



Fathoms

JUNE - JULY 2019

*Cover Photo :
Chinaman's Hat Seal
- by Ian Scholey*

**Vasa Museum
Peurto Princesa National Park
Maldives, Red Sea, Egypt
And more...**

Ian Scholey
UNDERWATER PHOTOGRAPHY

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

www.vsag.org.au

June General Meeting



Tuesday, 18th June, 2019.

Hi all

We will be holding our June General Meeting on Tuesday, 18th June, 2019.

Safely back from Egypt, I will be presenting on Diving the SS Thistlegorm - the world's best shipwreck?

As usual, we will be in the bar from 19.00, with the meeting starting sharp at 20.00.

In addition to the prezzo, we will update you on what's going on around the club and we will judge our May Photo contest.

All members, guests and prospective members welcome.

See you there.

- Ian Scholey. ❖



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

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



Your VSAG Committee 2018–2019

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VASA MUSEUM

A VISIT TO THE VASA MUSEUM STOCKHOLM, SWEDEN.

By Ian Scholey

As we were already in Europe, it wasn't a huge inconvenience to tag on a side trip to Stockholm, to pay a visit to the best preserved 17th Century warship, anywhere in the world, the Vasa.

During this period the Swedish were at war with, amongst others, the Danes, the Poles and the Prussians. All were fighting for control of the Baltic and naval power was critical. The Swedish King Gustav II Adolf ordered that the Swedish Navy be strengthened. So, the construction of the to-be largest ship in the fleet was commissioned.

The designer, Henrik Hybertsson, was an experienced and well-respected master shipwright, who had built a number of successful warships for the Swedish Crown, but Vasa was something new for him, in its size and armament and he had no way to calculate a proposed ship's performance in advance. The mathematics we now use to predict stability and speed were more than a century in the future, so shipwrights had to base their designs on



The Vasa from the bow.

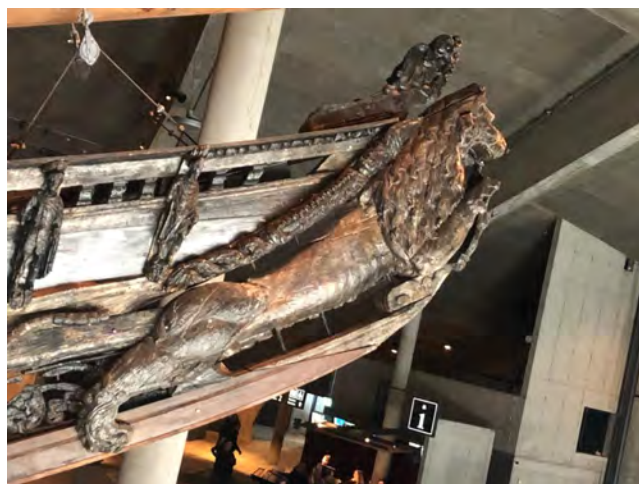


Carvings, depicting Roman Emperors, on the bow.

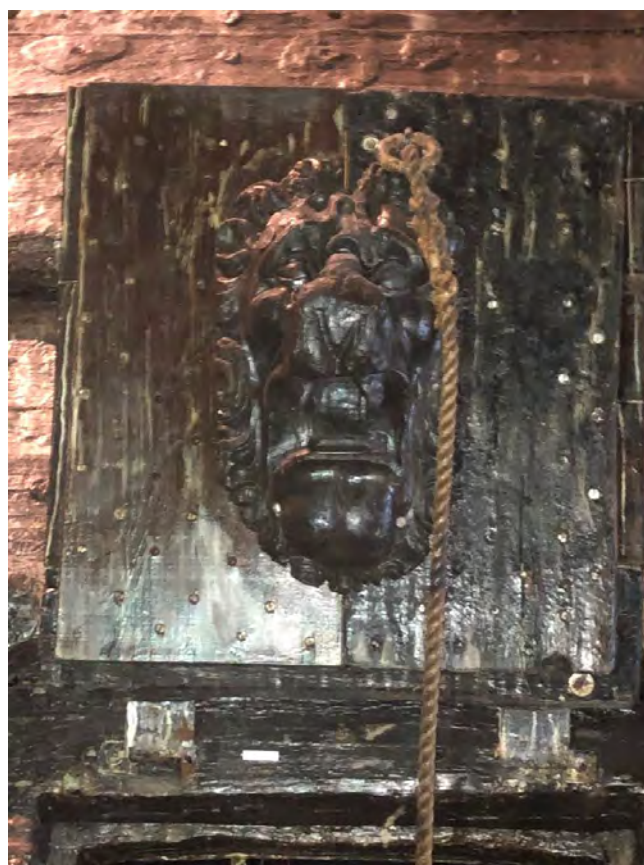
experience. In this environment, it was common that new ships, especially large warships like Vasa, were unstable when first put into service. Such ships were said to be tender or crank, and there were accepted methods for fixing the problem. Armament could be revised, extra planking could be added at the waterline, or the ship could be reduced in height by removing a deck. Unfortunately for Vasa, she was so crank that she did not survive long enough to be improved.

On the 10th August 1628, the Vasa cast off from outside the royal palace between four and five o'clock. Because the wind was from the south, the ship had to be warped with the help of anchors along the waterfront to the other end of the city island, to the place now called Slussen. Here, she could pick up the current that would take her down the harbour. As the ship found the current, the last warp was cast off, Vasa was freed from the land, four of the ten sails were set, and a salute was fired.

There was little wind under the bluffs of Södermalm, not even enough to pull the sheets of the sails taught and Vasa drifted on the current, not answering her helm. A small gust filled the sails, and the ship heeled to port, but slowly, agonizingly recovered. As the ship passed the gap in the bluffs at Tegelviken, a much



The figure head, a lion, the symbol of Swedish Royalty.



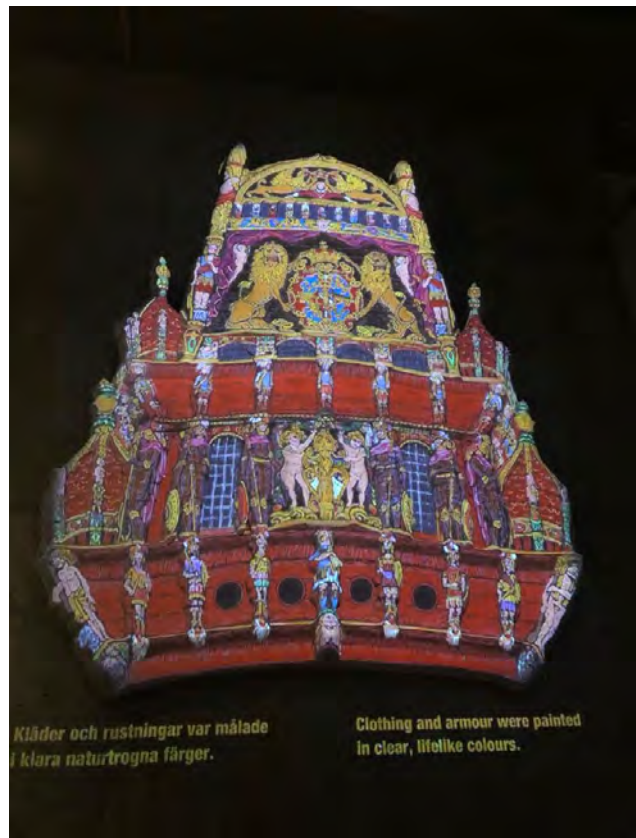
Lion head carving on one of the gun port covers.

stronger gust pushed the ship so far over on its port side that water poured in through the open gun ports on the lower gun deck. Vasa began to sink.

Pandemonium reigned on deck. The captain ordered the sheets cast off to spill the wind from the sails and the gun ports closed. Vice Admiral Erik Jönsson ran below to make sure the cannon had not broken loose. Many threw themselves into the water, while those below decks struggled to make their way up wildly tilting ladders. Within minutes, the ship was on the sea bed at a depth of 32 metres. The masts stuck up above the surface, and many grabbed hold of them. Others were picked up by the small craft that had followed the Vasa's shaky journey at close quarters. Some swam the 120 metres to the shore of Beckholmen.

All of this happened in front of the large crowds that had gathered to see the ships launch. All but 30 of the crew and guests survived when Vasa sank. Most of the dead were trapped inside the ship. The captain, Söfring Hansson, abandoned Vasa late, almost too late, as he was dragged under by the sinking ship and only barely reached the surface in his heavy, sodden clothes.

Erik Jönsson also survived, but his escape was even closer. Below decks checking the guns when the ship began to sink, the ladder on which he



The Stern of the Vasa, as it would have been.



The stern of the Vasa, as it is now.

was climbing collapsed and he was struck by a hatch cover. He was pulled from the water and lay near death for some time.

Among the dead was Captain Hans Jonsson. He had been named as Vasa's original captain, before being replaced by Söfring Hansson. He was still on board, as it was common to take a second experienced captain on the first cruise of a new ship.

There was mourning in Stockholm for those lost and relief among those who survived. There was anger among those who had built the ship, but the overriding emotion was astonishment: how could such a thing have happened?

The news of the sinking reached a very angry King Gustav II Adolf some time later and an inquest was ordered. A scapegoat was required and many were called before the inquest to give evidence. Although all of the surviving officers, including Vice Admiral Erik Jönsson, were questioned, all claimed ignorance of the ship's flaws, until the Master, Jöran Matsson, was questioned by the prosecutor.

He was responsible for stowing the ballast, 120 tons of stone in the bottom of the ship to lower the centre of gravity. He said that he had ballasted the ship as deeply as it should be, and then astonished the tribunal. He revealed that before Vasa



View of the deck.



The Swedish Royal coat of arms from the stern.



Painting of the Vasa before she sank.

sailed (probably on the 8th or 9th of July), Captain Söfring had arranged for Vice Admiral Klas Fleming, Gyllenhielm's deputy, to witness a demonstration, in which thirty men ran back and forth over the upper deck to make the ship roll. After just a few trips, the ship was heeling so badly that there was great fear it might capsize at the quay. The demonstration was interrupted, and Matsson reported that he overheard Fleming say, "If only His Majesty were at home!" Still, he did not report to the King, the worrying thing he had seen. He was under great pressure from Gustav Adolf to get the ship to sea and it was rarely a good idea to disappoint the King. His only action was to appoint Söfring Hansson as Captain.

During the interrogations, it became clear that neither the ballast, nor loose cannon were behind the sinking. Most witness statements pointed in the same direction: *Vasa* was badly designed. The next to be questioned were the builders, Arendt de Groote and Hein Jacobsson. Master Henrik Hybertsson, the original designer, had died the year before, handing over responsibility for *Vasa* to Hein.

When asked, Hein answered directly that the ship was built according to Master Henrik's design, which the King had approved and they would not budge from this defense, despite the prosecutor questioning them ever



The remains of the sails.



The sails as they were discovered in the sail locker.

more insistently. This left the tribunal nowhere to go without embarrassing the King, but Hein opened the door, to the solution, a crack. He said that he had widened the ship slightly (around 40 centimetres), which indicates that he still felt some uncertainty in relation to Vasa's measurements. In practice, Hein Jakobsson implied that Master Henrik's design was fatally flawed.

Henrik's partner, the merchant Arendt de Groote, was also questioned. He had been one of the original signatories to the contract and he backed up Hein, recounting how he had shown the King a picture of a similar ship as a model for Vasa.

The commission now faced an unpleasant dilemma: blame must be assigned, but without blackening the king's name and without removing anyone whose competence was necessary for the war effort. To a certain degree, the proceedings were really a piece of political theatre, to demonstrate what we would now call "due diligence." Everyone involved had had a month to get their stories straight and Hein Jakobsson had effectively laid the blame on the perfect scapegoat. Master Henrik could not defend himself and did not need to be punished; the navy could get on with the job of managing the war.



The ship was the first in the Swedish Navy to have two gun decks.



Hats in perfect condition, recovered from chests in the wreck.

In the end, no one was officially blamed or punished and all of those questioned were eventually promoted. Hein Jacobsson worked at the navy yard until he retired in 1638, building a string of large, successful ships for the Swedish navy. Jöran Matsson became a captain, and Söfring Hansson became the supervising officer for the navy yard. Klas Fleming was not even questioned but went on to serve with distinction and died a hero's death in 1644.

Perhaps the most interesting part of the inquest from a technical point of view is an appendix at the end, recording the opinions of a group of professional experts, captains and shipwrights. Without the benefit of calculus or modern naval engineering theory, they correctly identified the forces at work and the cause of the instability. As one of them put it, the ship did not have enough "belly" to carry the high and heavy upper works.

In the early 1950s, amateur archeologist, Anders Franzen, considered the possibility of recovering wrecks from the cold brackish waters of the Baltic because, he reasoned, they were free from the shipworm, *Teredo navalis*, which usually destroys submerged wood rapidly in warmer, saltier seas. Franzén had previously been successful in locating wrecks, such as Riksäppet and Lybska Svan and after



Leather shoes.



Dutch pottery.

long and tedious research, he began looking for Vasa as well. He spent many years probing the waters, without success, around the many assumed locations of the wreckage. He did not succeed until, based on accounts of an unknown topographical anomaly, just south of the Gustav V dock on Beckholmen, he narrowed his search. In 1956, with a home-made, gravity-powered coring probe, he located a large wooden object almost parallel to the mouth of dock on Beckholmen. The location of the ship received considerable attention, even if the identification of the ship could not be determined without closer investigation. Soon after the announcement of the find, planning got underway to determine how to excavate and raise Vasa. The Swedish Navy was involved from the start, as were various museums and the National Heritage board.

A number of possible recovery methods were proposed, including filling the ship with ping-pong balls and freezing it in a block of ice, but the method chosen by the Vasa Board (which succeeded the Vasa Committee) was essentially the same one attempted immediately after the sinking. Divers spent two years digging six tunnels under the ship for steel cable slings, which were taken to a pair of lifting pontoons at the surface. The work under the ship was extremely dangerous, requiring the



Copper coins, taken from the pocket of one of the casualties of the wreck.



One of the Cannons, the carriages were found still secured in place on the gun decks.

divers to cut tunnels through the clay with high-pressure water jets and suck up the resulting slurry with a dredge, all while working in total darkness, with hundreds of tonnes of mud-filled ship overhead. A persisting risk was that the wreck could shift or settle deeper into the mud, while a diver was working in a tunnel, trapping him underneath the wreckage. The almost vertical sections of the tunnels, near the side of the hull, could also potentially collapse and bury a diver inside. Despite the dangerous conditions, more than 1,300 dives were made in the salvage operation, without any serious accidents.

Each time the pontoons were pumped full, the cables tightened and the pontoons were pumped out, the ship was brought a metre closer to the surface. In a series of 18 lifts, in August and September 1959, the ship was moved from depth of 32 metres to 16 metres in the more sheltered area of Kastellholmsviken, where divers could work more safely to prepare for the final lift. Over the course of a year and a half, a small team of commercial divers cleared debris and mud from the upper decks to lighten the ship and made the hull as watertight as possible. The gun ports were closed by means of temporary lids, a temporary replacement of the collapsed stern castle was constructed, and many of the holes from the iron bolts that had rusted away were plugged. The final

lift began on 8 April 1961, and on the morning of 24 April, Vasa was ready to return to the world for the first time in 333 years. Press from all over the world, television cameras, 400 invited guests on barges and boats, and thousands of spectators on shore, watched as the first timbers broke the surface. The ship was then emptied of water and mud and towed to the Gustav V dry dock on Beckholmen, where the ship was floated on its own keel onto a concrete pontoon, on which the hull still stands.

From the end of 1961 to December 1988, Vasa was housed in a temporary facility called Wasavarvet ('The Vasa Shipyard'), which included exhibit space as well as the activities centred on the ship. A building was erected over the ship on its pontoon, but it was very cramped, making conservation work awkward. Visitors could view the ship from just two levels, and the maximum viewing distance was in most places only a couple of metres, which made it difficult for viewers to get an overall view of the ship. In 1981, the Swedish government decided that a permanent building was to be constructed and a design competition was organised. The winning design, by the Swedish architects Månsson and Dahlbäck, called for a large hall over the ship in a polygonal, industrial style. Ground was broken in 1987 and Vasa was towed into the half-finished Vasa

Museum in December 1988. The museum was officially opened to the public in 1990.

The Museum is dominated by the reconstructed ship which has been painstakingly put back together. It is 98% original which is astonishing. It's only really the rigging and the original iron bolts that have been replaced. The museum is across 6 floors which allow the vessel to be viewed from keel to the decks. There is an array of artefacts on show, including the remains of some of the original sails and rigging which were found still stowed in the sail locker.

We spent a really enjoyable three hours in the museum. This included a guided tour in English and a couple of movies, one covering the sinking and the other the recovery. Put this on your bucket list and if you ever get the chance to go, I can't recommend it highly enough to you. It was well worth the effort to get there and is something I will remember for a very long time.

- Ian Scholey. ❖



Pictures of the wreck during recovery.



PEURTO PRINCESA SUBTERRANEAN NATIONAL PARK PHILIPPINES



Photos by Alan Beckhurst.





Photos by Alan Beckhurst.





Photos by Alan Beckhurst.

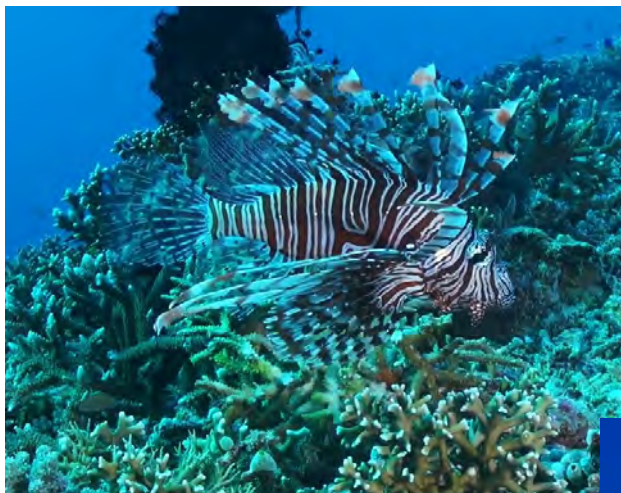




Photos by Alan Beckhurst.

TUBBATAHA REEF PHILIPPINES

Photos by Alan Beckhurst





Photos by Alan Beckhurst.



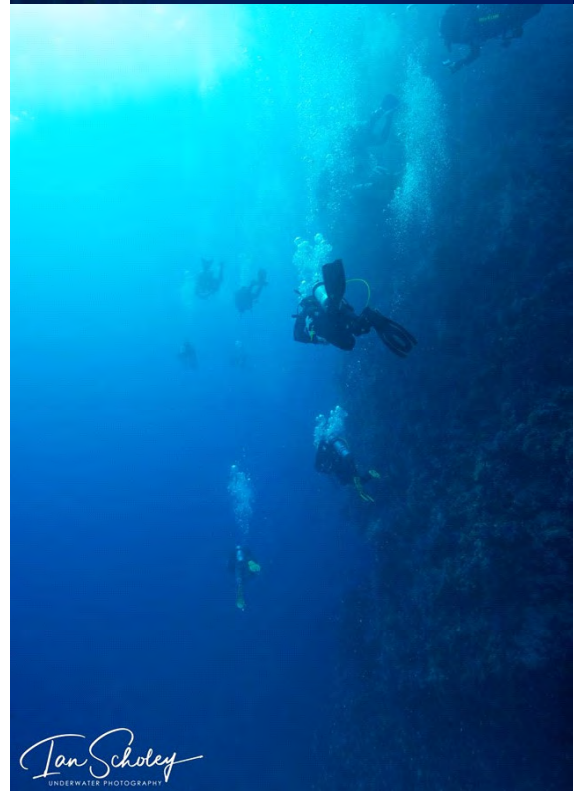
RED SEA EGYPT

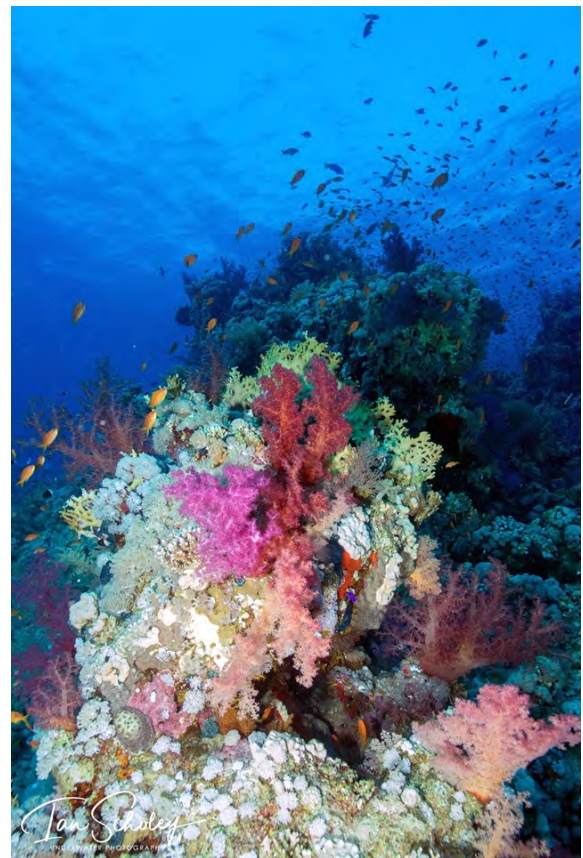
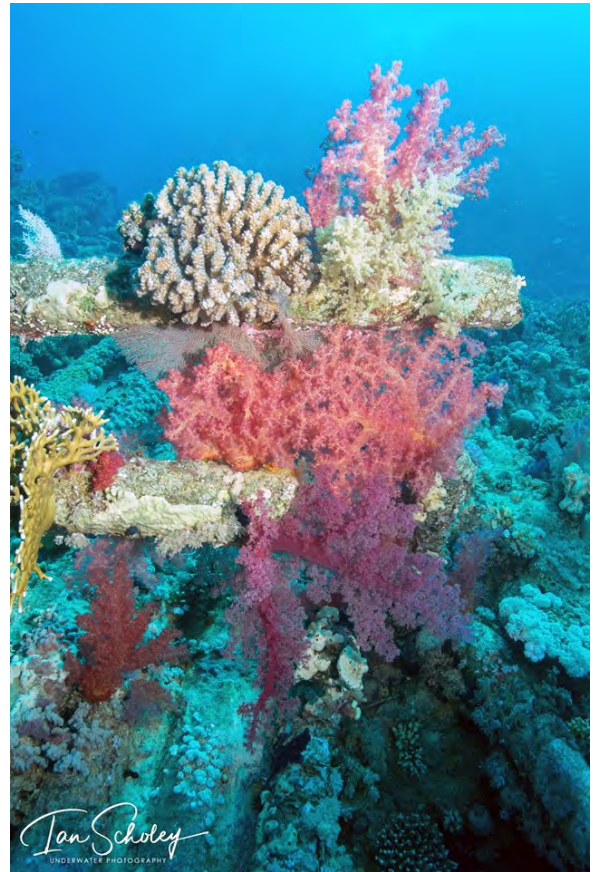
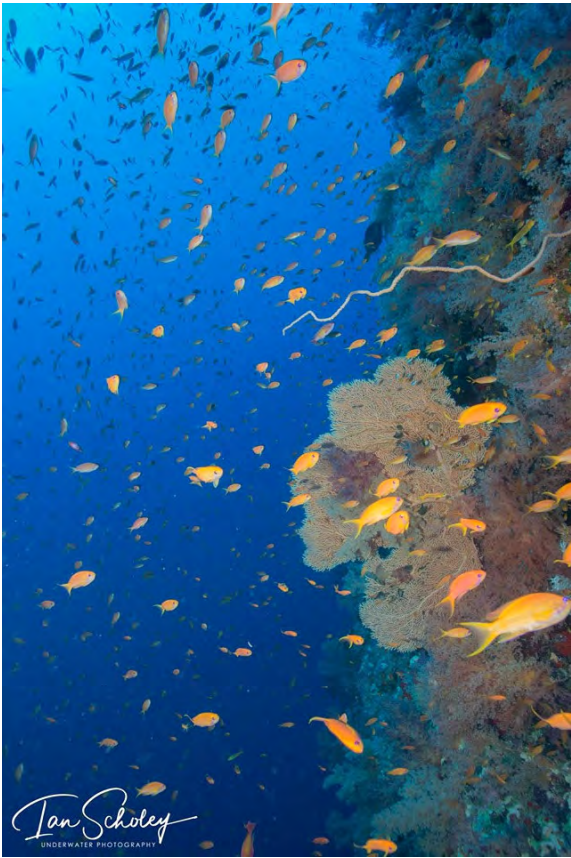
SHARK REEF RAS MOHAMMED NATIONAL PARK.

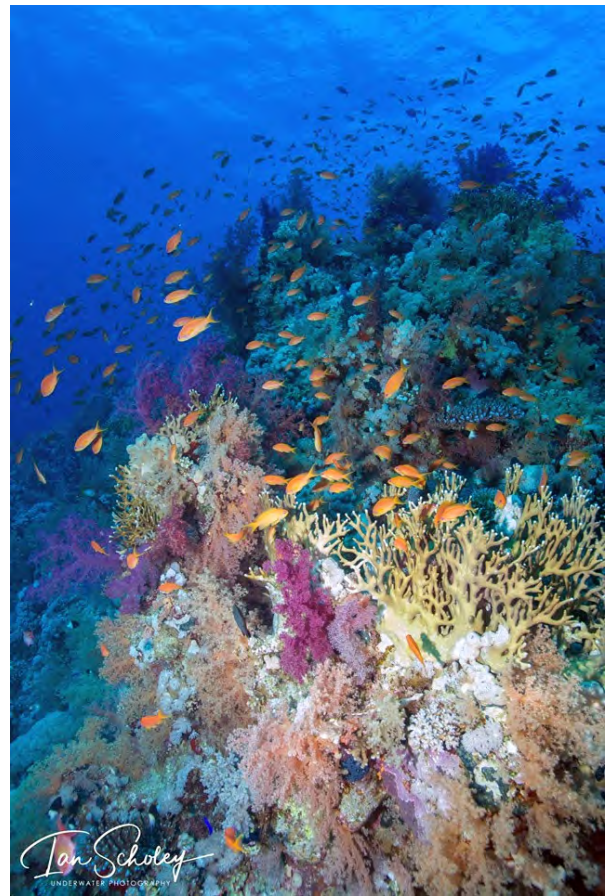
22nd April 2019

I have been away for a while, travelling the world. One stop was the Red Sea, where David Flew and I shipped out with Emperor Divers for a 7-day Liveaboard on the Emperor Superior. The diving was sensational, as we mixed up the Northern Red Sea Reefs, with the best of the wrecks in that part of the world. It's going to take a while to plug through all the photos but to start with I thought I would share one of the prettiest spots we dived. Shark Reef is actually a wall, that goes all the way down to 200m. We had a pretty fast drift along the wall, before being swept into shallower water and the wreck of the Yolanda.

- Ian Scholey. ❖







WRECK OF GIANNIS D, RED SEA.

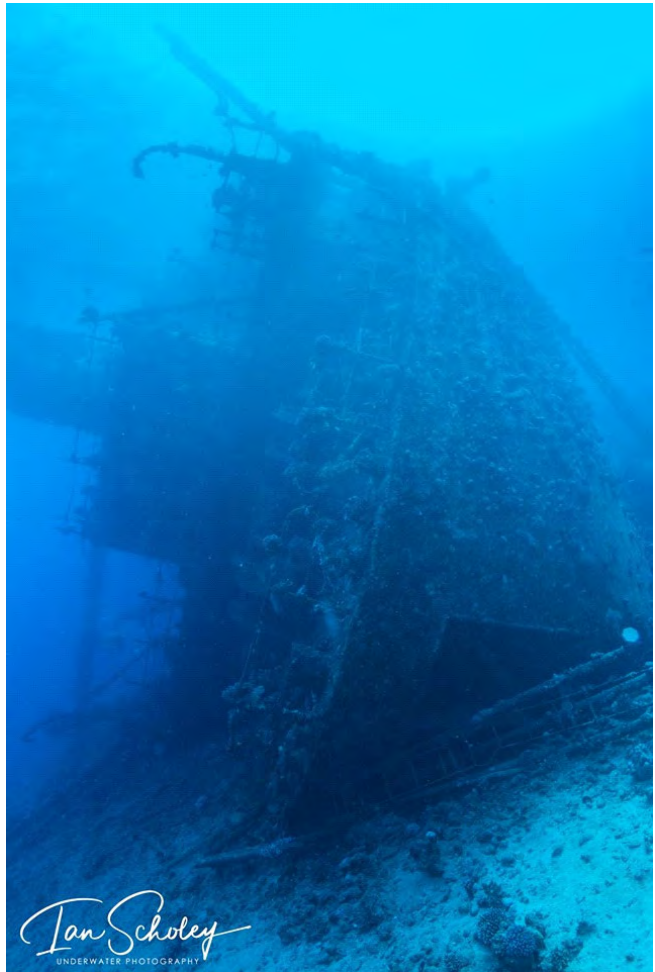
24th April 2019

We dived some great wrecks while we were in the Red Sea. This is the Giannis D, a very interesting wreck to dive. She is on her side which made for some interesting penetration. On the whole, she is quite open and we had a good look around. The engine room and workshops are particularly nice.

Here is the story of the ship and its loss:

The Giannis D was a cargo ship of 2,992 GRT originally built as the Shoyo Maru at Kuryshima Dock Company of Imabari, Japan and completed in September of 1969. The ship was 99.5 meters in length, 16 meters in beam, 6.53 meters in draught. Propulsion was provided by a 6-cylinder diesel engine provided by Akasaka Tekkosho KK of Yaizu, Japan, which delivered 3,000 BHP to a single shaft and propeller, for a top speed of 12 knots. The ship had two cargo holds, located forward of the superstructure, which is located aft, and contained the pilothouse and crew accommodations, with workshops and the engineering spaces also located aft below the main deck.

The ship sailed under the name of Shoyo Maru until being sold in 1975 and renamed the Markus. The ship



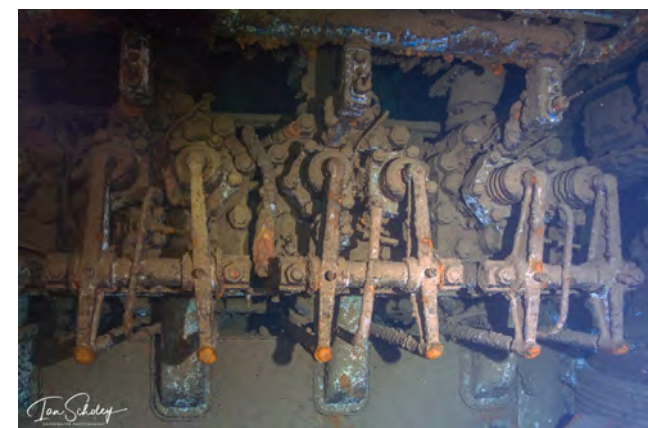
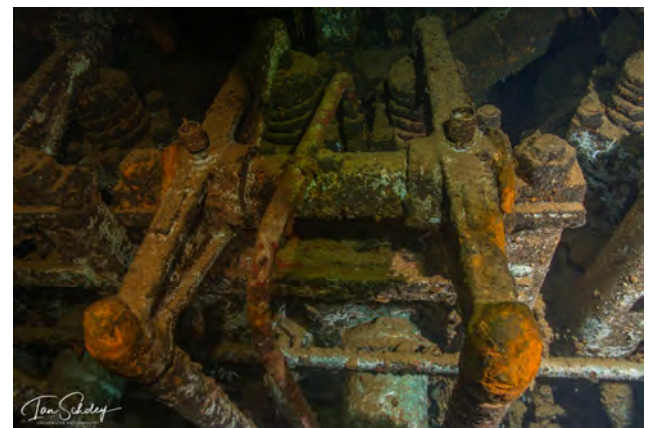
was sold again in 1980 to the Dumarc Shipping and Trading Corporation, Piraeus, Greece, and renamed the Giannis “D”.

The ship’s final voyage began at Rijeka, Yugoslavia, in April 1983 where she took on a cargo of lumber and was bound for Jeddah, Saudi Arabia, via the Suez Canal, to discharge part of the cargo, with the remainder destined for Hodeidah, Yemen. The passage south through the Adriatic, Mediterranean, and Suez Canal were uneventful. On 19 April 1983 the ship was in transit in the Straits of Gubal, which is a rather narrow shipping lane before reaching the open waters of the Red Sea. Once on course for open water, the Captain turned over the helm to one of his junior officers and retired to his cabin to rest. Soon afterwards, he was rudely awakened by the sound of his ship running aground.

It appeared that the Giannis D had drifted west of her set course and ran aground at full speed on the northwest edge of the Sha’ab Abu Nuhas Reef.

Lloyd’s List Casualty Report dated April 22nd, 1983 reported the following:

“GIANNIS D (Greek). London Apr 21 – Information received, dated Apr 20, states: Mv Giannis D, (from Rijeka), cargo sawn softwood for



discharge at Jeddah and Hodeidah, grounded at Sha'b Abu Nuhas, approximate position lat. 27.35N, long. 33.56E, last night. Crew abandoned vessel, which is listing, and taken by an Egyptian tug to Santa Fe platform and then by helicopter to Ras Shoke. Owners signed Lloyd's standard form with salvage tug Salvanguard, which proceeding to vessel."

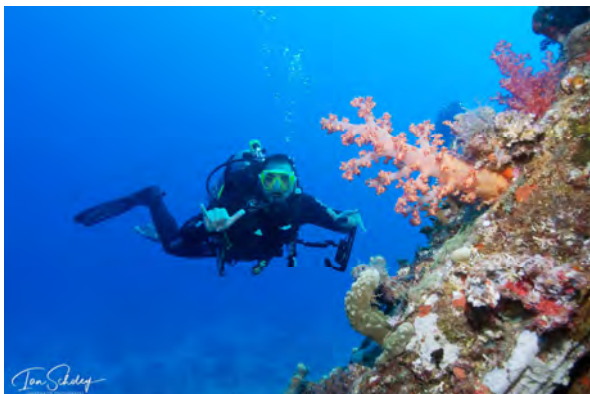
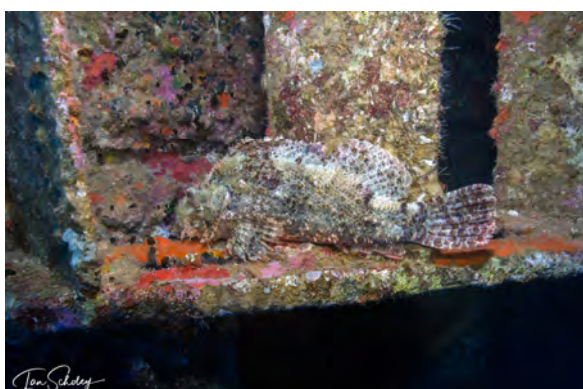
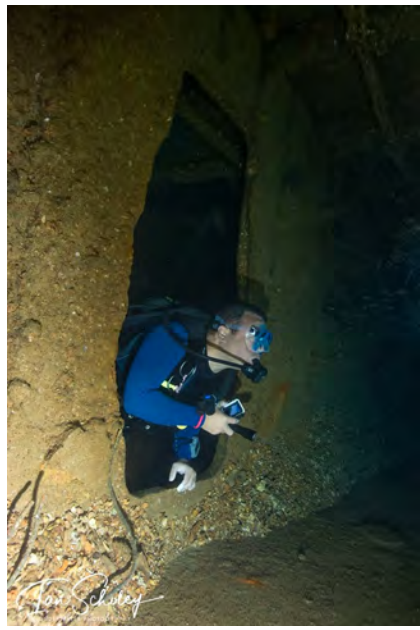
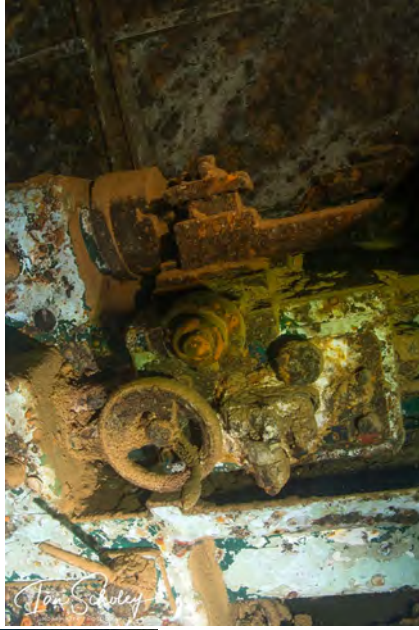
The ship was written off as a total constructive loss and remained stranded atop the reef for several weeks afterwards. During a storm the ship broke in half and sank to the base of the reef at position 27° 34' 42" N, 33° 55' 24 in 10-28 metres of water.

Diving Information

The ship is lying on the bottom in roughly three separate sections parallel to the reef, with the crumpled bow lying at 10 meters, the cargo area amidships being a jumble of steel and remains of the cargo, and the aft section with an intact A-frame located forward of the superstructure.

- Ian Scholey. ❖



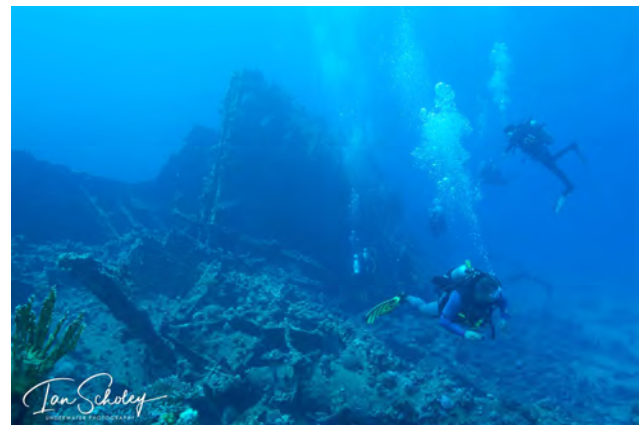


SS CARNATIC, ABU NUHAS REEF, RED SEA.

24th April 2019

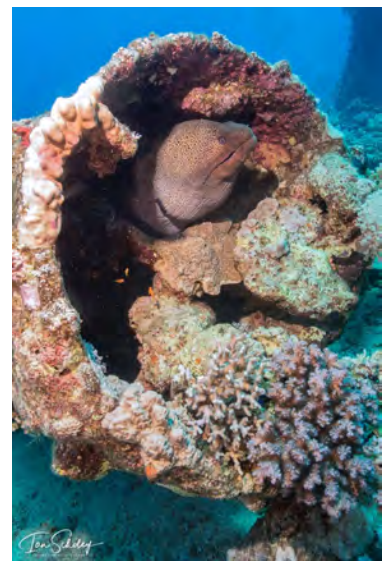
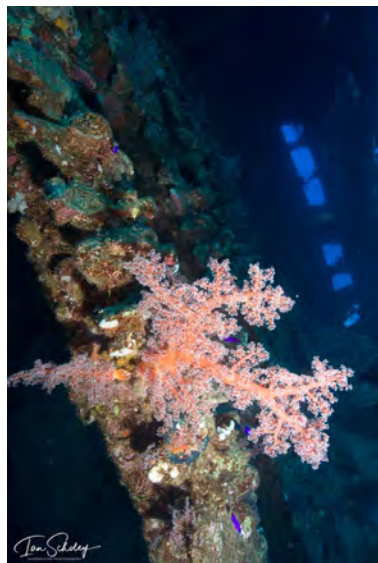
One of four diveable wrecks and the oldest at Abu Nuhas reef, the SS Carnatic rests on her side in just 25m of water. Diving her can be a challenge, as there are frequently waves breaking on this side of the reef. We were lucky enough to get on her but conditions up top were really borderline and we had a very bumpy rib ride onto the dive site.

The SS Carnatic was a British-built and owned trade ship, on its way back to the U.K. from India, laden with spices, passengers, and a fairly large quantity of gold, roughly \$67,000 worth. Traveling north in the Red Sea, it struck the Abu Nuhas, which was not yet on naval charts, at full speed, launching the ship fully on top of the reef, where it came to rest upright. The ship had taken on some water, but the situation wasn't critical, so the captain ordered everyone to stay onboard, hoping a passing vessel would spot the stranded ship. The passengers and crew spent a full three days on board, going about their business, and even hosting dinner parties, before the ship began slowly slipping off the reef and sinking. The captain quickly ordered



everyone to the lifeboats and they made for Gifton Island, from where they were rescued the following day. A later expedition to recover the non-perishable goods, managed to recover about 85 percent of the gold; the rest was never found. Some rumors claim that the gold is still on the shipwreck, but others claim commercial divers, tasked with finding it, may have pocketed a bit of the gold themselves. As for me, I found zip!!

- Ian Scholey. ❖



EL MINYA, HURGHADA, EGYPT.

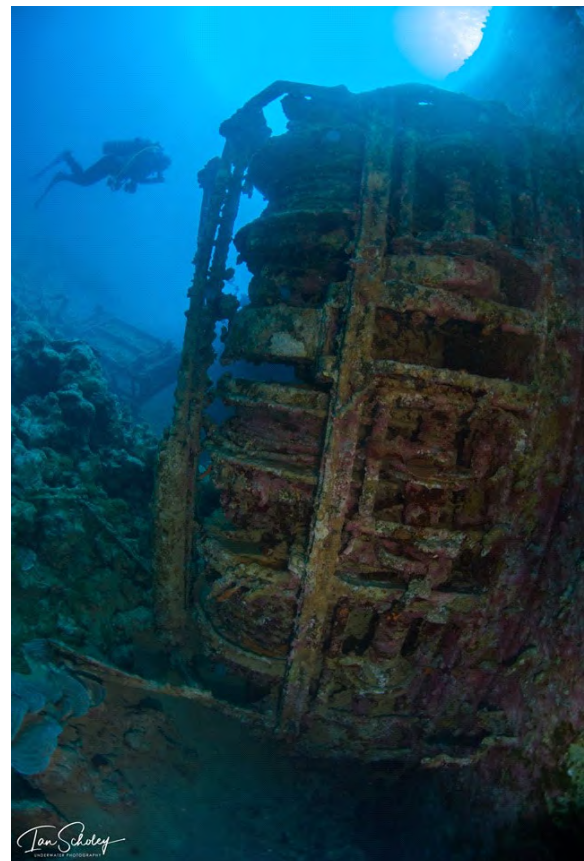
25th April 2019

A first for me, was to dive a ship that was sunk during a conflict in my lifetime. On our last day we got the chance to dive the El Minya, an Egyptian Minesweeper, sunk during the six day war.

The EL Minya, (also called EL Mina, El Minia, El Miniya or EL Miniaya) began life as a Russian built Soviet era T-43 class minesweeper. This class of minesweeper was built for the Soviet navy in the late 1940's through to the end of the 1950's. There were 178 ship of the class built at shipyards at Leningrad, Kerch, in Poland, and modified under license in China. 44 of these ships were exported to various countries over the years, with Egypt receiving 7 of them.

El Minya was one of four T43 ocean-going minesweepers, built in former USSR, delivered in Spring 1956 as part of a \$120 million arms treaty negotiated by President Nasser during a meeting in Moscow on 24th of September 1955. The T43 was originally a UK design, but the blueprints found their way to former USSR, somehow.

The four T43 minesweepers delivered in 1956 were named after four different Egyptian cities: Assiout, Bahaira, Gharbia and the hometown



of President Nasser himself, El Minya. After sinking, El Minya was replaced at the naval base in Hurghada by another T43 named Sinai. She, together with two more T43s, was delivered in the fall of 1970. All of those T43s are now out of service and have been used for target practicing or cannibalized for spares.

On the 6th of February 1970, four to six Israeli aircraft, probably Phantom F-4 A or Mirage III, approached Hurghada over sea from the East. Coming in at low altitude to avoid radar detection, their mission was to attack the radar station next to the airfield. At the same time, stationed at the naval base in the harbour, was the minesweeper El Minya. As it happened, she was at anchor in the direct flight path of the Israeli aircraft. One or two of them were probably ordered to clear the way for the attack. El Minya's anti-aircraft guns made her a threat to the low flying aircraft, as well as a prestigious target.

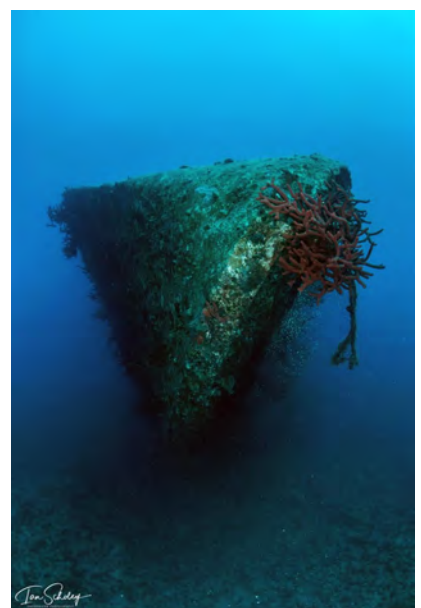
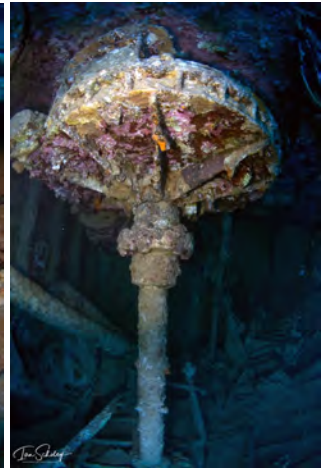
El Minya must have managed to escape the attack for a while. However, she was still at anchor, and eventually she reached the end of the chain. The "cat and mouse chase" was over and there was no escape. A small bomb hit her on the starboard side of the bow and the minesweeper rolled upside down. Still floating,



(some sources say that she sunk and then resurfaced) she was again attacked by the Israeli aircraft, now bullets from the machine guns hit the underside of the hull and the minesweeper sunk. Landing on the superstructure, El Minya lost her mast and the machine gun that was mounted in the bow. The anchor chain that she released while trying to escape the attack; is still marking her trail on the seabed.

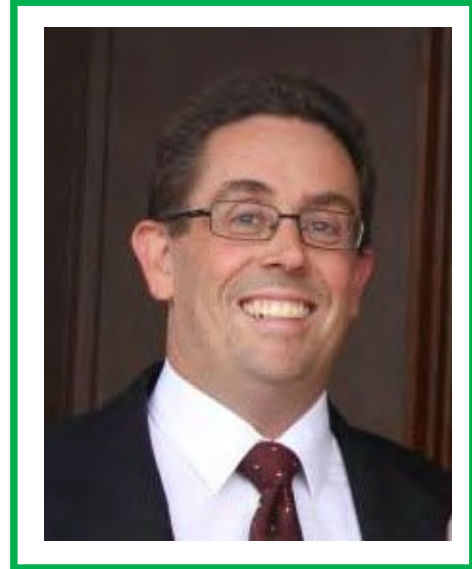
She now sits upside-down on the bottom at 30m and was a pretty interesting dive and a great way to end our week-long trip. We were advised not to penetrate due to a preference of live ammunition and some very tight spaces. That said, I couldn't resist having a little poke around without doing anything too serious.

- Ian Scholey.❖



May 2019 Guest Speaker

MAY 2019
GUEST SPEAKER
MARK JEFFREY



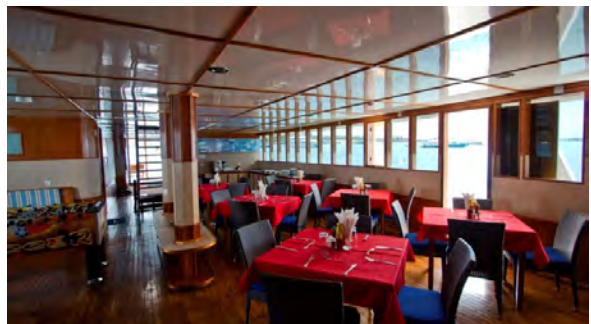
At our May General Meeting, our guest speaker was our very own Mark Jeffrey, who spoke about diving in the Maldives on board the Ari Queen.

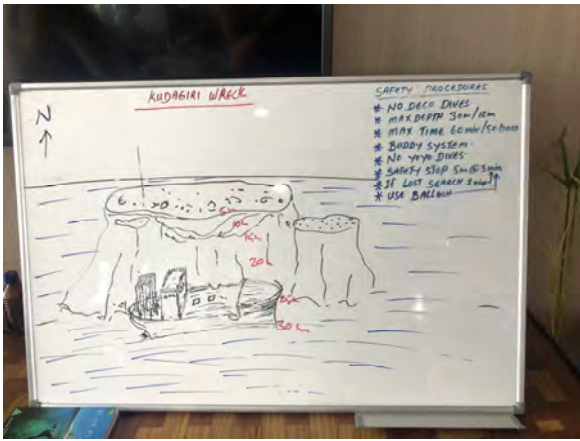
These islands, famed for Manta Ray encounters, are more accessible than ever from Australia and offer some fantastic diving.

On his way home from the Maldives, Mark took an excursion through the middle east. We were treated to a journey through Jordan, Jerusalem, Amman and the Dead Sea, finishing with a dive in the Red Sea. ❖

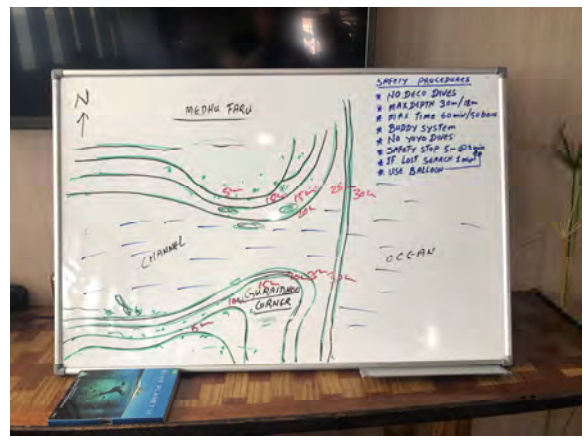


Ari Queen.





Kudagiri Wreck Dive Site

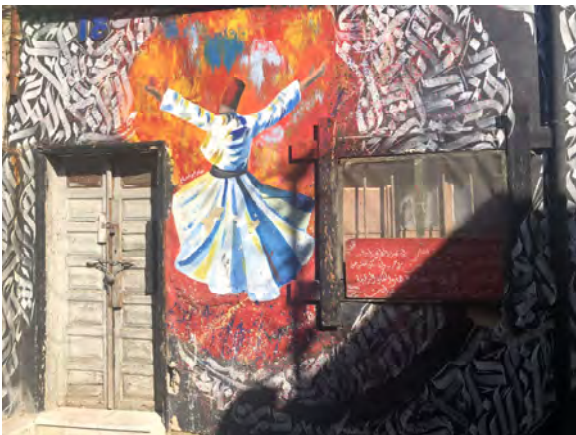


Medhu Faru Dive Site

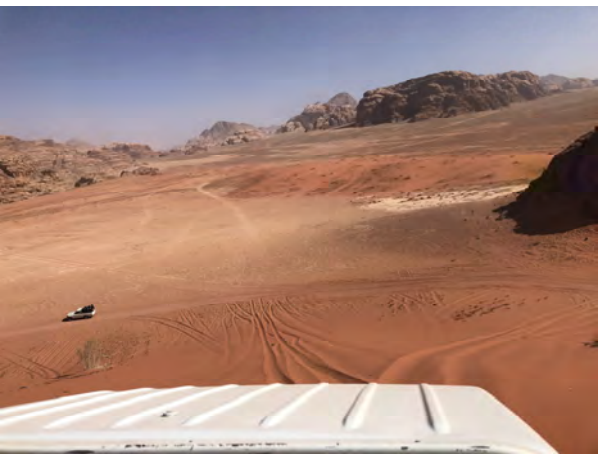
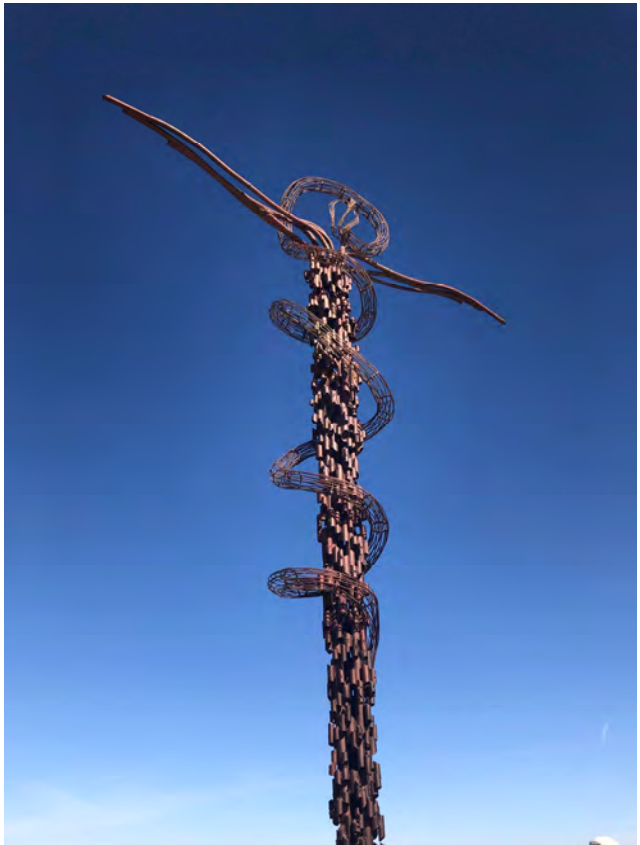


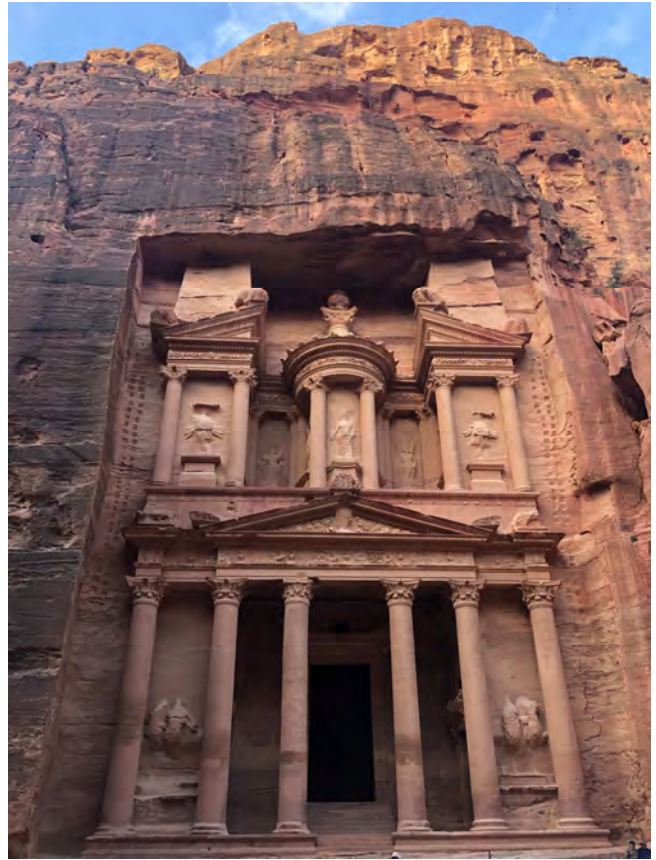






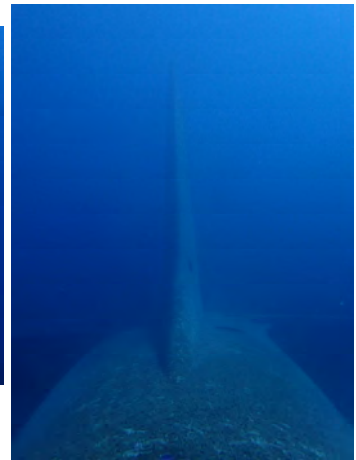
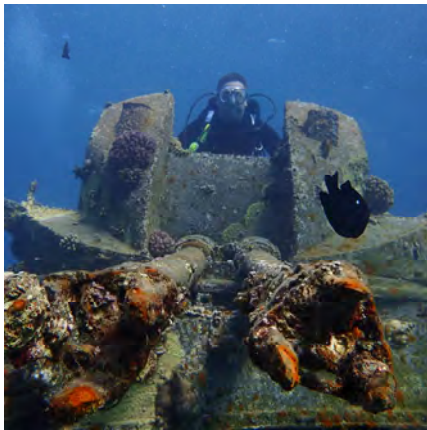
The Dead Sea







Diversity 1680, Red Sea, Egypt



**CONGRATULATIONS TO OUR LATEST
PHOTO COMPETITION WINNERS**

First - April 2019



First - Clean up - by Ian Scholey

**CONGRATULATIONS TO OUR LATEST
PHOTO COMPETITION WINNERS**

Second - April 2019



Second - Baby Eel - by David Flew

**CONGRATULATIONS TO OUR LATEST
PHOTO COMPETITION WINNERS**

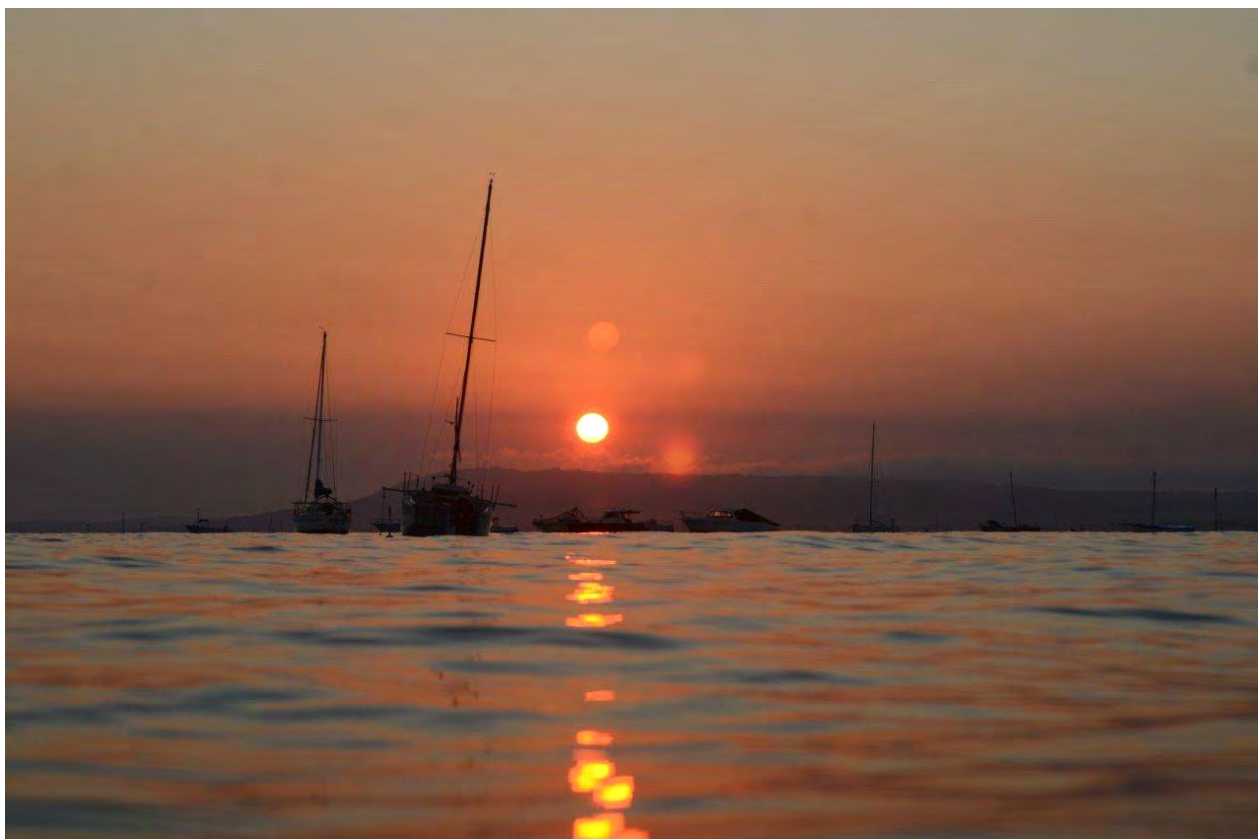
Equal 3rd - April 2019



Equal Third - Giant Morey - by Ian Scholey

**CONGRATULATIONS TO OUR LATEST
PHOTO COMPETITION WINNERS**

Equal 3rd - April 2019



Equal Third - Sunset, Blairgowrie - by Peter Beaumont

**CONGRATULATIONS TO OUR LATEST
PHOTO COMPETITION WINNERS**

Equal 3rd - April 2019



Equal Third - Ewens Ponds - by Phil Watson

APRIL 2019 PHOTO COMPETITION

April photo competition saw entries from a diverse number of locations. First, with a somewhat novel photo, was Ian Scholey's Clean Up and Second was David Flew's Baby Eel, both taken in the Red Sea. In Equal Third place was the Giant Morey by Ian Scholey, Sunset at Blairgowrie by Peter Beaumont and Ewens Ponds by Phil Watson. Congratulations to all and thank you to everyone who contributed.

Kilsby's - by Phil Watson



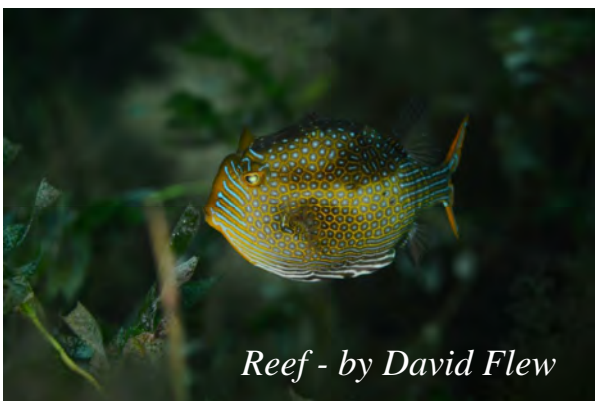
*Snorkeller, Dromana
- by Phil Watson*



Reef - by David Flew



*Boarfish, Wilsons Prom
- by Phil Watson*



Reef - by David Flew

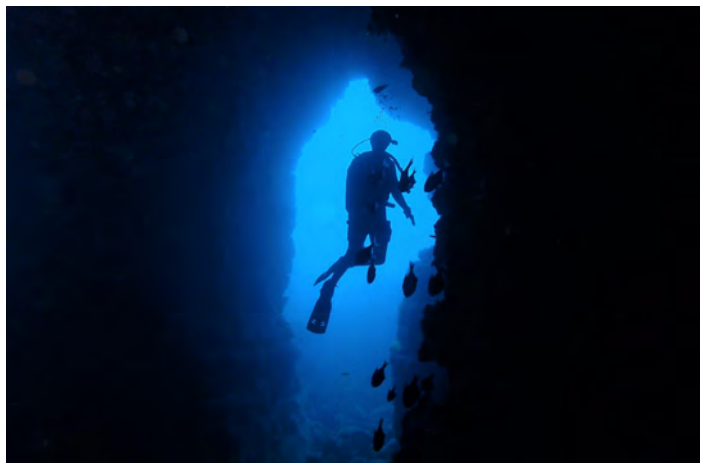
PHOTO COMPETITION

March 2019



*Silent Sentinel,
Aqaba, Jordan
- Mark Jeffrey*

*Unknown Diver,
Pirates Bay Caves,
Tasmania
- Arthur Kokkinos*



*Magnificent Manta,
Maldives
- Mark Jeffrey*

PHOTO COMPETITION

March 2019



*Roxanne, Visitor to
the surface interval
mooring
- David Geekie*

*School of Spotted Perch,
Deep Glen Bay,
Tasmania
- Arthur Kokkinos*



*Warm Water Diving
- David Geekie*

PHOTO COMPETITION

March 2019



*Adrift in the Adriatic,
Aeolian Islands,
Sicily - Tim Forster*

We had some amazing entries in the March photo competition. However, due to some photo entries being accidentally omitted at the time of judging the photo competition, there are no winners being announced for the March photo competition. A huge thank you to everyone who contributed.

*Washed up, a legless
Hercules, Aeolian
Islands, Sicily
- Tim Forster*



ANCHOR FARM

THE ANCHOR FARM

15th May 2019

A cheeky midweek boat dive for Peter Beaumont and I. With conditions inside very nice but swell up outside, we stayed inside Port Phillip. First stop for me was a dive on the Anchor Farm. I only found out about this spot very recently (Thanks John Lawler). A number of huge Admiralty Anchors from various wrecks have been placed on the Queenscliff side of Popes Eye. I would like to go back when the vis is a little better than it was on Wednesday and grab some better pictures, but these will give you an idea of what they are like. I ran a line and went exploring, so not even sure I saw them all. Some have plaques attached, presumably with details of where they came from, but these are no longer readable. If anyone knows anything about these, I would be keen on some more info.

- Ian Scholey. ❖





Home: Covered

Car: Covered

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Be Prepared. Join *the Experts* in Dive Accident Management.

www.danasiapacific.org

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

CHIMNEY ROCK

CHIMNEY ROCK

Wed 22 May 2019

Water temp: 14°C

Depth: 20m

Vis: 5m

Boats: Sea Eagle, Toucans

Divers: Peter Beaumont, Peter Mosse, Ian Scholey, Alex lee

Photo's: Peter Beaumont

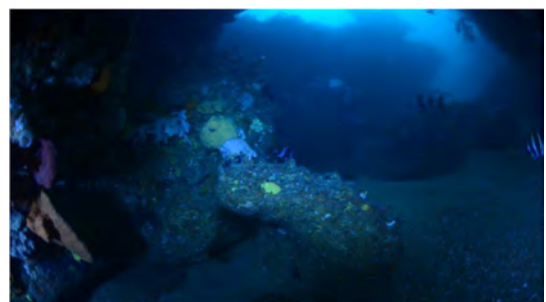
With Sea Eagle in company, we launched from Sorrento and headed off to the Graveyard to dive the Dunloe. With one set of marks (inaccurate) checked, we headed over to where Sea Eagle had anchored near the wreck and ran live surface cover while Ian and Alex geared up, then went for their dive. The surface conditions were fairly choppy, with a 10-15k NW wind present and half metre swell. With Ian and Alex reporting vis of approx. 1 metre we decided to move closer to shore and dive Chimney Rock.

With Toucans anchored on the north side of the reef and Sea Eagle running live surface cover, we geared up, swam down the anchor line and secured the anchor. With 5 metre vis, we swam around the overhangs, through the swim throughs, gullies

etc. Along the way we saw adult and juvenile blue devils, wrasse, old wives, boarfish, leather jackets, sea sweep, fan corals etc. With the anchor cleared, I returned to the boat and found Peter Mosse was already back onboard. With the gear stowed away, we had a quick bite to eat while Ian drove Sea Eagle over to Alex's SMB.

Overall it was an interesting and enjoyable dive with lots to see.

- Peter Beaumont. ❖



ROSEBUD REEF

ROSEBUD REEF

Sat 18 May 2019

Water temp: 15°C

Depth: 7m

Vis: 10 m

Boats: Toucans

Divers: Peter Beaumont, guest diver
Keith

Photo's: Peter Beaumont

With the boat loaded, we launched from Rye Ramp at 6:45am and headed off to Rosebud Reef to catch the 8am slack water. The surface conditions were fairly benign, with a 5k NE wind present and zero surface chop.

With Toucans anchored on a sandy bottom between 2 sections of reef, we geared up, swam down the anchor line and secured the anchor. With 10 metre vis, we swam around the reefs etc. Along the way we saw wrasse, old wives, leather jackets, sweep, cuttle fish etc. Keith returned to the boat and climbed back onboard at the 35-minute mark, so I stayed in for another 20 minutes before climbing back onboard. After having a bite to eat during the surface interval, I geared up and went for a leisurely drift dive off Rosebud, while Keith drove the boat. After recovering the

boat to the trailer, we went for a coffee at the Rye Bakery.

- Peter Beaumont. ❖



Chinaman's Hat Seals

CHINAMAN'S HAT, SEALS.

15th May 2019

Second dive of the day was an adrenalin packed dive with the seals. They were as active as I have ever seen them. As we approached in the boat, they were flying out of the water, jumping over each other. Underwater it was more of the same, with up to 30 odd seals flying around me, as well as a large Stingray. I think I may come back as a Seal next time; those guys certainly know how to have fun.

That said, they do know how to make life difficult for a photographer. They were kicking up a tonne of sand. It was how it was, so I shot it with sand. I'm pretty pleased with this set, given the conditions.

- Ian Scholey ❖



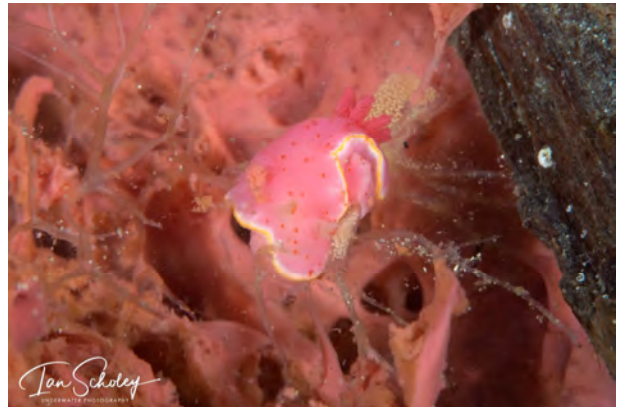
Blairgowrie

BLAIRGOWRIE

12th May, 2019

First Slug hunt for quite a while for me, as Peter Beaumont and I headed down to old favourite, Blairgowrie, this morning. We had the place to ourselves with an early start and considering this week's weather, the conditions were pretty good. Not the height of Nudi season yet, but judging by the chill in the water, it won't be too long now. Nothing new to report but a good selection around, with Pink being the colour of the moment.

- Ian Scholey. ❖



ART FROM WASTE



At our April meeting, John Lawler delivered a presentation on his new found pass-time. Turning waste into decorative works of art.. John has been hard at work, collecting sea shells in commercial quantities from the fish markets, recycling them into natural works of art - wind chimes. Making ideal gifts that can be onsold through craft markets. We wish him well in his new endeavour.

Rock Lobster Tagging Program

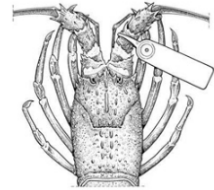
Tagging of recreationally caught rock lobsters commenced on 1 July 2017

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

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

Online with Parkmobile

Set up an account online with Parkmobile by visiting 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

DIARY DATES

Yasawa Island Fiji 13-24 Jun 2019

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

or ring Peter on 0428-941-013.

OR: Peter Campisano on

campo15@optusnet.com.au

or ring Peter Campo on

0402-110-386.



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

FDI 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@allwaysdive.com.au | 1800 338 239 | allwaysdive.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

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'.

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. ❖

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

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

◆ 1 Oxygen Medical Kit

◆ 1 DAN First Aid Kit

◆ 2 Scuba Tanks.

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

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

Tidal Streams at the Heads — June 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

May					June	
<i>MON 27</i>	<i>TUE 28</i>	<i>WED 29</i>	<i>THU 30</i>	<i>FRI 31</i>	<i>SAT 1</i>	<i>SUN 2</i>
<i>2:33</i>	<i>3:14</i>	<i>4:00</i>	<i>4:54</i>	<i>5:53</i>	<i>6:51</i>	<i>0:26</i>
<i>7:44</i>	<i>8:32</i>	<i>9:27</i>	<i>10:35</i>	<i>11:57</i>	<i>13:21</i>	<i>7:45</i>
<i>14:17</i>	<i>14:52</i>	<i>15:31</i>	<i>16:19</i>	<i>17:25</i>	<i>18:51</i>	<i>14:32</i>
<i>20:58</i>	<i>21:33</i>	<i>22:11</i>	<i>22:52</i>	<i>23:38</i>		<i>20:13</i>
<i>MON 3</i>	<i>TUE 4</i>	<i>WED 5</i>	<i>THU 6</i>	<i>FRI 7</i>	<i>SAT 8</i>	<i>SUN 9</i>
<i>1:17</i>	<i>2:06</i>	<i>2:54</i>	<i>3:41</i>	<i>4:28</i>	<i>0:19</i>	<i>1:02</i>
<i>8:33</i>	<i>9:20</i>	<i>10:05</i>	<i>10:49</i>	<i>11:34</i>	<i>5:16</i>	<i>6:06</i>
<i>15:29</i>	<i>16:17</i>	<i>17:01</i>	<i>17:43</i>	<i>18:24</i>	<i>12:19</i>	<i>13:03</i>
<i>21:17</i>	<i>22:08</i>	<i>22:54</i>	<i>23:36</i>		<i>19:04</i>	<i>19:43</i>
<i>MON 10</i>	<i>TUE 11</i>	<i>WED 12</i>	<i>THU 13</i>	<i>FRI 14</i>	<i>SAT 15</i>	<i>SUN 16</i>
<i>1:48</i>	<i>2:37</i>	<i>3:31</i>	<i>4:30</i>	<i>5:33</i>	<i>6:37</i>	<i>0:13</i>
<i>7:01</i>	<i>8:02</i>	<i>9:11</i>	<i>10:28</i>	<i>11:52</i>	<i>13:15</i>	<i>7:37</i>
<i>13:48</i>	<i>14:33</i>	<i>15:22</i>	<i>16:17</i>	<i>17:24</i>	<i>18:45</i>	<i>14:27</i>
<i>20:22</i>	<i>21:01</i>	<i>21:42</i>	<i>22:28</i>	<i>23:18</i>		<i>20:07</i>
<i>MON 17</i>	<i>TUE 18</i>	<i>WED 19</i>	<i>THU 20</i>	<i>FRI 21</i>	<i>SAT 22</i>	<i>SUN 23</i>
<i>1:10</i>	<i>2:06</i>	<i>2:59</i>	<i>3:48</i>	<i>4:33</i>	<i>0:21</i>	<i>0:58</i>
<i>8:32</i>	<i>9:23</i>	<i>10:09</i>	<i>10:51</i>	<i>11:31</i>	<i>5:17</i>	<i>5:58</i>
<i>15:28</i>	<i>16:19</i>	<i>17:03</i>	<i>17:42</i>	<i>18:18</i>	<i>12:07</i>	<i>12:41</i>
<i>21:15</i>	<i>22:12</i>	<i>23:00</i>	<i>23:42</i>		<i>18:51</i>	<i>19:22</i>
<i>MON 24</i>	<i>TUE 25</i>	<i>WED 26</i>	<i>THU 27</i>	<i>FRI 28</i>	<i>SAT 29</i>	<i>SUN 30</i>
<i>1:34</i>	<i>2:10</i>	<i>2:48</i>	<i>3:29</i>	<i>4:13</i>	<i>5:02</i>	<i>5:56</i>
<i>6:40</i>	<i>7:24</i>	<i>8:12</i>	<i>9:06</i>	<i>10:09</i>	<i>11:21</i>	<i>12:41</i>
<i>13:14</i>	<i>13:46</i>	<i>14:20</i>	<i>14:55</i>	<i>15:36</i>	<i>16:29</i>	<i>17:40</i>
<i>19:51</i>	<i>20:20</i>	<i>20:50</i>	<i>21:21</i>	<i>21:55</i>	<i>22:34</i>	<i>23:20</i>

Tidal Streams at the Heads — July 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

June						
<i>MON 24</i>	<i>TUE 25</i>	<i>WED 26</i>	<i>THU 27</i>	<i>FRI 28</i>	<i>SAT 29</i>	<i>SUN 30</i>
<i>1:34</i>	<i>2:10</i>	<i>2:48</i>	<i>3:29</i>	<i>4:13</i>	<i>5:02</i>	<i>5:56</i>
6:40	7:24	8:12	9:06	10:09	11:21	12:41
<i>13:14</i>	<i>13:46</i>	<i>14:20</i>	<i>14:55</i>	<i>15:36</i>	<i>16:29</i>	<i>17:40</i>
19:51	20:20	20:50	21:21	21:55	22:34	23:20
July						
<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>
<i>6:52</i>	0:14	1:13	2:13	<i>3:12</i>	4:10	<i>0:02</i>
13:57	<i>7:49</i>	<i>8:44</i>	<i>9:37</i>	10:29	<i>11:19</i>	5:08
<i>19:09</i>	15:01	15:55	16:42	<i>17:24</i>	18:05	<i>12:06</i>
	<i>20:30</i>	<i>21:34</i>	22:27	23:15		18:43
<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>
<i>0:50</i>	<i>1:40</i>	<i>2:30</i>	<i>3:22</i>	<i>4:16</i>	<i>5:11</i>	<i>6:09</i>
6:07	7:07	8:10	9:18	10:29	11:44	12:59
<i>12:53</i>	<i>13:37</i>	<i>14:22</i>	<i>15:08</i>	<i>15:58</i>	<i>16:57</i>	<i>18:12</i>
19:20	19:57	20:33	21:12	21:54	22:42	23:35
<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>
<i>7:07</i>	0:34	1:35	2:32	3:26	4:15	<i>0:00</i>
14:09	<i>8:04</i>	<i>8:57</i>	<i>9:46</i>	<i>10:30</i>	<i>11:10</i>	5:00
<i>19:35</i>	15:09	16:00	16:44	17:21	17:53	<i>11:46</i>
	<i>20:51</i>	<i>21:52</i>	<i>22:41</i>	<i>23:23</i>		18:22
<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>
<i>0:35</i>	<i>1:09</i>	<i>1:42</i>	<i>2:17</i>	<i>2:53</i>	<i>3:32</i>	<i>4:17</i>
5:42	6:24	7:07	7:53	8:44	9:40	10:44
<i>12:19</i>	<i>12:50</i>	<i>13:22</i>	<i>13:54</i>	<i>14:27</i>	<i>15:04</i>	<i>15:48</i>
18:49	19:15	19:40	20:07	20:35	21:06	21:42

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

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

Mayday Call – for grave & imminent danger requiring immediate assistance	Urgency Call – when the danger is not grave or imminent
<p>Distress Call:</p> <p>Mayday, Mayday, Mayday</p> <p>This is: <u>“Boat call sign x3”</u> (Boat owners insert your call sign)</p>	<p>Urgency Call:</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>Distress message after contact made:</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>Follow advice given by the emergency agency – DO NOT “Sign off” until told so by agency.</p>	<p>Urgency message after contact made:</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>Follow advice given by the emergency agency – DO NOT “Sign off” until told so by agency.</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



School of Spotted Perch, Deep Glen Bay, Tasmania - by Arthur Kokkinos