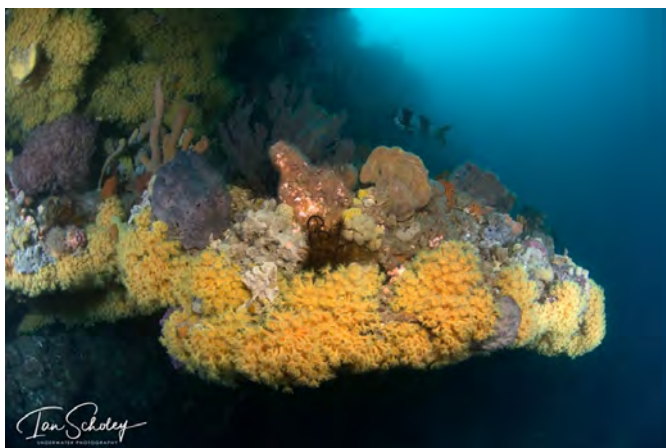
28th July 2019

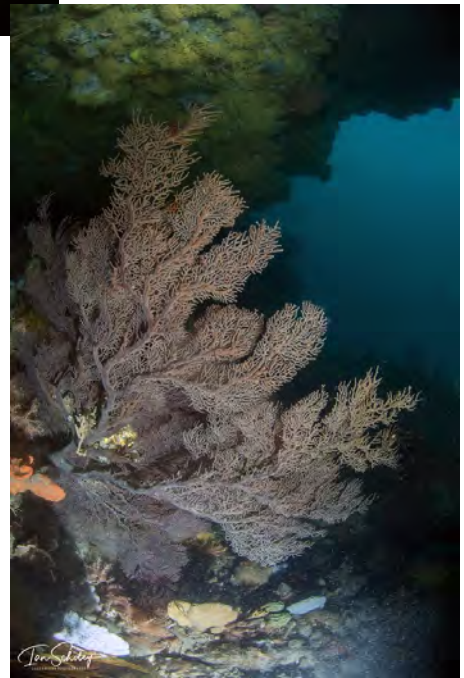
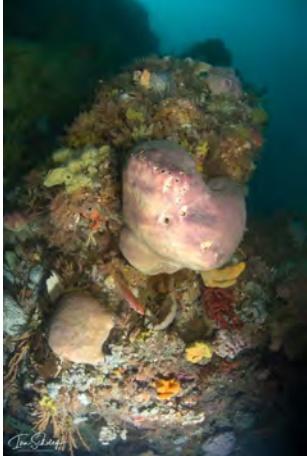
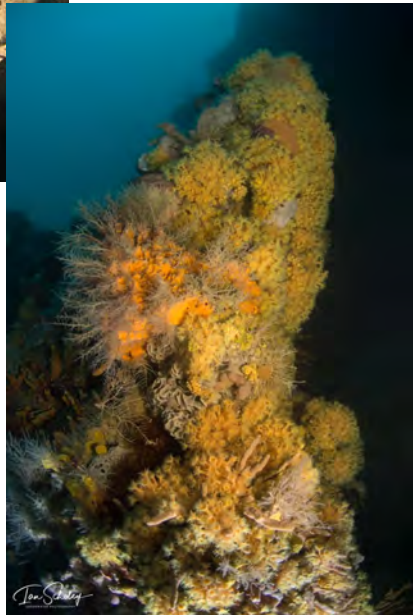
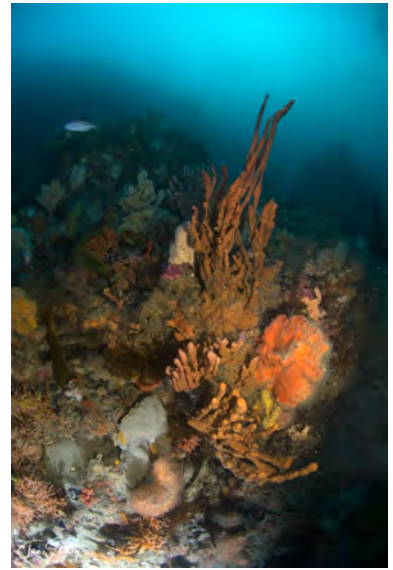
A great dive on one of my absolute favourite sites today - Rip Bank.

Chris Porter and I jumped on with Redboats for a Tech dive. As usual, Luke looked after us and we were given a 60 minute run time. We headed down to 45m and then worked our way back up. with the pick of the territory in the 25-35m range. We rode the current one way, turned at slack and then did deco drifting back again, surfacing just 40m from where we went in. The conditions were really nice, with ok vis and things flat tack up top.

More of the same next week, please, weather gods.

- Ian Scholey. ❖





# FLINDERS PIER

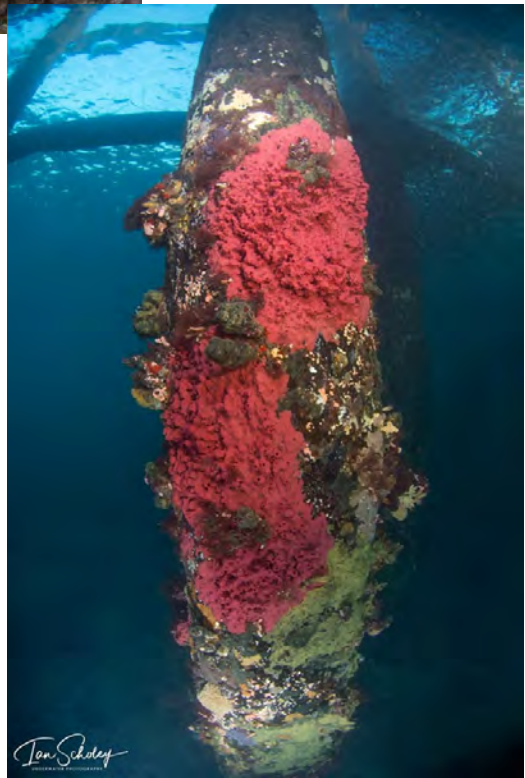
## FLINDERS PIER SHORE DIVE

30th June 2019

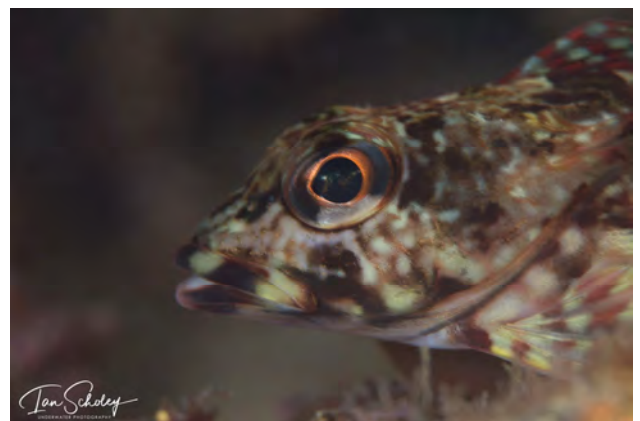
After a hectic few weeks, it was nice just to slip in for a relaxed shore dive this morning. Peter Beaumont and I headed to Flinders, given the strong Northerlies, in search of some protection. We were in just on sunrise and had a great dive. Peter found a badly emaciated Draught board Shark, hooked and trapped by tangled fishing line. Peter cut it loose, but it had obviously been there quite a while and sadly, after swimming past me, it literally settled on the seabed and died right in front of us!!! I was a bit gutted, really, what a waste of a fine animal.

- Ian Scholey. ❖









# The Hurricane

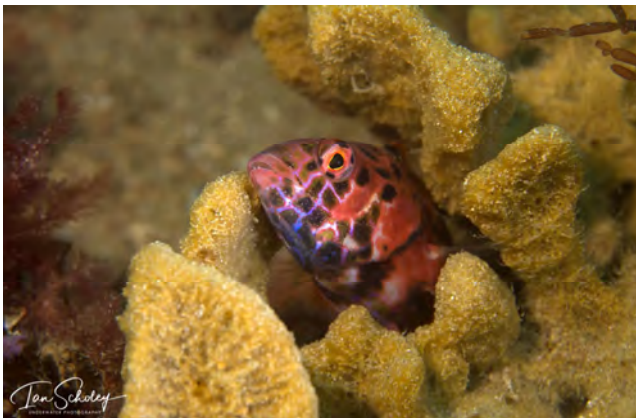
## THE HURRICANE

6th July 2019

I started the weekend early this week, as the weather conditions were looking good. Peter Beaumont and I headed out from Rye on Toucans, to old favourite, the Hurricane. There was a fair current running but it was manageable, tucked in close to the wreck. It would have been a good day for wide angle, with great vis and large schools of Pinkies, but I went macro. I took a few shots, but have to admit to getting distracted by Scallops. I bagged out pretty easily.

After a short surface interval, we switched positions and did our second dive at Rosebud Reef. Highlight there was a very big Cuttlefish and it was good to see lots of PJ eggs on the reef.

- Ian Scholey. ❖



# Blairgowrie

## BLAIRGOWRIE MARINA

Wed 5th & 26th June 2019

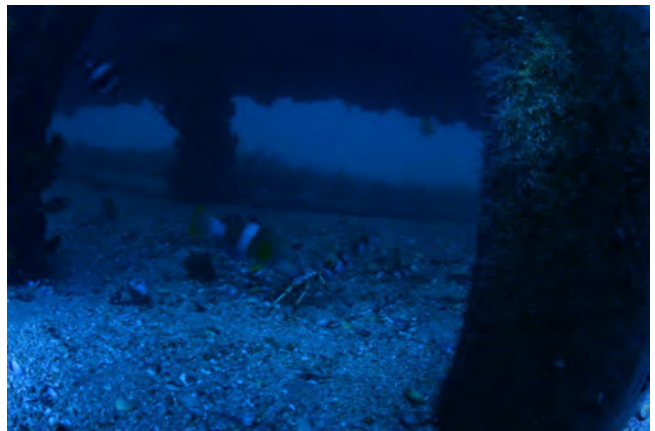
Water temp: 12/110° C

Vis: 8 metres

Diver: Peter Beaumont

Went for a couple of shore dives, to check on the spider crabs, etc. and was in the water at about 10am. Swam down to the T junction and along the way found the spider crabs, piling up on top of each other on the pylons, a couple of jellies, as well as a hungry ray, hovering the sea bed, a rather plump and lethargic PJ, as well as a few fish having a quick snack. After 70 minutes, my hands were feeling the cold, so I made my way back to the exit point and returned to the carpark.

- Peter Beaumont. ❖



## BLAIRGOWRIE

27th July 2019

I snuck in for a bit of solo critter hunting at Blairgowrie. Plenty of things to see and a great way to kill a couple of hours and kick off the weekend. If you slow down and look carefully its amazing what you can find. Not quite back to its best yet, but its getting there.

- Ian Scholey. ❖



# BLAIRGOWRIE

19th July 2019

An early start to the weekend for me this week, so with the sun shining and Peter Beaumont keen, it was off to Blairgowrie for a splash. I didn't have high hopes, due to the mess the Spider Crabs created, but was pleasantly surprised. Not a huge number of Nudibranch around, but some good ones, plus plenty of other macro subjects to keep me amused for almost 3 hours... and to top it all, the sun shone. Not bad at all.

- Ian Scholey. ❖





Found a good use for my spare stainless steel reef anchor. Welcome to Campo's Kitchen.

- Peter Campisano. ❖



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.

# Rock Lobster Tagging Program

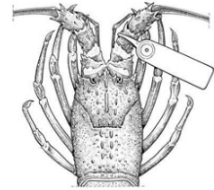
Tagging of recreationally caught rock lobsters commenced on 1 July 2017

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>



## Save the Rays

### REPORT ILLEGAL FISHING ACTIVITY

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

You can report illegal fishing activity to 13 3474.

### 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.

# 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)

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

Annual Boat Ramp Permits are valid for a 12 month period from 1 November to 31 October. The annual permit fee is \$135.00 (GST free) which is valid until the 31 October 2019. The permit entitles the applicant to launch and retrieve boats from the Shire managed boat launching facilities and park in the designated car parks.

Daily Tickets

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

Yearly Ramp Passes and occasional parking vouchers are available from Mornington Peninsula Shire Council or pay by credit card online at:

[www.parkmobile.com.au](http://www.parkmobile.com.au)

### **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.

Further information is available at:

[www.mornpen.vic.gov.au/Activities/Sports-Recreation/Boating/Boat-ramps](http://www.mornpen.vic.gov.au/Activities/Sports-Recreation/Boating/Boat-ramps)



# DIARY DATES

Sea Esta, Townsville—Melbourne Cup Weekend

Ball's Pyramid & Lord Howe Island—Mid March 2020

Philippines & Palau—June 2020

## MELBOURNE CUP WEEKEND 2019

Nov 1, 7:30 PM – Nov 4, 4:30 PM

### WORLD CLASS DIVING ON THE GREAT BARRIER REEF

Hi all

We will be doing something different to our usual Melbourne Cup Weekend road trip this year.

Adrenalin Snorkle & Dive are now operating a 3 night/10 dive Live-aboard departing Townsville which covers the central/southern Great Barrier Reef and includes two dives on one of Australia's top wreck dives, the SS Yongala.

The Live-aboard takes a maximum of 18 divers in air conditioned cabins and includes 10 dives (2 x Night dives and 2 x Yongala ) and all



meals. There is a mixture of accommodation options available:

Share Cabin - 3 or 4 - \$930pp

Contact Ian for details. ❖

# Ball's Pyramid & Lord Howe Island Dive Trip

## DIVING BALL'S PYRAMID & LORD HOWE ISLAND

When: **About Mid-March 2020**

Hi VSAG Divers,

Peter Mosse and Peter Campisano are organising a dive trip to Lord Howe Island for 2020. The date provided avoids the 2020 School Holidays and the Easter holidays. It is also the time of year that is best suited to diving the elusive Ball's Pyramid.

Several divers have already expressed interest and by having a minimum of eight divers in the group, Pro-Dive Lord Howe Island have said that we should be able to dictate where we dive, conditions allowing.

Also, there is a Free-On-Board (freebee) available to us, which we can share to reduce costs.

The diving around Lord Howe Island is excellent, but Ball's Pyramid ranks with the best in the World and is a "must do" dive for any diver.

### ***COSTING:***

Accommodation (8 nights) and airfare ex-Sydney is approximately \$2,500 to \$3,000 total. We would have to make



*Ball's Pyramid*

our own way from Melbourne to Sydney and back again.

**DIVING:** A ten dive package is approximately \$800.

Diving Ball's Pyramid (approx. 20 kilometres away) costs an extra \$150 per diver for a double dive.

Nitrox is available at an additional cost.

### ***NON-DIVER ACTIVITIES:***

Snorkelling off the warm, clear waters of Ned's Beach is a must for both divers and non-divers alike. It is a photographers' paradise!

There is bike riding, bowls, golf, walking, museums, etc. The list goes on.

There is a full-day guided walk/climb up Mt. Gower with magnificent views all the way.

There are several good restaurants and coffee places.

In fact, a coffee and muffin break between dives is quite common. It is also very easy to self-cater with a supermarket and a general store.

***HOW TO EXPRESS INTEREST:***

Contact Peter Mosse on:

[peter.mosse@gmail.com](mailto:peter.mosse@gmail.com)

or ring Peter on 0428-941-013.

OR: Peter Campisano on

[campo15@optusnet.com.au](mailto:campo15@optusnet.com.au)

or ring Peter Campo on

0402-110-386.





The destination for next year's club overseas trip is Dumaguete in the Philippines. This will be a great trip to bring the family along, as there is plenty for them to do while we are out diving.

If anyone is interested please contact me for a booking form at:

[President@vsag.org.au](mailto:President@vsag.org.au)

While we are in the Philippines, it seems silly not to take the opportunity to extend the trip in Palau. Koror is just a 2 hour flight from Manila and has some of the best diving anywhere.

If anyone is interested please contact me for a booking form at:

[President@vsag.org.au](mailto:President@vsag.org.au)





# VICTORIAN SUB AQUA GROUP

## DUMAGUETE- THE PHILIPPINES

 **8**  
DAYS

 **7**  
NIGHTS

 **< 12**  
DIVES

Join the Victorian Sub Aqua group on this memorable trip to the Philippines, with the option to extend further and dive Palau too! Diving in Dumaguete can take place on either the magnificent Marine Sanctuary of Apo Island or the amazing Dauin Coastline. Find walls densely covered with hard and soft corals, schooling fish, turtles and crystal clear waters. In contrast, the Dauin coastline is home to exquisitely rare macro critters. Spot wonderpus, hairy frogfish, mandarin fish performing their mating dances at dusk and the extremely rare clown frogfish.

### FLY

#### PHILIPPINE AIRLINES & CEBU PACIFIC

Return Flights Melbourne to Dumaguete via Manila  
All airline taxes & fuel surcharges

### STAY & DIVE

#### ATLANTIS DUMAGUETE RESORT

7 nights standard room twin share  
Breakfast daily  
Return airport transfers  
10 dives per person  
Apo island day trip including 2 dives pp  
Oslob whale shark snorkel day trip  
Tanks, weights, airfills

### UPGRADE OPTION

Eat Sleep Dive package  
Includes all meals  
Unlimited diving  
Free nitrox  
Add \$900pp

05-12 JUN 2020

\$3189 PP

REF ADE 1724



### CONTACT VSAG FOR MORE INFORMATION

ischoley@iinet.net.au | 0439 310 646 | vsag.org.au

### ALLWAYS DIVE EXPEDITIONS

res@allwaysdive.com.au | 03 95316818 | allwaysdive.com.au

Lic # 32311



# VICTORIAN SUB AQUA GROUP

## PALAU EXTENSION



8

DAYS



7

NIGHTS



9

DIVES

Following on from diving Dumaguete in the Philippines, come along with Victorian Sub Aqua Group to dive Palau! This destination offers some of the most diverse waters in the world. Its marine ecosystems include barrier and fringing reefs, lagoons, sea grass beds, marine lakes and mangrove forests. Palau's waters boast some of the world's best reefs and concentrations of the most spectacular marine life in the world. Inquisitive sharks, friendly dolphins, manta rays, tuna and barracuda - all are prolific in the rich Palau waters and every dive holds something new and breathtaking. There are dive sites to suit all levels of experience with the two best sites being "Blue Corner" and "Blue Holes".

These pristine habitats support some of the world's richest populations of marine life. With over 1,500 species of fish, pelagics, corals and a number of WWII wrecks, Palau should be on every diver's bucket list.

### FLY

#### PHILIPPINE AIRLINES

Return Flights Manila to Koror  
All airline taxes & fuel surcharges

### STAY & DIVE

#### PALAU CENTRAL, KOROR

7 nights standard room twin share  
Breakfast daily  
Return airport transfers

#### SAM'S TOURS PALAU

8 dives per diver onc Tanks, weights and airfills  
Third residual air dive Chandelier Cave  
Jellyfish Lake snorkel stop  
Unlimited diving on Sam's macro wall  
FREE Sam's water bottle  
FREE nitrox for certified divers.  
Excludes :  
Dive permits including Jellyfish Lake \$100USD paid locally



12 - 19 JUN 2020

ADDITIONAL  
\$2989 PP

REF ADE 1724

### CONTACT VSAG FOR MORE INFORMATION

ischoley@iinet.net.au | 0439 310 646 | vsag.org.au

### ALLWAYS DIVE EXPEDITIONS

res@allwaysdive.com.au | 03 95316818 | allwaysdive.com.au

Lic # 32311

# VSAG Dive and Meeting Calendar

*By John Ashley, Dive Roster Coordinator (DRC),*

*01 Jan 2019 - 30 Dec 2019 VSAG Dive Coordinator (DC) Roster listed below.*

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**

If any boat dives DC is unavailable for any of the allocated dates, please contact David Geekie 0419 300 686, as he is our back up DC.

Thank you, best regards,

*John Ashley. ❖*

<b>Apr 6/7</b>	Daylight saving ends 07 Apr – retard clocks 1hr Boat Dives DC - Graham Ellis 0403 070 920
<b>Apr 13/14</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Apr 16</b>	General Meeting- The Water Rat Hotel, 8.00 pm
<b>Apr 19/20/21/22 Easter</b>	Boat Dives DC - Peter Beaumont 0403410725
<b>Apr 25 Anzac Day</b>	Boat Dives DC - Peter Beaumont 0403410725
<b>Apr 27/28</b>	Boat Dives DC - John Ashley 0418 535 991 Shore Dive DC - Walter Medenbach 0408 899 881
<b>May 4/5</b>	Boat Dives DC - Michael Ngai 0414 894 684
<b>May 11/12</b>	Boat Dives DC - Graham Ellis 0403 070 920
<b>May 18/19</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>May 21</b>	General Meeting- The Water Rat Hotel, 8.00 pm
<b>May 25/26</b>	Boat Dives DC - Carol Penfold 0449986473
<b>Jun 1/2</b>	Boat Dives DC - Michael Ngai 0414 894 684 Shore Dive DC - Walter Medenbach 0408 899 881
<b>Jun 8/9/10 Queens B'day Weekend</b>	Boat Dives DC - Graham Ellis 0403 070 920
<b>Jun 15/16</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Jun 18</b>	General Meeting- The Water Rat Hotel, 8.00 pm
<b>Jun 22/23</b>	Boat Dives DC - John Ashley 0418 535 991
<b>Jun 29/30</b>	Melbourne Boat Show 28/29/30 -TBC <a href="http://www.melbourneinternationalboatshow.com.au">http://www.melbourneinternationalboatshow.com.au</a> Boat Dives DC - Michael Ngai 0414 894 684
<b>Jul 6/7</b>	Christmas in July (TBC) Boat Dives DC - Graham Ellis 0403 070 920
<b>Jul 13/14</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Jul 16</b>	General Meeting- The Water Rat Hotel, 8.00 pm
<b>Jul 20/21</b>	Boat Dives DC - John Ashley 0418 535 991
<b>Jul 27/28</b>	Boat Dives DC - Michael Ngai 0414 894 684
<b>Aug 3/4</b>	Boat Dives DC - Graham Ellis 0403 070 920



<b>Aug 10/11</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Aug 17/18</b>	Boat Dives DC - Carol Penfold 0449986473
<b>Aug 20</b>	Annual General Meeting & Awards Night- The Water Rat Hotel, 8.00pm
<b>Aug 24/25</b>	Boat Dives DC - Michael Ngai 0414 894 684
<b>Aug 31/Sep 1</b>	Boat Dives DC - Graham Ellis 0403 070 920
<b>Sep 7/8</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Sep 14/15</b>	Boat Dives DC - John Ashley 0418 535 991
<b>Sep 17</b>	General Meeting- The Water Rat Hotel, 8.00 pm
<b>Sep 21/22</b>	Boat Dives DC - Michael Ngai 0414 894 684
<b>Sep 28/29/30</b>	AFL Grand Final Holiday (TBC) Boat Dives DC- Peter Beaumont 0403 410 725
<b>Oct 5/6</b>	Daylight Saving starts 06 Oct – advance clocks 1hr Boat Dives DC - Graham Ellis 0403 070 920
<b>Oct 12/13</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Oct 15</b>	General Meeting - The Water Rat Hotel, 8.00 pm
<b>Oct 19/20</b>	Boat Dives DC - John Ashley 0418 535 991
<b>Oct 26/27</b>	Boat Dives DC - Peter Beaumont 0403 410 725
<b>Nov 2/3</b>	Boat Dives DC - Michael Ngai 0414 894 684
<b>Nov 5 Melb Cup</b>	Boat Dives DC - Graham Ellis 0403 070 920
<b>Nov 9/10</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Nov 16/17</b>	Boat Dives DC - Carol Penfold 0449986473
<b>Nov 19</b>	Christmas Party TBC/General Meeting- The Water Rat Hotel, 8.00 pm
<b>Nov 23/24</b>	Boat Dives DC - Michael Ngai 0414 894 684
<b>Nov 30/Dec 1</b>	Boat Dives DC - Peter Beaumont 0403 410 725
<b>Dec 7/8</b>	Boat Dives DC - Graham Ellis 0403 070 920 Shore Dive DC - Walter Medenbach 0408 899 881
<b>Dec 14/15</b>	Boat Dives DC - Ian Scholey 0439 310 646
<b>Dec 21/22</b>	Boat Dives DC - John Ashley 0418 535 991
<b>Dec 28/29/30/31</b>	Boat Dives DC - Peter Beaumont 0403 410 725

# 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 — August 2019

**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**

July			August			
<b>MON 29</b>	<b>TUE 30</b>	<b>WED 31</b>	<b>THU 1</b>	<b>FRI 2</b>	<b>SAT 3</b>	<b>SUN 4</b>
5:07	6:05	7:10	0:33	1:47	2:58	4:05
11:58	13:16	14:28	8:15	9:17	10:14	11:07
16:45	18:05	19:39	15:27	16:16	16:58	17:37
22:25	23:23		20:58	21:59	22:54	23:45
<b>MON 5</b>	<b>TUE 6</b>	<b>WED 7</b>	<b>THU 8</b>	<b>FRI 9</b>	<b>SAT 10</b>	<b>SUN 11</b>
5:08	0:35	1:24	2:14	3:02	3:51	4:41
11:56	6:09	7:09	8:09	9:10	10:14	11:20
18:13	12:42	13:26	14:08	14:50	15:36	16:29
	18:50	19:26	20:02	20:41	21:23	22:09
<b>MON 12</b>	<b>TUE 13</b>	<b>WED 14</b>	<b>THU 15</b>	<b>FRI 16</b>	<b>SAT 17</b>	<b>SUN 18</b>
5:35	6:33	0:05	1:11	2:16	3:15	4:05
12:29	13:38	7:34	8:33	9:26	10:12	10:52
17:35	19:01	14:42	15:35	16:17	16:52	17:20
23:03		20:25	21:29	22:18	22:58	23:34
<b>MON 19</b>	<b>TUE 20</b>	<b>WED 21</b>	<b>THU 22</b>	<b>FRI 23</b>	<b>SAT 24</b>	<b>SUN 25</b>
4:50	0:06	0:38	1:09	1:42	2:17	2:54
11:28	5:32	6:12	6:52	7:34	8:20	9:11
17:47	12:00	12:31	13:02	13:33	14:06	14:40
	18:10	18:34	19:00	19:26	19:55	20:25
<b>August</b>						<b>Sept</b>
<b>MON 26</b>	<b>TUE 27</b>	<b>WED 28</b>	<b>THU 29</b>	<b>FRI 30</b>	<b>SAT 31</b>	<b>SUN 1</b>
3:36	4:25	5:25	6:36	0:16	1:41	2:58
10:09	11:16	12:33	13:47	7:51	9:00	10:01
15:19	16:09	17:22	19:00	14:50	15:39	16:22
21:01	21:47	22:53		20:29	21:36	22:33

# Tidal Streams at the Heads — September 2019

**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**

August						Sept
<b>MON 26</b>	<b>TUE 27</b>	<b>WED 28</b>	<b>THU 29</b>	<b>FRI 30</b>	<b>SAT 31</b>	<b>SUN 1</b>
<i>3:36</i>	<i>4:25</i>	<i>5:25</i>	<i>6:36</i>	<i>0:16</i>	<i>1:41</i>	<i>2:58</i>
<i>10:09</i>	<i>11:16</i>	<i>12:33</i>	<i>13:47</i>	<i>7:51</i>	<i>9:00</i>	<i>10:01</i>
<i>15:19</i>	<i>16:09</i>	<i>17:22</i>	<i>19:00</i>	<i>14:50</i>	<i>15:39</i>	<i>16:22</i>
<i>21:01</i>	<i>21:47</i>	<i>22:53</i>		<i>20:29</i>	<i>21:36</i>	<i>22:33</i>
<b>MON 2</b>	<b>TUE 3</b>	<b>WED 4</b>	<b>THU 5</b>	<b>FRI 6</b>	<b>SAT 7</b>	<b>SUN 8</b>
<i>4:08</i>	<i>5:10</i>	<i>0:14</i>	<i>1:02</i>	<i>1:48</i>	<i>2:33</i>	<i>3:18</i>
<i>10:55</i>	<i>11:44</i>	<i>6:08</i>	<i>7:04</i>	<i>7:58</i>	<i>8:52</i>	<i>9:46</i>
<i>17:00</i>	<i>17:37</i>	<i>12:28</i>	<i>13:11</i>	<i>13:52</i>	<i>14:32</i>	<i>15:14</i>
<i>23:25</i>		<i>18:14</i>	<i>18:52</i>	<i>19:30</i>	<i>20:10</i>	<i>20:53</i>
<b>MON 9</b>	<b>TUE 10</b>	<b>WED 11</b>	<b>THU 12</b>	<b>FRI 13</b>	<b>SAT 14</b>	<b>SUN 15</b>
<i>4:03</i>	<i>4:54</i>	<i>5:52</i>	<i>6:59</i>	<i>0:56</i>	<i>2:08</i>	<i>3:09</i>
<i>10:44</i>	<i>11:46</i>	<i>12:54</i>	<i>14:00</i>	<i>8:06</i>	<i>9:05</i>	<i>9:54</i>
<i>16:02</i>	<i>17:02</i>	<i>18:26</i>	<i>19:56</i>	<i>14:55</i>	<i>15:37</i>	<i>16:10</i>
<i>21:39</i>	<i>22:35</i>	<i>23:41</i>		<i>21:00</i>	<i>21:48</i>	<i>22:26</i>
<b>MON 16</b>	<b>TUE 17</b>	<b>WED 18</b>	<b>THU 19</b>	<b>FRI 20</b>	<b>SAT 21</b>	<b>SUN 22</b>
<i>4:00</i>	<i>4:43</i>	<i>5:22</i>	<i>0:03</i>	<i>0:35</i>	<i>1:07</i>	<i>1:42</i>
<i>10:34</i>	<i>11:10</i>	<i>11:43</i>	<i>6:00</i>	<i>6:38</i>	<i>7:18</i>	<i>8:00</i>
<i>16:38</i>	<i>17:03</i>	<i>17:27</i>	<i>12:14</i>	<i>12:46</i>	<i>13:18</i>	<i>13:49</i>
<i>23:00</i>	<i>23:32</i>		<i>17:53</i>	<i>18:20</i>	<i>18:49</i>	<i>19:19</i>
<b>MON 23</b>	<b>TUE 24</b>	<b>WED 25</b>	<b>THU 26</b>	<b>FRI 27</b>	<b>SAT 28</b>	<b>SUN 29</b>
<i>2:19</i>	<i>3:01</i>	<i>3:50</i>	<i>4:51</i>	<i>6:07</i>	<i>0:18</i>	<i>1:48</i>
<i>8:46</i>	<i>9:38</i>	<i>10:39</i>	<i>11:47</i>	<i>12:58</i>	<i>7:29</i>	<i>8:44</i>
<i>14:23</i>	<i>15:01</i>	<i>15:51</i>	<i>17:05</i>	<i>18:42</i>	<i>14:01</i>	<i>14:53</i>
<i>19:53</i>	<i>20:33</i>	<i>21:28</i>	<i>22:46</i>		<i>20:09</i>	<i>21:15</i>

# Tidal Streams at the Heads — October 2019

**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**

Sept	October					
<b>MON 30</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>
3:05	4:11	5:09	6:02	0:34	1:17	1:59
9:47	10:41	11:30	12:13	6:52	7:39	9:25
15:38	16:19	16:59	17:38	12:55	13:35	15:14
22:11	23:02	23:49		18:18	18:58	20:40
<b>MON 7</b>	<b>TUE 8</b>	<b>WED 9</b>	<b>THU 10</b>	<b>FRI 11</b>	<b>SAT 12</b>	<b>SUN 13</b>
3:40	4:21	5:07	6:01	0:22	1:44	3:01
10:12	11:01	11:55	12:55	7:11	8:29	9:37
15:55	16:40	17:36	18:53	13:58	14:55	15:40
21:24	22:12	23:09		20:17	21:21	22:09
<b>MON 14</b>	<b>TUE 15</b>	<b>WED 16</b>	<b>THU 17</b>	<b>FRI 18</b>	<b>SAT 19</b>	<b>SUN 20</b>
4:03	4:52	5:34	6:12	0:29	1:02	1:36
10:30	11:14	11:52	12:26	6:48	7:25	8:04
16:16	16:46	17:15	17:44	13:00	13:32	14:05
22:48	23:23	23:56		18:14	18:45	19:18
<b>MON 21</b>	<b>TUE 22</b>	<b>WED 23</b>	<b>THU 24</b>	<b>FRI 25</b>	<b>SAT 26</b>	<b>SUN 27</b>
2:12	2:51	3:34	4:23	5:23	6:38	1:30
8:43	9:26	10:12	11:05	12:03	13:06	8:05
14:38	15:14	15:56	16:50	18:05	19:32	14:07
19:52	20:32	21:22	22:29	23:55		20:49
<b>October</b>				<b>November</b>		
<b>MON 28</b>	<b>TUE 29</b>	<b>WED 30</b>	<b>THU 31</b>	<b>FRI 1</b>	<b>SAT 2</b>	<b>SUN 3</b>
2:58	4:11	5:11	6:04	0:22	1:05	1:45
9:25	10:31	11:26	12:14	6:51	7:35	8:17
15:03	15:53	16:39	17:23	12:58	13:39	14:19
21:53	22:47	23:36		18:06	18:48	19:30

# 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



*Photo by Brian Heatherich*