

THE COAST GUARDIAN

"Safety By All Means"



All emergencies call **000**

Coast Guard Queenscliff Newsletter

ISSUE 8 WINTER-22

WHAT HAPPENS WHEN I CALL 000 FOR HELP?

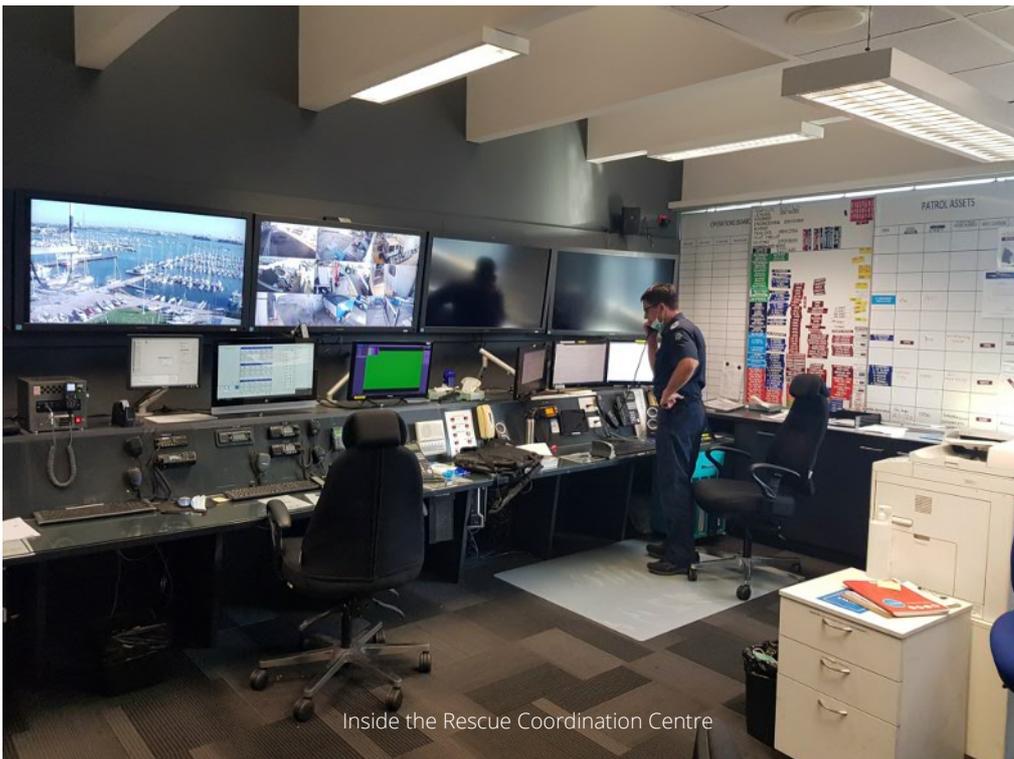
In our Winter edition, we thank Victoria Police for this article on the benefits of contacting Water Police via 000 and their ability to deploy the nearest and most appropriate rescue asset including all MSAR units, water police and air wing.

The Water Police have the primary role of coordinating all Marine Search and Rescue incidents involving recreational vessels. These incidents include overdue vessels, flare sightings, broken down vessels, missing divers, injured crew members and distress calls. Calling the Water Police via Triple Zero allows for the calls to be quickly and accurately processed so that the appropriate response can be provided as effectively as possible. It also allows for the appropriate rescue agencies and equipment to be deployed in a time appropriate manner.

When members of the public call Triple Zero (000) it is important to nominate the required emergency service as well as the location where the incident has occurred. Calling Triple Zero from an Advanced Mobile Location (AML) enabled smartphone will provide the police, fire or ambulance service with the coordinates of your location, while you're talking.

The Emergency Management Act 2013 states that the control agency for Search and Rescue on Water (Marine Incidents) is Victoria Police. When the Emergency Service Telecommunications Authority [ESTA] call taker receives a call for a Marine Incident, the details are relayed to the Victorian Water Police.

The Water Police provide a twenty-four-hour response service. They receive and coordinate all marine incidents out of the Rescue Coordination Centre which is based in Williamstown. The Water Police patrol Port Phillip Bay, Western Port Bay and all other waterways throughout Victoria including inland, enclosed and coastal waters.



Inside the Rescue Coordination Centre

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The Rescue Coordination Centre is a search and rescue facility staffed and equipped for coordinating and controlling search and rescue operations. When details of an incident are received the Marine Operator will coordinate and engage the closest rescue agencies and equipment to enable the quickest response to any incident.

A Police Marine Coordinator oversees the entire operation and is responsible for the coordination and deployment of police resources, including assistance from the Air Wing, Ambulance Victoria's Helicopter Emergency Medical Service [HEMS], Life Saving Victoria's Helicopters, Search and Rescue, Coast Guard and all other Volunteer Search and Rescue agencies.

If any persons do require assistance on the water, they are encouraged to call "000" for assistance. If you are able, remember the four P's in an emergency situation - Position, People, Problem and Progress.

A/Sgt Kristina Clappison

FROM THE COMMANDER'S DESK

Working with other agencies

Over the last six months we have been involved with a number of incidents that required working with other Marine Search and Rescue Units, Water Police vessels, Police Air Wing fixed wing planes and helicopters, and the CFA. This is not unusual, but it does involve more complex coordination.



The photos at left and below are from an incident involving a yacht that had tangled a line around the rudder and propeller about 2 miles southwest of Cape Schanck. The Westpac Helicopter Lifesaver 30 from Life Saving Victoria was tasked to investigate while Water Police had Coast Guard Queenscliff's ocean-going vessel, CG09, head out in rough seas to the disabled yacht. The tow back took almost two hours. CG09 was met at The Heads by a Water Police boat which stood by as the disabled yacht was brought in through the dangerous waters of the Rip.



In April, a person was snorkelling 200 metres off the beach at Point Lonsdale and was reported by people on the beach to be in trouble. CG09 was requested to commence a search. The search was joined by two vessels from Southern Peninsula Rescue Squad and the Police helicopter. The snorkeller had been swept north by a strong flood tide but managed to get ashore and walk unhurt back to their starting location.

Also, in April, CG09 responded to a missing wind surfer in Bass Strait off Koonya Beach near Blairgowrie. The search involved a helicopter and a fixed wing plane from the Police Air Wing. The windsurfer had been pushed east by winds gusting up to 30 knots. They managed to make it to shore safely.

Finally, in March we were asked to assist the CFA with a boat fire in the marina at Blairgowrie. We were able to lay a boom around the scene to help stop pollution.

On other occasions we can be called upon to move vessels away from the fire or assist people who have escaped the blaze into the water.

These incidents all ended without the loss of life, therefore highlighting the skills and the importance of the extensive training conducted by all the emergency services personnel involved.

Congratulations to all crews for jobs well done.
Michael Donohue, Flotilla Commander.



THE SS OZONE



Visitors to Indented Head are confronted by the sight of a rusting paddle wheel rising above the water level close to the shoreline. This is all that visibly remains of the SS Ozone, once the mainstay of a vibrant bay excursion trade that contributed significantly to the development of the communities around Port Phillip in the latter half of the 1800s.

Melbourne's rapidly growing population and wealth, and the accompanying demand for leisure and to escape the city for the charms of the near coast drove this trade. Melbourne's population increased some nineteen-fold in the four decades following the Gold Rush, to close to 500,000 by the early 1890s. Gold also laid the foundation for Melbourne to become one of the wealthiest cities in the world. Entrepreneurs such as James Deane, the first to buy a vessel expressly for the Mornington, Sorrento and Queenscliff run, and George S. Coppin, parliamentarian, actor and a driving force behind the development of the tourist trade around The Heads, were quick to seize the opportunity, while competition ensured the bay excursion experience was broadly accessible to a wide cross section of society.

It was Coppin who established the Bay Excursion Company Ltd that brought the Ozone to the bay, ushering in the high point of the excursion activity.

Built in Glasgow in 1885, the 572 ton Ozone arrived in Port Phillip in 1886. 79.3 metres long and 8.5 metres across the beam and, she could carry over 800 passengers on her three decks, including a large covered promenade deck and luxurious salons. Propelled at up to 20 knots by two 5 metre paddles and engine output of 314 horsepower, she must have been quite a sight – her two orange funnels atop a white super structure and green hull, illuminated at night by the wonder of electricity.

She quickly established her popularity as the fastest and most stylish way to travel the bay. Photos capture scenes of swarms of stylishly dressed Melbournians crowding her decks and the piers where she berthed, while contemporary accounts talk of dancing to the music of orchestras on her promenade deck. The larger SS Hygeia, built in the same shipyard and able to take over 1600 passengers, joined the trade in 1890. At the peak of their activity, the two would transport 50,000 passengers annually to Sorrento and Queenscliff, including scheduled runs and chartered trips for various worker and community associations.

Inevitably, investment in new capacity (e.g. introduction in 1910 of the third great bay paddle steamer, the Weerona, capable of carrying 2000 passengers) together with competition from new modes of transport, took their toll.

Withdrawn from service in 1917, the Ozone's hulk was subsequently purchased in 1925 by a retired ship's master to be scuttled with that of the sailing barque, Dominion, as a breakwater at Indented Head. These plans were thwarted by vandals who burnt the Dominion, while local fisherman stripped the Ozone's timbers.



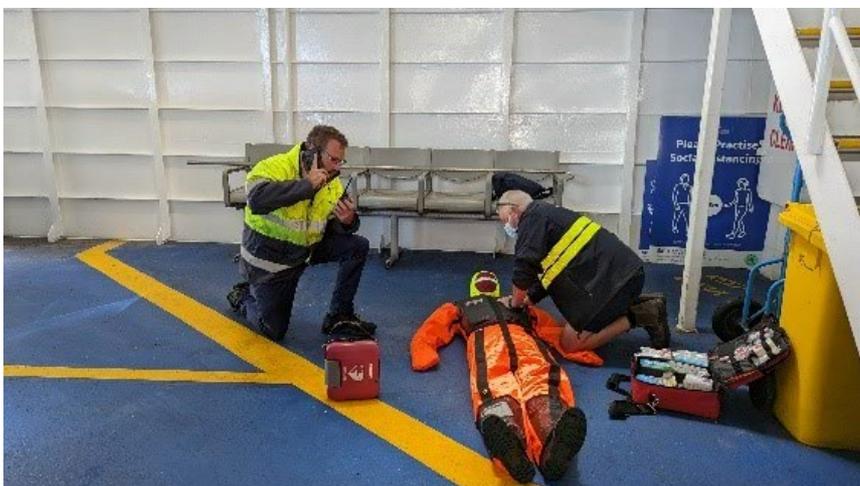
Today, only the remnants of the paddle wheel remain above water as divers and local sea birds bear witness to the vessel's inexorable integration into the natural marine environment. Nonetheless, the legacy of the Ozone and the excursion trade is not lost - it is echoed in local landmarks such as the Ozone Hotel and evident more broadly in the continuing Victorian era charm of communities such as Queenscliff to whose development the Ozone and other paddle steamers made such a significant contribution.

Article: Chris Legg.

References:
Peter Charlesworth "Ozone 1886-1925" at home.vicnet.net.au, last modified January 2011
Jack Loney "Bay Steamers and Coastal Ferries - Update" AH&WA Reed Pty Ltd, Frenchs Forest, 1988
"Paddle Steamers of Portsea" at discovermorningtonpeninsula.com.au, accessed 27 May, 2022.
Peter McDonald "Demography" The Encyclopedia of Melbourne Online at emelbourne.net.au, July 2008
With thanks to **Peter Fuller** for permission to draw on his striking photos of the wreck of the Ozone, Dive 300 at "Peter Fuller's Dive Blog" available at peterfuller.com.au, and to the team at the Queenscliff Maritime Museum for all their help.

DUNKIN TREADWATER GOES TRAVELLING

On 9th December 2021 Dunkin, our training mannequin, went for a trip on the Queenscliff to Sorrento ferry. Unfortunately for him there was an explosion on the boat deck caused by the ignition of a gas bottle in a trailer! Dunkin was badly injured when he was thrown back against the wall. Fortunately, help was quickly at hand, and he was safely moved away from the scene. First Aid including CPR was applied, and the defibrillator was on hand if required.



This was a training exercise carried out by the staff on the ferry. It showed how quickly and efficiently they were able to respond to any unexpected incidents which occur on the ferry. A most professional show.

VITAL WORK ASSISTING THE BUREAU OF METEOROLOGY



The weather station on South Channel Island

People who regularly use the waters of Port Phillip will know that they can check wind conditions at the South Channel Fort. This can be done in real time (on-line) via equipment installed and maintained by the Bureau of Meteorology.

This information provides excellent input to decision-making when kayakers, jet-ski operators and skippers are planning a trip, and is therefore a vital resource.

Recently Coast Guard Queenscliff assisted bureau technicians by transporting them to the Fort in order to conduct routine maintenance.

Technician, Aaron Stanley, said “Coast Guard provides a first class service in assisting us to maintain this equipment, which in turn provides an excellent resource to improve marine safety.”



MARINE SEARCH AND RESCUE (MSAR) REGIONAL FORUM – PORT MELBOURNE

Three members of our flotilla recently attended the MSAR Regional Forum which was held in early May. Volunteers and staff in Lakes Entrance and Warrnambool also held similar important local sessions.

The purpose of the forum was to provide people working in the sector with face-to-face opportunities to network and discuss the progress of reforms, including updates on key topics. Importantly, the forum also provided an opportunity for members to ask questions and add their views and opinions about a range of important topics which included state government input to the sector, the role of AMSA [Australian Marine Safety Authority] in relation to maritime regulation and compliance, and the relationship with Victoria Police as the emergency control agency.

The key note address was provided by Emergency Services Victoria Commissioner **Andrew Crisp**.

The forum was moderated by **Ben Penrose**, Manager Road and Marine Safety within Emergency Management Victoria [EMV]: members of Ben's team were congratulated on bringing the forum together.

Along with our representatives, around 30 members from over 10 Marine Search and Rescue organisations attended, and applauded the initiative which they found to be most useful and informative. (Hopefully all were well-received!)



Pictured: Gary Tomlins (Flotilla Training Officer) and Rod Mc Lennan (Deputy Flotilla Commander) with Ben Penrose

UP ON THE STAND FOR UPKEEP!



John W supervising Gary reinforcing the bump rubbers

At Queenscliff a great deal of effort and money is spent on preventative maintenance, and when necessary, we take urgent remedial action on unscheduled repairs.

Much of this work is carried out by the professional technicians at Queenscliff Marine Services. However, where possible, our members complete work which does not need the same level of qualified technical skill, for example, cleaning the hull, the cabin and deck areas, tightening loose fittings, checking and repairing the navigation lights, and other routine maintenance tasks.

This unpaid work goes a long way to reducing the cost of our overall maintenance program.

It is vital that marine rescue vessels are maintained to the highest standard. If vessels are not in tip top condition, the consequences can be serious and dangerous for both rescue volunteers and the boats and crews we are trying to assist!

Coast Guard rescue vessels must be available to respond to any emergency 24 hours a day 365 days of the year. This means deploying in all weathers and sea conditions.

On many occasions our smaller boat needs to tow large disabled vessels to safety. This places a significant strain on the rescue vessel.



Gary steadily, slowly "slinging" CG09 out of the water



We always need a bit of extra help to keep our boat safely ship-shape so we can keep doing our work! Even if you haven't needed to be rescued, you can help us with a donation by scanning our QR code which takes you directly to our donations page.

Remember, you do not have to need our services to be a donor – every donation helps keep us afloat!

FIRE FIGHTING PROFICIENCY PAYS OFF!

Our flotilla is also a CFA Brigade and we have a particular focus on supporting other agencies in the event of a vessel or marina fire. To that end we train regularly so our firefighting skills are up-to-date and we can respond quickly.

As part of this program members recently attended a practical live fire training session at Leopold CFA Station.



Pictured L to R: Kathy, Gary, David, Gary and Chris

The value of this training was recently highlighted when we responded to a fire in the Blairgowrie Marina.



Two vessels were severely damaged in the ferocious blaze but luckily, other nearby vessels were able to be saved due to the efforts of the Sorrento CFA Brigade and supporting fire agencies.

At the scene, our rescue vessel, CG09, provided support and assistance to the local CFA units. Skipper, Paul Hicks (who is also actively involved in the Queenscliff CFA brigade) noted, "Fires in marinas have significant potential to spread to adjacent vessels. Local crews should be commended on containing the fire to only two vessels in challenging circumstances."

EXTRACT OF RECORD OF INVESTIGATION INTO DEATH (WITHOUT INQUEST)

The following article was sourced from the website of the Magistrate's Court of Tasmania. It highlights the importance of functional safety equipment and personal competency.

Background

Mr. Stanley William Wood was born on 3 October 1934 in San Francisco, California, USA. He was an Australian citizen. For his age, 86 years, Mr. Wood was in very good health.

At the time of his wife's death, Mr. Wood was living in St Helens on Tasmania's East Coast. In 2020, he sold his home, placed all his possessions in storage with two friends and travelled to Cairns, Queensland where he purchased a yacht, the **Munyana**, a 60ft ketch rigged hard chine motor sailer. Mr. Wood reportedly paid \$261,000 for the boat. It was not registered and, whilst fitted with various items of safety equipment, the safety equipment was all obsolete.

Mr. Wood began to make his way, single-handed, down the east coast of Australia. The evidence is that Mr. Wood had difficulty with various pieces of the yacht's equipment including the auto helm, the VHF radio and the sails, although the precise nature of the difficulties experienced is unclear.

By about 19 December 2020, Mr. Wood had reached the port of Eden on the coast of New South Wales.

Circumstances of Mr. Wood's disappearance

At around 8.00am on 26 December 2020, Mr. Wood contacted his friend, Bryan Webb, by mobile telephone. Mr. Wood told Mr. Webb he was leaving Eden and heading toward Green Cape before making his way to Deal Island in Bass Strait.

The two men spoke again at about midday the same day. In that conversation, the last known conversation Mr. Wood had with anyone, he told Mr. Webb he could see Gabo Island and that the sea was getting rough, the winds were increasing, and he was having difficulty maintaining control of the vessel and was unable to get the sails down. He told Mr. Webb that, notwithstanding the difficulties, his yacht was holding its course and that he expected to arrive at Deal Island within 48 hours.

Nothing further was heard from Mr. Wood. On 31 December 2020, concerned for his friend's welfare, Mr. Webb contacted Tasmania Police and reported him missing.

The search for Mr. Wood

An immediate search was commenced involving Commonwealth, Victorian, and Tasmanian authorities. The *Munyana* was located later that evening by a search aircraft approximately 70 miles north of Whitemark, Flinders Island. The vessel was drifting with unfurled sails.



The *Munyana* moored at Lady Barron port.
Photo taken from the North Eastern Advertiser

Personnel from Victoria Police were eventually able to board the yacht. There was no sign of Mr Wood. The vessel's tender and life raft were both still on board. The yacht was taken to Deal Island for further examination. Notably, the vessel's engine started easily and ran well.

No signs of violence or a struggle were identified and no sign of Mr. Wood was found then or subsequently.

Investigation

The *Munyana* was taken to Flinders Island for further forensic and specialist examination. An interrogation of the plotter showed its course was erratic after rounding Green Island, suggesting that it was no longer manned.

A forensic examination of the vessel did not find any evidence giving rise to any suspicion in relation to Mr Wood's death.

The vessel was inspected by an experienced Marine Surveyor, Mr Peter Keyes, who noted ... that whilst various items of safety equipment were on board "including a selection of hand flares, portable fire extinguishers and a life raft... all equipment was out of date including the life raft which required servicing [by] August 2012."

Mr Keyes also observed that the *Munyana* is a "large and heavy vessel and its operation offshore single-handed in the best of condition[s] would tax the fittest person."

Subsequent investigation pursuant to the provisions of the Coroners Act 1995 suggest that Mr. Wood ran aground, probably twice, as he was entering ports on the east coast of Australia after leaving Cairns.

Cont next page

Conclusion

I am satisfied on the evidence that Mr Wood is dead. It seems most likely that he fell from his vessel into the waters of Bass Strait, somewhere in the vicinity of Green or Gabo Island, sometime after about midday on 26 December 2020.

I cannot determine whether he drowned or succumbed to the effects of hypothermia.

It is apparent that Mr. Wood was not secured to the Munyana by means of a harness or tether to a fixed point or jack stay. If he had been, then he could not have left the vessel.

Because his body was not located, it seems unlikely that Mr. Wood was wearing a Personal Flotation Device [PFD], although I cannot be sure about this. If he had been wearing a PFD, then he may have survived long enough to be rescued after he entered the water.

In addition, there is no evidence that he owned or had registered a Personal Locator Beacon [PLB] and certainly one was not activated. If Mr. Wood had a PLB with him when he entered the water, then there is a reasonable possibility that he may have survived whatever mishap befell him.

The vessel that Mr. Wood was attempting to sail, ultimately unsuccessfully, single-handed from Far North Queensland to Tasmania was evidently far too much for him to handle.

Comments and recommendations

The circumstances of Mr. Wood's death require me to recommend pursuant to Section 28 of the Coroners Act 1995 that all persons operating vessels, either single or shorthanded, offshore carry at all times a registered Personal Locator Beacon.

I further recommend that all persons operating recreational vessels of any size in any circumstances wear a properly fitted and compliant Personal Flotation Device.

Dated 3 February 2022 at Hobart in the State of Tasmania.

Editor's note - this report was edited slightly for brevity. Our sympathies are with Mr. Wood's friends and family.

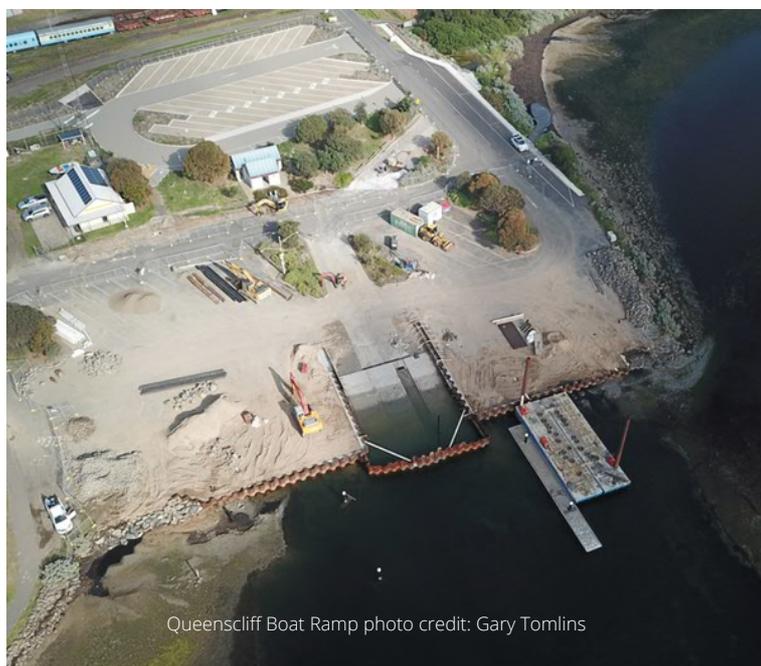
QUEENSLIFF BOAT RAMP UPDATE

Work is continuing on Stage Two of a major upgrade to Queenscliff boat ramp.

The construction includes the construction of a third boat ramp lane and floating pontoon to make it quicker and easier to launch or retrieve your boat. The second stage works will also include replacement and extension of the existing floating pontoons to improve berthing capacity.

Pre-cast panels have been delivered and put in place. Upcoming works include the delivery of new floating pontoons, pile driving of pontoon piles and concreting form work for the abutments. Civil works to create extra-large parking bays, improve drainage and install pedestrian footpaths will be commencing soon.

The ramp is closed while work is ongoing.



Queenscliff Boat Ramp photo credit: Gary Tomlins

PASSENGERS, LOADING AND STABILITY

It is dangerous to overload your vessel. Overloading may result in capsizing, swamping or sinking.

A vessel is considered to be overloaded if the number of persons on board the vessel exceeds the maximum number of persons specified by the manufacturer of the vessel on a capacity plate or an Australian Builder's Plate or the number specified against the recreational vessel length in the table below.

LENGTH OF VESSEL	MAXIMUM PASSENGERS*
Less than 3 m	Two people
3 m to less than 3.5 m	Three people
3.5 m to less than 4.5 m	Four people
4.5 m to less than 5 m	Five people
5 m to less than 5.5 m	Six people
5.5 m to less than 6 m	Seven people

Note:

- a) a child up to and including one year of age does not count for the purpose of calculating maximum passengers
- b) each child over one year and under 12 years equals half an adult
- c) on recreational vessels with individual cockpits (for example, decked canoes or kayaks), the number of persons carried on the vessel must not exceed the number of individual cockpits, irrespective of the age of the person.

Vessels with a fly bridge are prone to capsizing if the fly bridge is overloaded.

***WARNING: This is the maximum carrying capacity for good conditions. A reduction in the maximum number of persons must be made in adverse conditions or when on the open sea. Capacity of a person is assessed at 75 kg per person with an additional allowance of 15 kg per person for personal gear. A reduction in the number of persons must be made when equipment and supplies exceed total weight allocated.**

VESSEL STABILITY

Overloading your boat seriously reduces stability and free board making your boat less able to resist waves and more likely to be swamped and capsized.



Reference: Maritime Safety Victoria Recreational Boating Safety Handbook.

MEMBER IN PROFILE

Last edition we introduced you to one of our 'newer' members who works on the ships plying the waters of Bass Strait. Similarly, we now introduce you to another member with loads of experience in the maritime industry - CHRIS SMITH

As well as being a Coast Guard volunteer what else do you do?

For over 15 years I have worked as a risk and safety manager in the off-shore oil and gas industry. I also coordinate and manage the fast-paced two-year Management Development Program for young Victorian and Tasmanian people with potential.



Chris Smith

Why did you join the Queenscliff flotilla?

I have been involved in community organisations for some time and enjoy being able to provide assistance to those in need. When I lived in South Australia I was a Justice of the Peace: moving back to Victoria required me to resign that post and reapply here. I was working on off-shore rigs in a fly-in-fly-out capacity and was looking for something extra. I saw the Coast Guard stand at a market after moving to the Bellarine. I love boats and the ocean so this was a perfect fit. I joined Queenscliff Coast Guard in November 2018.

What is your role in Coast Guard Queenscliff?

My current rating is Competent Crew, I am part of the Rostered Call Out Crew and take turns with other senior members as Flotilla Duty Officer - the first point of contact for emergencies and liaison with the Water Police. As part of the National Performance and Ethics Team I participate in investigations when required.

How would you describe your role?

Being part of Coast Guard Queenscliff provides a great opportunity to meet and enjoy the company of good people while continuing to learn and gain skills. Most importantly, my role is to help those who are in need.

What have been your achievements, so far?

Assisting with the development of the Safety Management System and participating in the replacement vessel project team. I've been involved in a number of significant rescues particularly involving the dangerous waters of the Rip. I have represented our group in acknowledging our veterans on Anzac Day. From a personal perspective I've thoroughly enjoyed meeting some great people and having fun along the way!

What are you working on at the moment?

I am enjoying the challenge of being part of the Replacement Vessel Project Team. This is important and necessary work which will ensure the future of safely helping those who are in danger on the water.

I recently enrolled in the Coxswain training course. This will provide me with the skills to take charge of CG09 during rescue work and when training other volunteers. I assist the flotilla with its continual support to our broader community, whether on the water or not, and I have an ongoing involvement in continued improvement of all aspects of AVCGA [Australian Volunteer Coast Guard Association].

OUR 2023 CALENDAR IS COMING!

Following the success of our inaugural calendar we are pleased to announce that our 2023 calendar is coming soon!

Despite difficulties associated with the pandemic restrictions the community supported us and approximately 320 copies were sold! 100% of the purchase price goes towards supporting our flotilla, which in turn helps us keep people safe on the water.

At the end of September copies will be available online, at local markets and at other community events: look out for more information in our Spring edition!



Don't forget - we also have great safety products for sale!

As noted in previous editions, we have **spliced mooring lines** made of high quality floating polypropylene. We've done the hard work splicing them for you and they're perfect for most boats. \$20 for one or \$30 for two - or contact us for a bespoke line! (Postage extra.)

In addition, our \$20 **Dry Bags** are a great way to store all your gear in one dry place!

Orders: John McMillan - 0409 686 044 or john.j.mcmillan@coastguard.com.au

Raffle Winners Announced!

Easter Wine Raffle a Winner!

On Easter Thursday, Coast Guard members Robyn Tomlins and Ric Lasslett watched on as Fisherman's Flat local, **Alan Webb**, drew the winners of the Coast Guard Easter Raffle.

1st prize: **Jacob N. of St.Leonards**, 2nd prize: **Jason Mc. of Queenscliff**

3rd prize: **Colin S. of Lang Lang.**

All winners have been notified.

Thanks to all those who purchased tickets. Due to Covid restrictions sales were down, but we still managed to raise \$2,600 to assist us in our volunteer work!

COAST GUARD QUEENSCLIFF STATS



01/07/21 - 01/06/22

TOTAL JOBS - 83

OPERATIONAL BOAT HOURS - 139

PERSONS RECOVERED TO SAFETY: 151

VALUE OF VESSELS ASSISTED: \$2,723,150

BASS STRAIT OPERATIONS: 12 JOBS

NOTICES TO MARINERS...

Our motto is Safety By All Means so we remind all boaters to check not only their boat and their own fitness to be on the water, but local conditions and any possible changes to navigation aids.

Notices to Mariners [NTM's] are official notifications which provide advice on aids to navigation, safety issues, dangers or hazards to navigation within chartered waters. They are issued by authorities such as Parks Victoria which manages the local port waters of Port Phillip and Western Port, the Australian Maritime Safety Authority [AMSA] and the Australian Hydrographic Service for territorial waters beyond 3NM.

Some current local notices can be viewed via the Victorian Regional Channels Authority website here:
https://vrca.vic.gov.au/notice_category/notice-to-mariners/

USEFUL LINKS

Facebook

<http://www.facebook.com/cgqueenscliff/>

Tides at Port Phillip Heads

<https://tides.willyweather.com.au/vic/barwon/point-lonsdale.html>

Tidal Streams at Port Phillip Heads

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

Port Phillip Local Waters Forecast

<http://www.bom.gov.au/vic/forecasts/portphillip.shtml>

CONTACT US



**For Coast Guard Assistance
Phone 000**



Facebook : www.facebook.com/Coast-Guard-Queenscliff

Website : www.coastguard.com.au/flotilla/vf9-queenscliff

Headquarters : Jordan Reserve Boat Ramp

Phone : (03) 5258 2222

Email: fao.vf9@coastguard.com.au

Publisher: Commander Michael Donohue

Mail : PO BOX 20, Queenscliff VIC 3225