**DEPARTMENT OF TRANSPORT**
MARINE OPERATIONS CENTRE

**VESSEL**
VH-DSJ (MARINF-NAVAL)

**AREA**
G1

**TITLE**
LIGHT AIRCRAFT OVER KING ISLAND

**CHART**
AUS 789

<table>
<thead>
<tr>
<th>Former Papers</th>
<th>Archival Action</th>
<th>Later Papers</th>
</tr>
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<tbody>
<tr>
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<td>Referred to and Date</td>
<td>Cleared Initials and Date</td>
</tr>
<tr>
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**BROADCAST MESSAGES**

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<tr>
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<th>Type</th>
<th>DTG</th>
<th>Big/Small Ship</th>
<th>Interval</th>
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<tr>
<td>VH</td>
<td>XXY</td>
<td>21014122</td>
<td>RTG/RTF</td>
<td>5/6/72 AMENDED</td>
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<tr>
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<td>XXY</td>
<td>21195522</td>
<td>RTG/RTF</td>
<td>5/6/72 AMENDED</td>
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<td>XXY</td>
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<td>VH</td>
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<tr>
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<td>XXY</td>
<td>23190621</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>VH</td>
<td>XXY</td>
<td>23490020</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**SEARCHES AND RESULTS**

- AIR SEARCH PLANNED: Yes
- AIR SEARCH CARRIED OUT: Yes
- AIR SEARCH SUCCESSFUL: Yes
- SEA SEARCH PLANNED: Yes
- SEA SEARCH CARRIED OUT: Yes
- SEA SEARCH SUCCESSFUL: Yes

Delete as required.

**SAR PHASE**

<table>
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<tr>
<th>Type</th>
<th>AFTN Address</th>
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<tr>
<td>DETRES A</td>
<td>AMMLYU</td>
<td>$509.00</td>
<td></td>
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</table>

**CO-ORDINATION**

- FILE RAISED BY: | |
- INITIAL CO-ORD: | 
- MOC ASSUMED CO-ORD: |
- CO-ORD PASSED TO: |

**INCIDENT OPENED** 21/10/1978

**INCIDENT CLOSED** 25/10/1978

D.o.T. 2137 (Rev. 10/77)
MARSAR No. 78/1265
SHIP'S NAME: VI-DST

INCIDENT TITLE: Light Aircraft Aer due at King Island.

POSITION: TIME

REPORTED BY: Soc. Melbourne: 03392x76 THROUGH

AUTHORITIES INVOLVED: CRN. Vic. Police AD(SO) VIC, TAS.

DEFENCE:

OTHER CONTACTS

1. GRAHAM OLIVER 06-70268
2. HELEN CLOVER 06-62493
3. SMITHSON/TAS Seafoods 06-70450
4. NANCY HEATH/VENI
5. BALAMARA/UN 4076
6. RCO. MELBOURNE 08 3584000
7. RAN ORANGE AGRICULT/ITEN
8. RAN ORANGE/ITEN

DESCRIPTION OF VESSEL

NAME REG/SAIL No. RADIO C/S

TYPE LENGTH TONNAGE SPEED

COLOUR: HULL DECK SUPERSTRUCTURE

FUNNEL/SAILS HULL MATERIAL

ENGINE TYPE FUEL RANGE

REMARKS

SAFETY AND EMERGENCY EQUIPMENT (If 'YES', insert details)

ANCHOR YES/NO LIFEBUOYS YES/NO

FLARES YES/NO EPIRB YES/NO

DINGHY YES/NO FOOD YES/NO

LIFERAFT YES/NO WATER YES/NO

LIFEJACKETS YES/NO OTHER YES/NO

RADIO YES/NO FREQ

PERSONS ON BOARD

Age Sex Address Phone No.

1. (Skipper)

VOYAGE DETAILS

DEPARTED DTG DESTINATION ETA

INTERMEDIATE PORTS AND TIMES

CONTACTS

Address Phone No.

OWNER/AGENT

NEXT OF KIN

OTHER
NARRATIVE:

LIGHT AIRCRAFT OVERDUE AT KING ISLAND.

1. Airways Operations Melbourne advised that a Distress phase had been initiated on a Cessna 182 overdue at King Island on a flight from Moorabbin to King Island. The aircraft had reported a rough running engine prior to communications being lost.

2. An urgency message was passed to VIM for transmission requesting sighting and hearing reports. AUSREP was checked and the vessel NANCY HEATH/VKHH was thought to be in the vicinity. VIM was asked to contact the vessel.

3. SOC AMML advised that the aircraft was probably overland when the trouble began. Nancy Heath was not employed at this stage until the aircraft's position could be confirmed.

4. Eight vessels answered the XXX message but only Nancy Heath was in an immediately useful position. Four of these vessels were released immediately but the others were not as they could enter the area later "Nancy Heath" which had offered to assist was requested to proceed down the aircraft's intended track to 5 miles from Cape Wickham Light and if nothing sighted to resume its course.

5. SOC AMML said the aircraft reported seeing things (perhaps a UFO) shortly after departing Cape Otway at 0903Z and requested all work out the drift about the northern tip of King Island. ACSC advised that normally only the sea current given as SMC worked out the rest. As SOC seemed unsure of procedures ACSC agreed to provide Seacurrent and wind current calculations after clarifying with the SOC. The target, the estimated splash point, the wind velocity and the proposed search datum time. This unusual procedure was explained later by the SOC and who thought ACSC had a computer that provided all these answers!! SOC also requested ACSC to ask local fishing boats for sighting/hearing reports.

6. A King Island cray fisherman, Mr Graham Oliver advised that all fishing boats had finally departed the subject area the day before.

7. The xxx message was suspended overnight as it had been sufficiently promulgated.

8. SOC AMML amended the splash point by 22 miles at 211418Z. Advised him to use a Sea Current/Wind Current sector of 100/6 NM at 212000Z.

9. This new splash point was close to Victoria so it was suggested that ACSC that D24 be informed in order to alert Victorian fish coops. ACSC undertook to advise D24. ACSC advised Police Hobart and D24 of situation by telephone and telex.
10. The urgency message was reinstated at first skeds.

11. "Nancy Heath" reported a negative result to her search and a strong easterly drift in the area.

12. An Orion aircraft and crayfish boats from King Island commenced searching at first light. Search vessels were requested to search for a survivor or wreckage on a drift line of 100 degrees from splashpoint.

13. Orion reported an oil slick in position 3920Z 14404E and a CQ was broadcast on RTG/RTF seeking vessels able to detain a sample.

14. The fishing vessel NOMAD/W2E remained in the position of the oil slick which appeared to come from a stationary source.

15. RCC AMML requested submarine drift. This information was provided from many sources but the indication was that there would be no net flow through Bass Strait in the prevailing weather conditions.

16. A number of reports of a fast moving brilliant white light were received from various parts of the country. Mt Stromlo Observatory advised that the night of the 21st was the peak of the meteorite stream with 10-15 sightings per hour achieved.

17. The "Nomad" collected an oil sample and cooperated with the Orion in investigating its contacts.

18. The Urgency message was cancelled at 232326Z but the air search continued.

19. A CQ requesting vessels to recover if possible two objects off Apollo Bay was broadcast at 240445Z.

20. A SURPIC for the area for 240700Z was provided.

21. At 250900Z the search for the aircraft was terminated with no sightings of aircraft, wreckage or body made despite intensive search in a small area.

22. As a postscript to this mystery, wreckage was reported off Lakes Entrance, checked by police but was not relevant to this search. The pilot's father believed that a UFO had taken his son and would return him later. The accident received wide newspaper and television cover because of the UFO connection.

23. Incident closed.
A.S. (Finance Branch)
CANBERRA

Bass Strait Search for Missing Aircraft - Charter of Fishing Vessels.

Three Treasury Vouchers are hereby forwarded for payment. The Vouchers are for the charter of three fishing vessels, the HELEN D, BALAMARA and NAUTILUS 1. The vessels carried out a surface search for the missing aircraft in the Bass Strait area on 22 October 1978.

2. The charter was authorised by the Australian Coastal Surveillance Centre and it is requested that appropriate accounting and payment action be taken.

(W.M. Blumenfeld)
for FAS (CSD)
AUSTRALIAN DEPARTMENT OF TRANSPORT
MARINE OPERATIONS CENTRE

AUSTRALIAN SHIP REPORTING SYSTEM AND SAR ORGANISATION
QUESTIONNAIRE OF SHIPS PARTICULARS

Name ____________________________ Call Sign ____________________________ Year Built ____________
If name changed, previous name and call sign ____________________________
GROSS Tonnage ___________ Length ___________ Speed ___________
Type of vessel ___________ Type of Engine ___________
Number of crew ____ Number of passengers (if any) ____ DR. carried Yes/No*

PORT AND NATION OF REGISTRY __________________________

MAJOR LIFE SAVING EQUIPMENT
Total number of lifeboats ___________ Number of motorised lifeboats ___________
Number and capacity of inflatable life rafts _______ x_ man, _______ x_ man,

RADIO EQUIPMENT
W/T Main Transmitter Freq. (M/F & H/F) ____________________________
W/T Reserve/Emergency TX Freq. ____________________________
R/T Main Transmitter Freq. ____________________________ VHF Channel 16
R/T Emergency Transmitter Freq. ____________________________ (156.8Mhz) Yes/No*
Lifeboat/Life raft Transmitter Freq. ____________________________ EPIRB Yes/No*
Radio Watch Keeping Hours ____________________________

OWNER/CHARTERER ____________________________

MAIN AUSTRALIAN AGENTS ____________________________

DO YOU RECEIVE COPIES OF NAVAUS MESSAGES YES/NO*
DO YOU RECEIVE WEAPONS PRACTICES NOTICES YES/NO*
DO YOU HOLD ON BOARD ANNUAL SUMMARY OF AUSTRALIAN NOTICES TO MARINERS YES/NO*

Date ____________

Signed Master

* Delete whichever not applicable.
Bass Strait Search for Missing Aircraft - Charter of Fishing Vessels.

Three Treasury Vouchers are hereby forwarded for payment. The Vouchers are for the charter of three fishing vessels, the HELEN D, BALAMARA and NAUTILUS 1. The vessels carried out a surface search for the missing aircraft in the Bass Strait area on 22 October 1978.

2. The charter was authorised by the Australian Coastal Surveillance Centre and it is requested that appropriate accounting and payment action be taken.

(W.M. Blumenfeld) for FAS (CSD)
Mr. David Simmonds,  
Australian Coastal Surveillance Centre,  
Department of Transport,  
P.O. Box 367,  
CANBERRA, 2601  
A.C.T.

Bass Strait Search for Missing Aircraft

Attached for your information and attention are three Treasury Vouchers for a combined cost of $1,838.45. The costs were incurred during a search for a Cessna aircraft piloted by Frederick Valentich which went missing on a flight from Moorabbin, Victoria to King Island on the 21st October, 1978.

Statements are also enclosed by the persons who undertook the search following a telephone call from your office at approximately 9.00 p.m. on Saturday, the 21st October, 1978.

(Handwritten signature)

ACTING SECRETARY

Endorsement:  
Desc.  
F/A.
Search Carried out for Missing Aircraft

The three attached Treasury Vouchers for a combined cost of $1,838.45 is forwarded for your information and consideration please in transmitting the file to the Australian Coastal Surveillance Centre for consideration of having the vouchers paid for.

The costs were incurred during a search for a Cessna aircraft piloted by Frederick Valentich which went missing on a flight from Moorabbin, Victoria to King Island on 21st October, 1978. To date, no evidence has been obtained to indicate what happened to the plane or pilot during the flight mentioned.

(H. C. Rainbird)
ASSISTANT COMMISSIONER OF POLICE
(OPERA TIONS)
Commissioner of Police,
HOBART.

Sir,

Search carried out for missing aircraft

The attached treasury vouchers (3) for a combined cost of $1,858.45 is forwarded for information and transmission to the Australian Coastal Surveillance Centre for consideration as to payment.

I consider the amounts claimed to be reasonable. The costs were incurred during a search for a Cessna aircraft piloted by Frederick Valentich, which went missing on a flight from Moorabbin, Victoria to King Island on the 21st October, 1978.

[Signature]

Nichols
A/Superintendent
SIR,

I respectfully report on search carried out for missing aircraft on King Island on the 22nd of October 1978 by three (3) fishing boats, The HUNTER D, The NAUTILUS I and the BAKALURA.

On Monday the 4th of December 1978 the three owners of the above mentioned boats came to the Currie Police Station to make a Declaration in relation to costs incurred by them during the search and to apply for Re-Imbursement.

I obtained a statement from each of the three owners in relation to their expenses. I also listed their respective costs on treasury vouchers which are attached. Costs incurred were as follows.

Graham John OLIVER.

HUNTER D.

Fuel.

Wages of Deckhand. 27.00
Personal & running cost 100.00
Estimated loss of catch 260.00
Total. 687.00

John Thomas HENDERSON.

BAKALURA.

Fuel.

Wages of Deckhand. 27.00
Personal & running cost 100.00
Estimated loss of catch 292.50
Total. 569.50

Donald Hugh BOWLING.

NAUTILUS I.

Fuel.

Wages of Deckhand. 39.45
Personal & running cost 100.00
Estimated loss of catch 150.00
Total. 581.95

Total combined cost of the three boats 1238.45.

Please find attached relevant statements together with Voucher for each of the abovementioned costs.

Forwarded for information and transmission please.
TASMANIA

POLICE

STATEMENT

<table>
<thead>
<tr>
<th>Name of Witness</th>
<th>OLIVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surname (in capitals)</td>
<td>Graham John</td>
</tr>
<tr>
<td>Address</td>
<td>P.O. BOX 237, Currie, King Island.</td>
</tr>
<tr>
<td>Occupation</td>
<td>Fisherman.</td>
</tr>
<tr>
<td>Date</td>
<td>4/12/78</td>
</tr>
<tr>
<td>Age</td>
<td>38 (8/12/39)</td>
</tr>
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</table>

States—At about 9 pm on Saturday the 21st of October 1978, I received a phone call from Marine Operations, CANBERRA, I was requested to organize some boats to carry out a sea rescue search North of Cape Wickham, King Island for a missing Light Aircraft. One of which is my own to commence a sea search early on the morning of Sunday the 22nd of October 1978. I also received a second phone call on the 21st of October from Melbourne confirming that the boats would be required for the search.

At 5.30 am on the morning of Sunday the 22nd of October 1978, I left Currie Harbour in my boat the HELEN D together with Hugh BOWLING on the NAUTILIS I and John HENDERSON on the Balamara and travelled to the North Western tip of King Island and for the next 13 hours we carried out a search of the surrounding area for the missing plane.

There were two persons on my vessel Daniel Scott my deck-hand and myself. I would estimate that the vessel used approximately 180 litres of diesel fuel during the course of the search. I would also estimate a loss of a bag of Crays valued at about 300 dollars, other costs incurred were that of my deckhand whom I paid the sum of 100 dollars for the days search. Also I estimated my cost and other running expenses to be about 20 dollars per hour.

After completing a thorough search of the areas directed to us by Melbourne radio we all returned to Currie harbour just as darkness was falling it was approximately 6.30 pm.

Graham Oliver.

Statement taken at Currie Police Station at 4 pm on Monday the 4th of December 1978.

(T.R.DAVIS.)

1/C Constable. No. 1049.
STATE OF TASMANIA

Dr. to: Graham John OLIVER

(Full postal address in block letters)

P.O. Box 237, Currie, King Island.

FINANCIAL YEAR,
1978 / 79

Departmental Use Only.

Minister's General Authority Dated

Stores Order No.

Reference No. or Ledger A/c.

Goods Received

Purchased Equipment Inventory

Services Rendered

Calculations, Additions

Prorated by

Available

led Dept'n Ledgers

of Supply, or

of Service,

180 litres of diesel fuel at 15c per litre.

Wages of Deckhand

Personal and Sundry running costs $20 per hour.

Estimated loss of Catch. 1 Bag. of Crayfish

1978

27

100

260

300

Total

27

100

260

300

687 00

1978

AMOUNT

$ 27.00

$ 100.00

$ 260.00

$ 300.00

$ 687.00

PARTICULARS

180 litres of diesel fuel at 15c per litre.

Wages of Deckhand

Personal and Sundry running costs $20 per hour.

Estimated loss of Catch. 1 Bag. of Crayfish

$ 687.00

Certified Correct, Recorded, and Funds Available.

(Certifying Officer or Head of Department)

Date Paid

(Signature of Claimant)
<table>
<thead>
<tr>
<th>Name of Witness</th>
<th>Surname (in capitals)</th>
<th>Christian Names</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>HENDERSON</td>
<td>John Thomas</td>
<td></td>
<td>4/12/78</td>
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<table>
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<tr>
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<th>Occupation</th>
<th>Age</th>
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<tbody>
<tr>
<td>Post Office, Currie, King Island.</td>
<td>Fisherman.</td>
<td>35 (3/6/43)</td>
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</table>

Statement taken at Currie Police Station on Monday the 4th of December 1978 at 5pm.

(T.R. DAVIS.)

1/3 Constable. No. 1049.
STATE OF TASMANIA

Dr. to. John Thomas HENDERSON.
Post Office, Currie, King Island.

I hereby authorize the Treasurer to pay the amount of this Claim to (Name and full postal address).

FINANCIAL YEAR,
1978 / 79.

DEPARTMENT
Australian Coastal Survival Centre.

HEAD OF SERVICE.

Signature

Total $  569.50

<table>
<thead>
<tr>
<th>PARTICULARS</th>
<th>AMOUNT</th>
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<tbody>
<tr>
<td>263 litres of diesel fuel at 15c per litre</td>
<td>27.00</td>
</tr>
<tr>
<td>Wages of Deckhand</td>
<td>100.00</td>
</tr>
<tr>
<td>Personal and Sundry running costs $22.50 per hour</td>
<td>292.50</td>
</tr>
<tr>
<td>Estimated loss of Catch. 1 Bag of Grayfish</td>
<td>150.00</td>
</tr>
</tbody>
</table>

Certified Correct, Recorded, and Funds Available.

(Signature of Claimant)
<table>
<thead>
<tr>
<th>Name of Witness</th>
<th>Surname (in capitals)</th>
<th>Christian Names</th>
<th>Address</th>
<th>Occupation</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOWLING</td>
<td>Hugh (Donald)</td>
<td></td>
<td>Box 130, Currie, King Island</td>
<td>Fisherman</td>
<td>39 (20/5/39)</td>
</tr>
</tbody>
</table>

**Statement**

At 5.30 am on the morning of Sunday the 22nd of October 1978 I left Currie Harbour in my boat the NAUTLUS1 to assist in a sea rescue search North West of King Island for a missing aircraft. There were two other boats with me in the search they were Graham Olivers HELEN D and John Hendersons BALAMARA.

There were only two persons on my vessel Raymond BOWLING my deckhand and myself. I would estimate the vessel used about 263 litres of diesel fuel during the 13 hour search. I would also estimate a loss of a bag of Crays during the day as I was able to work a few of my pots on the return trip from the search area.

I also incurred a cost for my deckhand of 100 dollars for the days search and also personal and sundry expenses of about $22.50 per hour.

After completing a complete search of the directed areas I in company with the other two boats return to Currie harbour at approximately 6.30pm. I did not follow the other two boats all the way to the harbour but stopped to pick up some pots north of Currie.

Statement taken at Currie Police Station at 4.35 pm on Monday 4/12/78/ (T. R. DAVIS.)

1/9 Constable. No. 1049.
STATE OF TASMANIA

Dr. to: Donald Hugh BOWLING
(Please print in block letters)
P.O. BOX 130 Currie, King Island.
(Full postal address in block letters)

I hereby authorize the Treasurer to pay the amount of this Claim to (Name and full postal address) —

Claimant's Special Instruction regarding Payment if desired.

Signature

FINANCIAL YEAR, 78/79

DEPARTMENTAL USE ONLY.

Minister's General Authority Dated

Stores Order No.

Reference No. or Ledger A/c.

Goods Received

Recorded on Plant or Equipment Inventory

Services Rendered

Rates, Calculations, Additions

Authorized by

Funds Available

Recorded Dept'1 Ledgers

Date of Supply, or Period of Service, 19 78

PARTICULARS

263 litres of geisel fuel at 15c per litre.

Wages of Deckhand

Personal and sundry running costs 222.50 per hour.

Estimated loss of Catch. 1 Bag of Crayfish.

Amounting to

$191.95

Head of Service.

Australian Coastal Surveillance Centre.

$ 0 0

Total

$ 591.95

Authority Dated

Date of Supply, or Period of Service, 19 78

Date of Pay

Certified Correct, Recorded, and Funds Available.

Date Paid

(Certifying Officer or Head of Department)
**MARINE OPERATIONS CENTRE TELEPHONE MESSAGE**

<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>SOC Melbourne</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEL. NO.</td>
<td>MARSAR NO. 78/1205</td>
</tr>
<tr>
<td>TAPE REF. 921 - 938</td>
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</tr>
</tbody>
</table>

**TEXT:**

That height was a craft reporting sighting a craft under water below 5000. Saw it once admitted but could not sight again due rough seas. SOC has doubts but has briefed aircraft to keep lookout.
Report from anti-convex. King I
Saw underwater object like aircraft.
39°18.5'S 144°36'E
Cheek. Depth of underwater object is?
Will mark this chart. Depth 30 fathoms approx.
OK Thx.
SITREP 2 25 OCT 1978 1000

MISSING CESSNA 182 VH-DSJ KING ISLAND AREA.

SEARCH ACTIVITY FOR 24 OCT
- 7 CIVIL AIRCRAFT SEARCHED AN AREA OF 5000 SQ. NM
- DEBRIS SIGHTED CLOSE TO VICTORIAN COASTLINE AND DETAILS
  PASSED TO ACSC FOR INVESTIGATION BY MARINE CRAFT.

TOTAL SEARCH HOURS TO DATE 62 HOURS 35 MINS.

ANALYSIS OF OIL SAMPLE NOT YET AVAILABLE.

SEARCH ACTIVITY FOR 25 OCT
- 1 CIVIL AIRCRAFT CARRYING OUT DETAILED SEARCH WITHIN 24 NM
  OF DATUM
- APPROXIMATELY 8 HOURS OF FLYING REQUIRED
- INTENDED THAT ACTIVE SEARCH OPERATIONS CEASE 1900 HOURS
  (EST) 25 OCT
- AIRCRAFT AND SHIPPING TRANSITTING THE AREA WILL BE REQUESTED
  TO MAINTAIN LOOKOUT FOR POSSIBLE WRECKAGE
- DEPARTMENTAL AERO COMMANDER WILL CARRY OUT RANDOM BEACH
  SEARCHES LATER IN THE WEEK.

SENT: 251157 AEST
TRANS AA31004
TRANS AA30276
FURTHER TO INITIAL NOTIFICATION BY AIR SAFETY INVESTIGATION BRANCH RE MISSING CESSNA 150 VH-DSJ.

SEARCH ACTIVITY ON NIGHT OF 21 OCT CONSISTED OF:
- 3 SORTIES ALONG VH-DSJ INTENDED TRACK
- 1 SHIP TRACKED THROUGH AREA
- KING ISLAND POLICE CHECKED FOR UNUSUAL SIGHTING OR HEARING REPORTS
- NIL SIGHTING OR HEARING.

SEARCH 22 OCT
- 1 AIRCRAFT CARRIED OUT LAND SEARCH OF KING ISLAND
- 1 AIRCRAFT CARRIED OUT COASTAL SEARCH
- 1 RAAF ORION CARRIED OUT DETAILED SEARCH OF PROBABLE MARITIME AREA
- 3 VESSELS SEARCHED WEST COAST AND ISLANDS OFF KING ISLAND
- OIL SLICK SIGHTED IN SEARCH AREA

SEARCH 23 OCT
- 2 CIVIL AIRCRAFT INCLUDING G.A.F. NOMAD AND ONE RAAF ORION CONTINUED SEARCHING
- VESSEL "NOMAD" INVESTIGATED OIL SLICKS AND DEBRIS SIGHTED BY SEARCH AIRCRAFT
- CONFIRMED DEBRIS NOT FROM AIRCRAFT
- SAMPLE OF OIL SLICKS COLLECTED FOR ANALYSIS.

SEARCH OPERATIONS CONTINUING.
1. Airways Operations Melbourne advised that a distress phase had been initiated on a Cessna 182 aircraft at King Island on a flight from Macquarie to King Island. The aircraft had reported a rough running engine prior to communications being lost.

2. An urgent message was passed to VMR for transmission requesting fighting and sounding reports. AVSKE was checked and the vessel NANCY HEATH/VKN14 was thought to be in the vicinity. VMR was asked to contact the vessel.

3. SOE AMML advised that the aircraft was probably overland when the trouble began. Nancy Heath was not employed at this stage until the aircraft's position could be confirmed.

4. Eight vessels answered the message but only Nancy Heath was in an immediately useful position. Four of these vessels were released immediately and the others were not as they could enter the area later. Nancy Heath, which had offered to assist, was requested to proceed down the aircraft's intended track to 5 miles from Cape Blythman near and if nothing sighted to resume its course.

5. SOE AMML said the aircraft reported seeing things shortly after departing Cape Blythman at 0903Z and requested we work out the drift about the mountain top of King Island. SOE advised that normally only the sea current given as SOE works out the rest. As SOE seemed unsure of procedures he agreed to provide direction and would current calculations after clarifying with the SOE, the
Target, the estimated splash point, the wind velocity, and the proposed search pattern time. This unusual procedure was explained later by the SOE who thought ASCE had a computer that provided all these answers!! SOE also requested ASCE to ask local fishing boats for sighting/hearing reports.

6. A King Island crayfisherman, Mr Graham Olsen, advised that all fishing boats had finally departed the subject area the day before.

7. The DF message was suspended overnight as it had been sufficiently promulgated.

8. SOE amended the splash point by 22 miles at 214122. Advised him to use a Beaumont/Beaufort vector of 120/6 knm at 2120002.

9. This new splash point was close to Victoria coast was suggested by ASCE that D24 be informed in order to alert Victorian fish coops. ASCE undertook to advise D24. ASCE advised Police Hobart and D24 of situation by telephone and telex.

10. The urgent message was reinstated at first light.

11. "Mamie Heale" reported a negative result to her search and a strong easterly drift in the area.

12. On Orion arrived and asked fish boats from King Island commenced searching at first light. Each vessel was requested to search for a drum or wreckage on a drift line of 120 degrees from splash point.

13. The Orion reported an oil slick in position 39° 05S 144° 04E and a CQ was broadcast on RTG/RFF seeking vessels able to obtain a sample.
14. The fishing vessel NOMAD/W26 remained in the position of the oil slick which appeared to come from a stationary source.

15. The AMV requested submarine draft. This information was provided from many sources but the indication was that there would be no net flow through Bass Strait in the prevailing weather conditions.

16. A number of reports of a fast moving, brilliant white light were received from various parts of the country. The Bureau of Meteorology advised that the night of the 21st was the peak of the meteorite stream with 10-15 sightings per hour advised.

17. The "Nomad" collected an oil sample and cooperated with the ORAM in investigating its contacts.

18. The urgency message was cancelled at 232328Z but the air search continued.

19. A CQ requesting vessels to recover if possible two objects off Apollo Bay was broadcast at 240452Z.

20. A SURFACED U-boat area for 440766Z was provided.

21. At 250900Z the search for the aircraft was terminated with no sightings of aircraft, wreckage or body made despite intense search in a small area.

22. As a postscript to this mystery, wreckage was reported off Taka Entrance, checked by police but was not relevant to this search. The pilot's father believed that a UFO had taken his son and would return him later. The accident received wide newspaper and television coverage because of the UFO connection.

23. Incident closed. [Signature]
TEXT: No reply to our P 260742 Z

What was outcome?

Sorry for not replying, his fault, oversight etc.

Wreckage turned out to be the kids from some crayfish boxes.

Do we want telex on that?

No, OK, as long as we know.

TVM.
TEXT: Wreckage picked up by the police, not yet identified.

TVM.
GA
30717
VKC AA30717
ACSC AA62349

P 260742Z OCT 78
FM ACSC CANBERRA
TO POLICE OPS MELBOURNE
INFO POLICE LAKES ENTRANCE (D24 PLSE ON PASS)
BD
UNCLAS
MARSAR 78/1205 - LIGHT AIRCRAFT VH-DSJ MISSING BASS STRAIT
A. ACSC P 232329Z OCT 78.
1. REPORT RECEIVED FROM SOC MELBOURNE (TULLIMARINE)
THAT AIRCRAFT VH-FYR HAS SIGHTED WRECKAGE 400 METRES OFF
9D MILES BEACHES NEAR LAKES ENTRANCE IN A SOUTH EASTERLY
DIRECTION FROM RAYMOND ISLAND AT 260705Z OCT 78.
2. DESCRIPTION: 3 PIECES MEASURING 3FT @25 4 FT, WHITE
IN COLOUR. ONE PIECE MEASURING 2 FT BY 20 INCHES. ALL
PIECES SEEM TIED TOGETHER OR FLOATING TOGETHER.
3. LAKES ENTRANCE POLICE NOTIFIED ON BEHALF OF SOC MELBOURNE
WITH REQUEST TO INVESTIGATE AND RECOVER IF POSSIBLE.
LAKES ENTRANCE POLICE HAS INDICATED IMMEDIATE ACTION.
4. OUTCOME OF INVESTIGATION TO BE REPORTED IN FIRST INSTANCE
TO SOC MELBOURNE WITH COPY THIS CENTRE.
BD

NNNN
CORRECTION - LINE 2 SHLD READ MEASURING 3FT BY 4FT TKS
SENT ONE FIN

VKC AA30717
ACSC AA62349
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM/TO: Lakes Entrance POL. AUTHORITY Vic POL.

TEL. NO.: 051 - 551206.

MARSAR NO.: 78/1205.

TAPE REF.: 0568 - 0595

CO-ORDINATOR: PDD.

TEXT: Gave details of wreck age sighting + 50C's phone No.

Can he see if it can be recovered?

Yes, will do.

TVM.
**MARINE OPERATIONS CENTRE TELEPHONE MESSAGE**

<table>
<thead>
<tr>
<th>FROM</th>
<th>Doc AMML.</th>
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<tbody>
<tr>
<td>TEL. NO.</td>
<td>-</td>
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<tr>
<td>TAPE REF.</td>
<td>0545 - 0568.</td>
</tr>
<tr>
<td>MARSAR NO.</td>
<td>78/1205</td>
</tr>
<tr>
<td>CO-ORDINATOR</td>
<td>Pd.D</td>
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</tbody>
</table>

**TEXT:**

Fish spotting VH FYR Wreckage at 07085.

400 metres off 90 metre hill beach SE of Raymond Island.

Lakes Entrance.

3 pieces of 3 x 4, white.

1 piece - 2 x 20"

Tied together.

Must have been low!!!

Can we send a boat out?

Will contact local police.
ACSC AA62349
TRANSML AA32900ZCZC TLX210 251029
SS. AMHYT ANHOYA AMHYC AMHYA AMHOYC
251029 AMHYC
SITREP 5 VH-DSJ..........DAY 5 WED 250CT.
WEATHER IN SEARCH AREA GOOD WITH 20KTS N WIND SEA STATE SLIGHT SWELL.
SEARCH DETAILS.
ETV B58 FROM MOORABBIN IN 2 SORTIES COMPLETED THE SEARCH OF THE SEA AREAS WITHIN 3904S 14350E 3904S 14453E 3950S 14453E 3950S 14350E. NOTHING SIGNIFICANT WAS SIGHTED. THE COVERAGE FACTOR ACHIEVED TODAY WAS 1.0 AND POD 78PER CENT. AVERAGE COVERAGE FACTOR OF TO DATE 1.05 CUMULATIVE POD 97 PER CENT. THE LAND SEARCH OF KING ISLAND ON PREVIOUS DAYS RESULTED IN A COVERAGE FACTOR OF 0.5 AND CUMULATIVE POD 74PER CENT. FOR INFORMATION THE KING ISLAND COASTLINE HAS BEEN COMPLETELY SEARCHED TWICE AND THE NORTHERN HALF 4 TIMES. THE VICTORIAN COASTLINE WAS SEARCHED 6 TIMES FROM TORQUAY TO WARRNAMBOOL PLUS 3 TIMES CAPE OTWAY TO TORQUAY. SEARCH HOURS 25 OCT ETV 0920. PROGRESSIVE TOTAL 71.55.
DISTRESS PHASE CANCELLED AND SEARCH ACTION TERMINATED AT 250900.
INTENTIONS: A DOT ACFT WILL BE AVAILABLE FOR SEARCH PURPOSES FOR USE BY THE RCC/SOC ON SAT 28 OCT.
GA
62112
NAVY AA62112
ACSC AA62349

P 250935Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
FINAL
1. MELBOURNE RCC ADVISE SEARCH FOR MISSING AIRCRAFT VH-DSJ
TERMINATED. NIL FOUND.
2. THANKS FOR ALL ASSISTANCE GIVEN DURING SEARCH.
BT

NNNN
SENT ONE FIND
NAVY AA62112
ACSC AA62349
MELBSAR AA31591
ACSC AA62349

P 2509352 OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
FINAL
1. MELBOURNE RCC ADVISE SEARCH FOR MISSING AIRCRAFT VH-DSJ
TERMINATED. NIL FOUND.
2. THANKS FOR ALL ASSISTANCE GIVEN DURING SEARCH.
BT

NNNN
SENT ONE FIND
MELBSAR AA31591
ACSC AA62349
Search terminated.

Yes we got that and acknowledged.

Said that oil sample not yet known.

Search "suspended" as he calls it.

Will probably be called "inconclusive."

He also dwelled shortly on the depth of Bass Strait and a few other irrelevancies.
GA
32900
TRANSMI AA32900
ACSC AA625542CZC
SS AMMLYF
250901 AMMLYF
R 250900 AMMLYC

TRANSMI AA32900
ACSC AA625542CZC
SS AMMLYF
250902 AMMLYF
R 250900 AMMLYC

TRANSMI AA32900
ACSC AA625542CZC
SS AMMLYF
250903 AMMLYF
R 250901 AMMLYC

TRANSMI AA32900
ACSC AA62554
ACSC AA62349
TRANSMI TLX197 250901
SS AMLYC AMLYV AMHOY AMLTYV AMMOYC
250900 AMMLYC
CNL DETRESFA FOR VH-DSJ. SEARCH TERMINATED.

NNNN
ACSC AA62349
TRANSMI TLX199 250902
SS AMLYC AMLYV AMMOYC ASSXYW
250900 AMMLYC
ASSXYW ATTN SARO.
ML RCC COLSED DOWN. SEARCH ACTION FOR VH-DSJ ERMINATED.
TDO 250900.

NNNN
ACSC AA62349
TRANSMI TLX200 250902
SS AMLYC AMLYST AMHOY AMMOYC ASSXYW
250901 AMMLYC
ASSXYW ATTN SARO.
ML RCC COLSED DOWN. SEARCH ACTION FOR VH-DSJ TERMINATED.
TDO 250900.
CORRECTED COPY

NNNN
ACSC AA62349
TRANSMI AA32900
<table>
<thead>
<tr>
<th>TEXT:</th>
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<tbody>
<tr>
<td>Be back &amp; search. They believe it this morning &amp; one of his research assistants said block was due 18/10/78. Enquiring into expected peak for meteorite activity. Spoke American English as the foreign language. Said if block planning to distance + wanted info - good way of doing it! Thanks him for report. Consider NCA AB.</td>
</tr>
</tbody>
</table>
NATIONAL SECURITY

T

GA
31591
MELBSAR AA31591
ACSC AA62553

P 242338Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
BT
UNCLAS
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
A. ACSC 240445Z OCT - CQ BCAST
1. CANCEL CQ BCAST IN REF - AIR SEARCH CONTINUES
BT

NNNN
MELBSAR AA31591
ACSC AA62553
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
A. ACSC 24Q445Z OCT - CQ BCAS
1. CANCEL CQ BCAS IN REF - AIR SEARCH CONTINUES

BT
EXCLAIMS 1/2 SHIP IN MkLD. APPROACH AT 25000. MUST CARRY NO KNOCK EMIT.
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM: All men
TELEPHONE NO.
TAPE/REF. 1471 3293

AUTHORITY
MARSAR NO.
CO-ORDINATOR

TEXT:

5:45 a.m.

1 dead by K.i. 24 x 48.

Radar: Surprised 25000.

Drift - wind getting up from north. Be sand

? FV fromApollo bay - no

Vessel for K.i. All two persons

Oil slick appears - poor on first analysis.

Uncertain on trend.

Interviews probably will be up today

Some claim no weapon used.

Was often spent too much time with

oil deck inspection.

D.o.T. 2085 (Int. 9/76)
<table>
<thead>
<tr>
<th>FROM</th>
<th>TO</th>
<th>AUTHORITY</th>
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<tr>
<td>RCC Mar</td>
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<tr>
<th>TEL. NO.</th>
<th>MARSAR NO.</th>
<th>CO-ORDINATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>233.0244</td>
<td>vjd</td>
<td></td>
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</tbody>
</table>

**TEXT:**

Told them CQ on anchorage and berth due lateness at might. Recommended relocation of anchorage this a.m. before directing ships to look for it.

Rep good idea will check with CMC when he comes in.
ACSC AA62553
MELBSAR AA31591

ACSC DE VIM 2019Z

GM
ARE WE TO CONT BCAST OF YR CQ 240445Z RE MARSAR 78/1205 2 HRLY ?

ACSC AA62553
MELBSAR AA31591

SEO
GA
4159
GA
31591
MELBSAR AA31591
ACSC AA62553

GM OM DE ACSC REF MARSAR 78/1205CQ
PLS HOLD BCAST FIR TIME BEING AS WE ARE GETTING UPDATED POSITION OF WRECKAGE BEFORE CONTINUING

OK FINE NOT MANY LSN YET ANIWAY X OUR SS SKED
AT 0748

OK OM MY TKS CULTR

(/8 ?8

ACSC AA62553
GME
SIAWZZTT
GA
32900
TRANSML  AA32900#
ACSC  AA625542CZC
55 AMMYF
241153 AMMYF
R 241149 AMMLYG

NNNN#
TRANSML  AA32900#
ACSC  AA62554
V/F
ACSC AA62349
TRANSMIT AA32900ZCC TLX309 241149
SS AMHLYT AMNOY AMHLYC AHMLYA AMHOYC
241149 AMHLYC
SITREP 4 VH-DSJ
DAY 4 TUESDAY 24 OCT.
WEATHER IN SEARCH AREA GOOD WIND MODERATE NORTHERLY BECOMING LIGHT VARIABLE, CLOUD SCATTERED WITH SOME SHOWERS LATE AFTERNOON.
SEARCH DETAILS.
DNS C172 CONTINUED SEARCH OF COASTAL AREAS OF NORTH KING ISLAND.
A NOMAD AIRCRAFT FROM AVALON AND FIVE LIGHT TWINS FROM MOORABBIN COMPLETED THE SEARCH OF AN AREA ENCOMPASSED BY TORQUAY - 3902S 14450E - 4000S 14450E - 4000S 14410E - LAVINIA POINT - 3940S 14340E - 3915S 14340E - 3915S 14455E - CAPE FRANKLIN.
MUCH DEBRIS WAS SIGHTED BY THE AIRCRAFT OPERATING CLOSE TO THE VICTORIAN COASTLINE. MUCH COULD BE DISCOUNTED BUT POSITIONS OF POSSIBLY SIGNIFICANT WRECKAGE WERE PASSED AMSC CANBERRA FOR TRANSMISSION TO SHIPPING IN THE ABSENCE OF AVAILABLE LOCAL VESSELS.
THE ANALYSIS OF THE OIL SAMPLE PICKED UP ON 23 OCT HAS YET TO BE RECEIVED. SEARCH HRS 24OCT 6AF 1/5 0600 DNS 0149 ETV 0210 BOC 0313
RTO 0410 MBT 0406 MBQ 0342
TOTAL SEARCH HRS 24OCT 25.10 PROGRESSIVE TOTAL 62.35.
SEARCH DETAILS FOR 25OCT.
ETV IS TO MAKE A SEARCH OF AN AREA 24NM RADIUS OF COMPUTED DATUM 3928S 14421E, REQUIRING 8 SEARCH HRS.

NNNNn
ACSC AA62349
TRANSMIT AA32900M
ACSC AA62349
TRANSMISSION AA32900ZCZC TLX292 240906
FF AMMOYC AMMLYC
240906 AMMLYC
FOLLOWING DEBRIS SIGHTED
(A) TWO RECTANGULAR OBJECTS ONE WHITE AND ONE BLUE TWO FEET BY TWO
   FEET. POSITION 143 DEG 58E 33 DEG 57S AT 0515Z 24 OCT
(B) YELLOW OBJECT ONE FOOT BY ONE FOOT POSITION 144 DEG 08E
   38 DEG 43S AT 0650Z 24 OCT
NIL RECOVERY DUE LACK OF SURFACE CRAFT. REQUEST ADVISE SHIPPING
IN AREA.

NNRND
ACSC AA62349
TRANSMISSION AA32900
T
GA

GA
31591
MELBSAR AA31591
ACSC AA62553

VIM DE ACSC
GE OM PLS SUSPEND CQ BCAST FOR THE NITE.
WE ARE NOT YET AWARE OF REQUIREMENTS FOR TOMORROW BUT WILL LET
YOU KNOW ASAP OK?

OK WILL DO

THANKS AND CUL OM

MELBSAR AA31591
ACSC AA62553
ACSC AA62349
TRANSMISSION AA32900ZCZC TLX262 240710
SS AMMOYF
240708 AMMLYF
R 240650 AMMOYC

ACSC AA62349
TRANSMISSION AA32900

'78 OCT 24 7 12
GA
32900
TRANSML AA32900
ACSC AA62554
SS AMMLYT AMMLYU AMMLYC
240650 AMMOYC
SURPIC AS REQUESTED FOR 240700

<table>
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<tr>
<th>NAME</th>
<th>CALLSIGN</th>
<th>POS</th>
<th>CSE</th>
<th>SPD</th>
<th>DESTINATION</th>
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<tr>
<td>MARYHOLYMAN</td>
<td>GOSS</td>
<td>4043E 14535E</td>
<td>315</td>
<td>12.5</td>
<td>AAAD</td>
</tr>
<tr>
<td>JEPARIT</td>
<td>VLGV</td>
<td>3754E 14007E</td>
<td>144</td>
<td>13.0</td>
<td>AMML</td>
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<tr>
<td>IRON SIRIUS</td>
<td>GVWE</td>
<td>3900E 14323E</td>
<td>096</td>
<td>14.0</td>
<td>ASSY</td>
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<td>CAPE HAWKE</td>
<td>GOXV</td>
<td>3925E 14711E</td>
<td>270</td>
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<td>VLLG</td>
<td>3914E 13924E</td>
<td>090</td>
<td>4.0</td>
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<tr>
<td>LADY RACHEL</td>
<td>VMRL</td>
<td>3914E 13924E</td>
<td>090</td>
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</tbody>
</table>

REMARKS:
VLLG AND VMRL BOTH TUGS TOWING VK2436 TO BASS STRAIT OIL PLATFORM AREA.

FOLLOWING FROM SIBOEN/JWXD:
POSITION 1600 LOCAL TIME CAPE OTWAY 138 DEG (T) 12 MILES OFF STOP
NO WRECKAGE OR OIL SPILL SEEN STOP MASTER

NNNNN
TRANSML AA32900
ACSC AA62554
VP
ACSC AA62349
MELBSAR AA31591

ACSC

SIBOEN JWXD POSITION 1600 LOCAL TIME CAPE OTWAY 138 DEG 12 MILES OFF STOP NO WRECKAGE OR OIL SPILL SEEN

MASTER

(1600 138 12)
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM/TO: REG MILL
TELEPHONE NO.:
TAPE REF.: 14/1477 - 45-07

AUTHORITY
MARSAR NO.
COORDINATOR:

TEXT:

"Able shipping.

Search up General Court Account
You to mine our area.

Able Bay not Able.

And only car traffic.

Police no good.

Able in Area 6.

Request surface antenna OK.

Sighting again tomorrow.

Said no boats sighted about us

This will able shipping."
MELBSAR AA31591
ACSC AA62349

0 240445Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
BT
UNCLAS
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
1. VIM PLS BCAST FOLLOWING CQ ON RECEIPT RTF/RTG AND
   2 HRLY UFN
2. CQ DE VIM AUSTRALIA MELBOURNE APPROACHES
   AIRSEARCH FOR MISSING AIRCRAFT SIGHTED 2 OBJECTS APPROX
   4FT SQUARE IN APPROX POSITION 3847S 14400E AT 240430.
   VESSELS TRANSMITTING AREA REQUESTED TO KEEP LOOKOUT
   REPORT FURTHER SIGHTINGS AND RECOVER IF POSSIBLE
   ACSC 240445Z OCT 78
BT

NNNNNN
MELBSAR AA31591
TKS
ACSC AA62349
ARMY DE ACSC REQUEST RELAY OSCAR TO NAVY UNABLE TO GET DIRECT

O 240445Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
BT

UNCLAS
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
1. VIM PLS BCAST FOLLOWING CQ ON RECEIPT RTF/RTG AND 2 HRLY UFN
2. CQ DE VIM AUSTRALIA MELBOURNE APPROACHES
AIRSEARCH FOR MISSING AIRCRAFT SIGHTED 2 OBJECTS APPROX 4FT SQUARE IN APPROX POSITION 3847S 14400E AT 240430.
VESSELS TRANSITTING AREA REQUESTED TO KEEP LOOKOUT REPORT FURTHER SIGHTINGS AND RECOVER IF POSSIBLE
ACSC 240445Z OCT 78
BT

NNNN#
ARMY AA62053
ACSC AA62349
**MARINE OPERATIONS CENTRE TELEPHONE MESSAGE**

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<td>1438 - 1458</td>
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<tr>
<td>AUTHORITY</td>
<td>MARSAR NO.</td>
</tr>
<tr>
<td>CO-ORDINATOR</td>
<td>AM</td>
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</table>

**TEXT:**

- Acre has sighted 2 objects in water off Wyca River.
- 1 blue, one white.
- Both about 4 ft square.

They are trying to get in touch with Apollo Bay Fish Coop - can we alert any shipping in area. Also, acre did not see any.
ACSG AA62349
TRANSML AA32900ZGZG TLX133 240126
JJ AMNOYC AMHOYA AMMYLA
JJ AMZTW
230916 AMMXYF
FM 11SQN TO HQOC, COCCOC, DEFAIR CANBERRA, DEFENCE CANBERRA, ACSC CANBERRA, OCC MELBOURNE, COGCSC, AIRPTGSP MELBOURNE, MARINE OPS CANBERRA, 92WG. STOP
PART ONE OF TWO PARTS
MSGID/11SQN/PURPLE/05/OCT
REF/HQOC/221132Z1/OCT/78/GREEN/05/OCT
MISSN/COPS/SAR/VIS-RADAR SEARCH FOR AIRCRAFT WRECKAGE LAMP/NATIONAL COMMITMENT
FORCE/11SQN/P3B//RESCUE 252
ACSC AA62553
MELBSAR AA31591

SVC ACSC VIM
2336Z

YOUR MESSAGE 232253Z SIBOEN AT PRESENT STEERING 277 FOR CAPE OTWAY STOP IF QUREEEEE U REQUIRE SHIP CAN STEER 270 AND ARRIVE REQUIRED AREA 1600 ROCAL TIME TODAY MASTER

RGR PSE PASS OUR THANKS BUT NO DIVERSION REQUIRED PSE KEEP LOOKOUT FOR WRECKAGE OIL SLICKS ETC ACSC 232337Z

ALSO UIN VIEW OUR NEXT SKEDS AROUND 5 AND 7 PM THIS EVENING COULD WE BROADCAST CANCELLATION NOW PLS ?

NEG TKS OM PSE KEEP ON HAND FOR THE MOM WILL HAVE A CANCELLATION FOR U LATER

WE HAVE RECEIVED THE CANCELLATION BUT IT SAYS TO BE BROADCAST ON NEXT SKEDS IE AT 5 AND 7 PM APPROX THIS EVENING IN MEANTIME NO BROADCASTS OF XXX ???

SRI JUST SEEN CANCELLATION OK OM PSE BCAST CANCELLATION NOW AS PER OFFICIAL CANCELLATION TKS

THE OFFICIAL ONE SAYS NEXT BIG SMALL SHIPS SKED OUR NEXT SMALL SHIPS SKED IN EEE IS AT 0333Z AND OUR NEXT SKED IE WEATHER ETC IS AT 0948 MGMT

RGR UNDERSTAND PSE BCAST CANCELLATION NOW AND AGAIN FOR SMALL SKED K OK MANI TKS

ACSC AA62553
P 232328Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO MELBOURNE POLICE
POLICE OPS HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 AIRCRAFT OVERDUE KING ISLAND.
A. REF ACSC 2319002 OCT 78 X X X BCAST.
1. PLS CANCEL X X X BCAST. NO FURTHER INFORMATION RECEIVED ON
   AIRCRAFT. AIR SEARCH CONTINUES.
2. VIM PLS BCAST CANCELLATION ONCE ONLY NEXT BIG/SMALL SKED.
BT
P 232328Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO MELBOURNE POLICE
POLICE OPS HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 AIRCRAFT OVERDUE KING ISLAND.
A. REF ACSC 231900Z OCT 78 X X X BCAST.
1. PLS CANCEL X X X BCAST. NO FURTHER INFORMATION RECEIVED ON AIRCRAFT. AIR SEARCH CONTINUES.
2. VIM PLS BCAST CANCELLATION ONCE ONLY NEXT BIG/SMALL SKED.
BT
P 232328Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO MELBOURNE POLICE
POLICE OPS HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 AIRCRAFT OVERDUE KING ISLAND.
A. REF ACSC 231900Z OCT 78 X X X BCAST.
1. PLS CANCEL X X X BCAST. NO FURTHER INFORMATION RECEIVED ON AIRCRAFT. AIR SEARCH CONTINUES.
2. VIM PLS BCAST CANCELLATION ONCE ONLY NEXT BIG/SMALL SKED.
BT
GA
58021
TASPOL AA58021
ACSC AA62349

P 232328Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO MELBOURNE POLICE
POLICE OPS HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 AIRCRAFT OVERDUE KING ISLAND.
A. REF ACSC 231900Z OCT 78 X X X BCST.
1. PLS CANCEL X X X BCST. NO FURTHER INFORMATION RECEIVED ON
   AIRCRAFT. AIR SEARCH CONTINUES.
2. VIM PLS BCST CANCELLATION ONCE ONLY NEXT BIG/SMALL SKED.

BT
P 232328Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO MELBOURNE POLICE
POLICE OPS HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 AIRCRAFT OVERDUE KING ISLAND.
A. REF ACSC 231900Z OCT 78 X X X BCAST.
1. PLS CANCEL X X X BCAST. NO FURTHER INFORMATION RECEIVED ON
   AIRCRAFT. AIR SEARCH CONTINUES.
2. VIM PLS BCAST CANCELLATION ONCE ONLY NEXT BIG/SMALL SKED.
BT
P 232328Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO MELBOURNE POLICE
POLICE OPS HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 AIRCRAFT OVERDUE KING ISLAND.
A. REF ACSC 231900Z OCT 78 X X X BCAST.
1. PLS CANCEL X X X BCаст. NO FURTHER INFORMATION RECEIVED ON AIRCRAFT. AIR SEARCH CONTINUES.
2. VIM PLS BCаст CANCELLATION ONCE ONLY NEXT BIG/SMALL SKED.
BT

MELBSAR AA31591
ACSC AA62349
GA
32900
TRANSML AA32900
ACSC AA62554zc2c
DD AMMLYc
232327 AMMOYC
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT.
SEA CURRENT DATA.
BEST AVBL INFO FROM PUBLICATIONS AND VESSEL REPORTS
CONFIRM THAT CURRENT TO THE NORTH AND NORTHWEST OF
KING ISLAND IS EASTERLY DECIMAL 5 KNOTS (12MPD).
SW DRIFT FROM AIRCRAFT DATUM BUOYS CONSIDERED TO BE
A RESULT OF GREATER WIND DRIVEN SURFACE CURRENT
(WINDS GENERALLY NE OVER LATER STAGES)
EASTERLY SEA CURRENT MAY BE INCREASED BY PERIOD OF
WESTERLY WINDS.
TIDAL EFFECTS IN APPROX OIL SLICK POSITION SHOW A NORTH/
SOUTH FLOW/EBB OF APPROX DECIMAL 75 KTS

NNNNN
TRANSML AA32900
ACSC AA62554
Cape Otway, Cape Winter and S. Current.

Discovered, seven buoy Marks S.W.

Navy Watch E

Kerrara E.

Where do we go.
SIBOEN JWXD SHIPS POSITION 38°51'SOUTH 145°50'EAST PLEASE
INDICATE IF XXX 78/1205 IS STILL IN FORCE STOP
THIS VESSEL MIGHT PASS INDICATED POSITION
IN THE AFTERNOON IF YOU REQUIRE US TO DO SO
...MASTER

RGR PSE PASS FOLLOWING

SIBOEN/JWXD

THANK YOU FOR YOUR POSITION REPORT. AIR SEARCH STILL IN PROGRESS
EEE IN PROGRESS. NO IMMEDIATE REQUIREMENT FOR DIVERSION OR YOUR ASSI:
SRI ASSISTANCE. REQUEST YOU ADVISE YOUR ETA AREA. REGARDS ACSC
232253Z

OK WILL PASS IT ON

CU

TKS BI

DE VIM 2254Z

ACSC AA62553
78 OCT 23 22:40

MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM: J6034

TEXT:

Daily Service

Ralph E. Sasaki

Morning Service
P 231900Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV. CANBERRA
INFO POLICE OPS MELBOURNE/D24
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 2219042 OCT 78 - URGENCY BROADCAST
1. VIM PLS AMEND URGENCY BROADCAST IN REF AS FOLLOWS. BROADCAST
RTG/RTF ON RECEIPT AND 4 HRLY UFN.
2. X X X DE VIM BASS STRAIT CHART BA1695B LIGHT AIRCRAFT 1POB
ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
POSITION 3913S 14338E AT 210915Z OCT APPROX. AIR SEARCH CONTINUES.
VSL'S. TRANSMITTING WESTERN BASS STRAIT PLEASE REPORT POSITION, COURSE
AND SPEED.
BT

NNNN®
TRANS AA30260
ACSC AA62349
GA
58067
TRAN AA58067
ACSC AA62349

P. 231900Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE/D24
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 221904Z OCT 78 - URGENCY BROADCAST
1. VIM PLS AMEND URGENCY BROADCAST IN REF AS FOLLOWS. BROADCAST
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   ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
   POSITION 3913S 14338E AT 210915Z OCT APPROX. AIR SEARCH CONTINUES.
   VSLS TRANSITTING WESTERN BASS STRAIT PLEASE REPORT POSITION, COURSE
   AND SPEED.
BT

NNNN*
TRAN AA58067
ACSC AA62349
TASPOL AA58021
ACSC AA62349

P 231900Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE/D24.
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/12D5 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 221904Z OCT 78 - URGENCY BROADCAST
1. VIM PLS AMEND URGENCY BROADCAST IN REF AS FOLLOWS. BROADCAST
RTG/RTF ON RECEIPT AND 4 HRLY UFN.
2. X X X DE VIM BASS STRAIT CHART BA1695B LIGHT AIRCRAFT 1POB
ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED. IN ESTIMATED
POSITION 3913S 14338E AT 210915Z OCT APPROX. AIR SEARCH CONTINUES.
VSL TO TRANSIT WESTERN BASS STRAIT PLEASE REPORT POSITION, COURSE
AND SPEED.
BT

NNNNNN
TASPOL AA58021
ACSC AA62349
NAVY AA62112
ACSC AA62349

P 231900Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE/D24
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 221904Z OCT 78 - URGENCY BROADCAST
1. VIM PLS AMEND URGENCY BROADCAST IN REF AS FOLLOWS. BROADCAST
RTG/RTF ON RECEIPT AND 4 HRLY UFN.
2. X X X DE VIM BASS STRAIT CHART BA1695B LIGHT AIRCRAFT 1POB
ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
POSITION 3913S 14338E AT 210915Z OCT APPROX. AIR SEARCH CONTINUES.
VSL#S TRANSMITTING WESTERN BASS STRAIT PLEASE REPORT POSITION, COURSE
AND SPEED.
BT

NNNN#
NAVY AA62112
ACSC AA62349
GA
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND

A. ACSC 221904Z OCT 78 - URGENCY BROADCAST
1. VIM PLS AMEND URGENCY BROADCAST IN REF AS FOLLOWS. BROADCAST RTG/RTF ON RECEIPT AND 4 HRLY UFN.
2. X X X DE VIM BASS STRAIT CHART BA1695B LIGHT AIRCRAFT 1POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED POSITION 3913S 14338E AT 210915Z OCT APPROX. AIR SEARCH CONTINUES. VSLS TRANSMITTING WESTERN BASS STRAIT PLEASE REPORT POSITION, COURSE AND SPEED.

BT
GA
32394
OTCMR AA32394
ACSC AA62349

P 231900Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE/D24
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 2219042 OCT 78 - URGENCY BROADCAST
1. VIM PLS AMEND URGENCY BROADCAST IN REF AS FOLLOWS. BROADCAST
RTG/RTF ON RECEIPT AND 4 HRLY UFN.
2. X X X X DE VIM BASS STRAIT CHART BA1695B LIGHT AIRCRAFT 1POB
ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
POSITION 3913S 14338E AT 210915Z OCT APPROX. AIR SEARCH CONTINUES.
VSLS TRANSITTING WESTERN BASS STRAIT PLEASE REPORT POSITION, COURSE
AND SPEED.
BT
ACSC AA62349
TRANSML AA32900 ZCZC TLX021 231726
DD AMNOYC AMHOYA AMMLYA
231750 AMMLYF

PAGE 3 RAYAFG 499 UNCLAS
PLACED SAR DATUM BUOY ON OIL SLICKS AS REQUESTED BY RCC. POSITION
3923S 14357E0. HOMED NOMAD TO OIL SLICKS AND INVESTIGATED UNDERWATER
OBJECT AT 230534Z7. IN POSITION 3919S2 14354E7. CONTACT WAS ASSESSED
BY NOMAD AS MARINE LIFE. TIME 230654Z0 RESIMED SQUARE SEARCH UNTIL
OFF TASK AT 230800Z3. AREA SEARCHED WAS 15NM RADIUS FROM 3925S9
14352E5.
ENDAT
DEFAIR FOR DOPS-AF, DEFENCE FOR JOPS, AIRTPTCP FOR OSOS
BT

NNNNN
ACSC AA62349
TRANSML AA32900
TRANSM. AA32900V0
ACSC AA62349
TRANSM. AA32900ZCZC TLX020 231719
DD AMMOYC AMHOYA AMMLYA
231745 AMMLYF

PAGE 2 RAYAFG 499 UNCLAS
AREA/364530/14322E2/384590/14450E4/394864/14322E2
AREA/394864/14450E4
CREW//PC- FLTLT DAVIDSON/TG- FLTLT TARRY
WEA/4/060/ST/090/10/H/AL005/340T/035K/00N/020T/07K
WEA/2/220T/03FT/1021
EXPENS/MK25 SMOKE/32/D//SSQ41/S/0//MK58 SMOKE/4/D
EQMAL/RETRO GUN/222217Z6

NARR/AT ON TASK TIME LOCATED SAR DATUM BUOY DROPPED BY RESCUE 251,
IT HAS DRIFTED OVERNIGHT TO POSITION 392599 14351E4. TWO SMALL OIL
SLICKS WERE SIGHTED 2NM NORTH WEST OF THIS BUOY. AT 230005Z STARTED
EXPANDING SQUARE SEARCH FROM THIS DATUM AT 500FT WITH 2NM
TRACK SPACING. AT 230132Z1 IN CONTACT WITH NOMAD AND PASSED HIM
POSITION OF OIL SLICKS. CONTINUED WITH SQUARE SEARCH AND FOUND
SOX OBJECTS IN THE WATER POSITION 391750 14406E5 AT 2301501. PASSED
THIS INFORMATION TO NOMAD AND AS HE COULD NOT LOCATE THE OIL SLICKS
HEADED HIM ONTO THE OBJECTS. ORBITED THE DEBRIS UNTIL NOMAD REACHED
THE AREA AT 230432Z4. NOMAD ADVISED US THAT THE DEBRIS WAS BOXES
MOST PROBABLY FROM A SHIP. RESUMED SQUARE SEARCH AND RCC ADVISED US
TO RELOCATE OIL SLICKS SO NOMAD COULD TAKE SAMPLES AT 230532Z5

CHECK TEXT
NEW ENDING ADDED
ACSC AA62349
TRANSMISSION AA329000ZCZC TLX013 231712
DD AMMODC AMMODYA AMMODYA
231745 AMONLYF

PAGE 2 RAYAFG 499 UNCLASS
ACSC AA62349
TRANSM. AA32900ZCZC TLX017 231708
DD AMMCO YC ANHOYA AMMLYA
231740 AMMLYF
FOLLOWING RECEIVED ON TLX

PART ONE OF THREE PARTS

LMED069
MCB089 V MLA478

RR RAYQC
DE RAYAFG 499 2960919
ZNR UUU0UU
0 R 230916Z OCT 78
FM 11SQN
TO RAYRMB/HQCC
RAYRMB/COCOC
RAYWPP/DEFAIR CANBERRA
INFO RAYWYY/DEFENCE CANBERRA
RAYWACX/ACSC CANBERRA
RAYQC/OCC MELBOURNE
RAYWCI/RCC MELBOURNE
RAYQJG/COCSC
RAYQCX/AIRPTPTGP MELBOURNE
RAYWACX/MARINE OPS CANBERRA
RAYUDA/92WG

BT
UNCLAS
MSGID/11SQN/PURPLE/05/OCT
REF/HQCC/221132Z1/OCT/73/GREEN/05/OCT
MISSN/COPS/SAR/VIS-RADAR SEARCH FOR AIRCRAFT WRECKAGE
LAMP/NATIONAL COMMITMENT
FORCE/11SQN/P38///RESCUE 252

NNNNE
ACSC AA62349
TRANSM. AA32900V
ACSC AA62349
TRANSML AA32900ZCZC TLX016 231705
DD AMMOYC AMHOYA AMNLYA
231740 AMNLYF
FOLLOWING RECEIVED ON TLX

LMED06
CHECK

TEXT

NEW ENDING ADDED
M
GA
32900
TRANSML AA32900
ACSC AA62554ZCZC
SS AMMLYF
231207 AMNOYF
R 231207 AMMLYC

NNnn
TRANSML AA32900
ACSC AA62554
AGSC AA62349
TRANSML AA32900ZCZC TLX217 231208
SS AMMLYT AMHOYA AMMLYC AMMLYA AMMOYC
231207 AMMLYC  
SITREP 3 VH-DSJ.
DAY 3 MONDAY 23 OCT. WEATHER IN SEARCH AREA GOOD. MODERATE NE WIND
MEDIUM SWELL, SCATTERED CLOUD.
FISHING VESSEL 'NOMAD' OBTAINED SAMPLES OF OIL. BEING FORWARDED TO
MELBOURNE FOR ANALYSIS TUESDAY MORNING.
SEARCH DETAILS: DMU C150 COMPLETED LAND SEARCH OF KING ISLAND.
GAF 1 (NOMAD) COMPLETED COASTAL SEARCH TORQUAY TO CAPE OTWAY
TO WARRNAMBOOL AND RETURN. RESCUE 252 P3 COMPLETED A SEARCH OF
15NM RADIUS BASED ON 39.25S 143.52E. THIS AREA WAS 25 PER CENT
OF ALLOCATED SEARCH AREA AS REST OF TIME SPENT IN DIRECTING FISHING
VESSEL 'NOMAD' TO INVESTIGATE OIL SLICKS AND OBJECTS IN WATER.
SEARCH HOURS 23 OCT. GAF 1 0305 DMU 0617 RESCUE 252 0813
TOTAL FOR DAY 17.35 PROGRESSIVE TOTAL 37.25
SEARCH DETAILS FOR TUESDAY 24 OCT.: AS NO MILITARY OR SUITABLE
CIVIL ACFT AVAILABLE THE SEARCH HAS BEEN CONCENTRATED UPON AREA OF
OIL SLICKS AND KNOWN MOVEMENT OF THE SEA SURFACE SINCE DAY ONE TO
THE AREA NORTH OF KING ISLAND. DMU C150 COASTAL SEARCH OF KING
ISLAND. GAF 1 TO COVER AREA 39.15S 143.40E 39.15S 144.21E 39.40S
144.21E 39.40S 143.40E
CORRECTED COPY (NOTE INCLUSION OF FURTHER CO-ORD 39.40S 144.21E)

NNNNMP
AGSC AA62349
TRANSML AA32900
TEXT: RCC still open?

No.

Seems one coordinate missing on Pitrep No. 3, last line, or else is search area triangular?

Will ring you back in morning, OK?

No, want it now, as we have to prepare broadcast to shipping. OK, will call back.
ADSC A469349
ARMS A468053

OUT TLX 160/23 OCT 76

OO RAYWAX
DE RAYAFG 499 2960919
2NR UUUUU
O R 2309162 OCT 76
FH 11SQN
TO RAYWAX/HQGC
RAYRHC/CROCOC
RAY/J/DEF AIR CANBERRA
INFO RAY/J/DEF AIR CANBERRA
RAYWAX/ADSC CANBERRA
RAYGC/DAIRB MELBOURNE
RAYWI/RC MELBOURNE
RAYQC/CROCOC
RAYQC/AIR TP GP MELBOURNE
RAYWAX/MARINE OPS CANBERRA
RAYUGA/954G

BT

UNCLASS

MGST/11SQN/PURPLE/05/OCT
REF/HQGC/29113021/OCT/76/GREEN/05/OCT
H3S3/OPS/SAR/VIS-RADAR SEARCH FOR AIRCRAFT WRECKAGE
LAMP/NATIONAL COMMITMENT
FORCE/11SQN/P3B/RESCUE 252

PAGE 2 RAYAFG 499 UNCLASS

TASK/AARED/2221726/22231929/23090023/23084027/ANES
AREA/394530/143222/384530/1445064/394589/143228
AREA/394589/1445064
CREW/FLTLT DAVIDSON/TG FLTLT TARRY
WEA/4/080/ST/D00/10/H/ALDUS/340/T03/K/NOK/0207/T07K
WEA/9/0207/T080/1021
EXPAN/MK5 SNOKE/32/0/33024/37/0//MK52 SNOKE/4/0
EQUAL/RETO GUN/2221726

ARR/AT ON TASK TIME LOCATED SAR DATUM BUOY DROPPED BY RESCUE 251, IT HAS DRIFTED OVERNIGHT TO POSITION 392539/1435164. THE SMALL OIL SLICKS WERE SIGHTED 2NM NORTH WEST OF THIS BUOY. AT 230005Z STARTED EXPANDING SQUARE SEARCH FROM THIS DATUM AT 500FT WITH 2NM TRACK SPACING. AT 23013221 IN CIRCLE WITH NONAD AND PASSED HIM AT 300005Z. CONTINUED WITH SQUARE SEARCH AND FOUND 309 OBJECTS IN THE WATER POSITION 391730/1445092 AT 2301501. PASSED THIS INFORMATION TO NONAD AND AS HE CANNOT LOCATE THE OIL SLICKS HE HOVERED HIM ON THE OBJECTS. ORBITED THE DEBRIS UNTIL NONAD REACHED THE AREA AT 23033924. NONAD ADVISED US THAT THE DEBRIS WAS BOXES MOST PROBABLY FROM A SHIP. RESUMED SQUARE SEARCH AND RCG ADVISED US TO RELOCATE OIL SLICKS SO NONAD COULD TAKE SAMPLES AT 23053925

PAGE 3 RAYAFG 499 UNCLASS

PLACED SAR DATUM BUOY ON OIL SLICKS AS REQUESTED BY RCG. POSITION 392532/14357ED. HOVERED NONAD TO OIL SLICKS AND INVESTIGATED UNDERWATER OBJECT AT 23003427. IN POSITION 392532/14354ED. CONTACT WAS ASSESSED BY NONAD AS MARINE LIFE. TIME 23053420 RESUMED SQUARE SEARCH UNTIL OOF TASK AT 23050032. AREA SEARCHED HAS 15NM RADIUS FROM 392539/1435096.

ENDAT

DEFAIR FOR DOPS-AF, DEFENCE FOR JOPS, AIR TP GP FOR 0505

BT

NNNN

TOO 11542

SENT ONE
MN
GA
32900
TRANSML AA32900#
ACSC AA62554ZCZC
SS AMMLYF
231145 AMMOYF:
R 231145 AMMLYCF

NNNN#
TRANSML AA32900#
ACSC AA62554
ACSC AA62349
TRANSML AA32900ZCZC TLX216 231146
SS AMNLYT AMHOYA AMMLYC AMMLYA AMNOYC
231145 AMMLYCF
SITREP 3 VH-DSJ.
DAY 3 MONDAY 23 OCT. WEATHER IN SEARCH AREA GOOD. MODERATE NE WIND
MEDIUM SWELL, SCATTERED CLOUD.
FISHING VESSEL 'NOMAD' OBTAINED SAMPLES OF OIL. BEING FORWARDED TO
MELBOURNE FOR ANALYSIS TUESDAY MORNING.
SEARCH DETAILS: DMU C150 COMPLETED LAND SEARCH OF KING ISLAND.
GAF 1 (NOMAD) COMPLETED COASTAL SEARCH TORQUAY TO CAPE OTWAY
TO WARRNAMBOOL AND RETURN. RESCUE 252 P3 COMPLETED A SEARCH OF
15NM RADIUS BASED ON 39.25S 143.52E. THIS AREA WAS 25 PER CENT
OF ALLOCATED SEARCH AREA AS REST OF TIME SPENT IN DIRECTING FISHING
VESSEL 'NOMAD' TO INVESTIGATE OIL SLICKS AND OBJECTS IN WATER.
SEARCH HOURS 23 OCT. GAF 1 0305 DMU 0617 RESCUE 252 0813
TOTAL FOR DAY 17.35 PROGRESSIVE TOTAL 37.25
SEARCH DETAILS FOR TUESDAY 24 OCT. : AS NO MILITARY OR SUITABLE
CIVIL ACFT AVAILABLE THE SEARCH HAS BEEN CONCENTRATED UPON AREA OF
OIL SLICKS AND KNOWN MOVEMENT OF THE SEA SURFACE SINCE DAY ONE TO
THE AREA NORTH OF KING ISLAND. DMU C150 COASTAL SEARCH OF KING
ISLAND. GAF 1 TO COVER AREA 39.15S 143.40E 39.15S 144.21E 39.40S
143.40E

NNNNN
ACSC AA62349
TRANSML AA32900V
Nil RAAF A/C available to-morrow.

NOMAD A/C to go out to-morrow, plus "lighties."

Area: 90 x 35 miles North Ulysses Island.

"Nomad" picked up sample of oil slick. Will be examined.

OK, can ACSC be included in sitrep pls? Thinks they have gone to ACSC. Checking - no you not on them. Will fix.

Re broadcast does he want any further to-morrow?

No, wants shipping reports. Explained re broadcast.

Oh, well at least till mii-day to-morrow. OK, will arrange...
**MARINE OPERATIONS CENTRE TELEPHONE MESSAGE**

<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>SOC ML.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEL. NO.</td>
<td>-</td>
</tr>
<tr>
<td>TAPE REF.</td>
<td>1404 - 1447.</td>
</tr>
<tr>
<td>AUTHORITY</td>
<td>DOT</td>
</tr>
<tr>
<td>MARSAR NO.</td>
<td>78/1205.</td>
</tr>
<tr>
<td>CO-ORDINATOR</td>
<td>Pdd</td>
</tr>
</tbody>
</table>

**TEXT:**

SOC ML has assessed drift in SW direction, based on:

* a. Position of re-located marker buoy dropped by RAAF. Direction 230°/0.5 knot (?)
* b. NE winds. Wind has picked up in area.
T
GA
31591
MELBSAR AA31591
ACSC AA62553

VIM DE ACSC

GE OM JUST HAD RATHER DIFFICULT CONVERSATION WITH GENT (WHO
HAD A FEW UNDER HIS BELT) THRU POLICE STATION AU E E AT
GEORGETOWN TASMANIA; THIS GENT PICKED UP ON 4525KHZ AT 0442 THIS
AVO 4 MAYDAY 3 TO E E TIMES AND NOTHING E E ELSE
CAN YOU MONITOR THAT FREQ FOR A WHILE AT ALL?

OK WILL DO NOW TKS

FOR INFO THIS GENT COULD NOT REPLY AS HE COULD NOT TRANSMIT AND
THEY HAVE JUST COME ASHORE IN GEORGETOWN
HE SAID IT WAS VERY FAINT AND MY EFFORTS TO INTERVIEW HIM OVER FONE
NOR E E NOT VERY GOOD. POLICE WILL TRY TO GET A STATEMENT FROM
HIM AND IF ANY FUT E E FURTHER INFO COMES TO LIGHT FROM THAT
WE WILL LET YOU KNOW OK??

OK TKS THINK CHANCES WE WILL HEAR ANYTHING VERY SMALL SIEEING
WAS OVER 4 HOURS AGO BUT WILL MONITOR ANYWAY TKS CUL

YES I REALIZE TIME FACTOR IS NO HELP BUT WE HAVE TO MAKE THE
EFFORT Z E E SINCE NIL ELSE AT MOM

OK UNDERSTAND BI NOW

TYM OM AND BEFORE I GO ANY OTHER SUGGESTIONS (RADIO WISE)

NO DONT THINK SO THAT FREQ 4525 IS A FISHINGFREQ OR A FREQ FOR
LIMITED COASTSTNS AND RECKON SOME OTHER F/V SHOULD HAVE HRD
SOMETHING IF IT HAD BEEN ANI ACTIVITY ON FREQ K

YES AGREE AND THANKS OM WILL LET YOU KNOW AND IF YOU COULD MONITOR
FOR SAY ABOUT HALF HOUR OR SO(OTHER DUTIES PERMITTING)
OK WILL DO BY THE WAY SHALL WE CONTINUE BCAST OF YR MARSAR
OVERNIGHT OR SUSPEND BCASTS AFTER DARK K

YES WILL BE SUSPENDED WIL SENT YOU OFFICIAL DITTIE ON THAT
WHEN IS YOU R NEXT BC DUE?

WILL BCAST TO BIG SHIPS ON MY WHRSKED 1948LT AND SENT LAST TO
SMALL SHIPS ON MY SKED AT 1733LT K

OK MAKE THE BIG SHIP 1948 THE LAST ONE FOR THE NITE OK?

OK TKS OM CUL

CUL OM BIBIBI
©
MELBSAR AA31591
ACSC AA62553
32900
TRANSML AA32900#
ACSC AA62554ZCZC
SS AMMLYC
230450 AMMOYC''''''
MARSAR 78/1205 MISSING AIRCRAFT BASS STRAIT.
A. ACSC 222345Z OCT 78
1. IN RESPONSE TO REQUEST AT REF, RAN RESEARCH LABORATORIES IN
CONSULTATION WITH DIRECTOR NAVAL METEORLOGICAL AND OCEANOGRAPHIC
SERVICES ADVISE THAT, EXTRAPOLATING FROM STUDIES UNDERTAKEN IN EASTERN
BASS STRAIT, IN NORMAL CIRCUMSTANCES THE TIDAL FLOW MOVES SUB-
SURFACE WATER IN A CIRCLE HAVING A THREE MILE DIAMETER.
2. THERE WOULD APPEAR TO BE NO NET FLOW THROUGH BASS STRAIT IN
THE LOW WIND CONDITIONS WHICH PREVAIL IN THE PAST TWENTYFOUR
HOURS
ACSC AA62349
AA62054
OUTLX 136/23
UU
PP RAYWACX
DE RAYWYY 035 2960412
ZNR UUUUU
PR 230400Z OCT 78
FM DEFENCE CANBERRA
TO RAYWACX/ACSC CANBERRA
INFO RAYWNY/DEFNAV CANBERRA
BT
UNCLAS
DEF4771/JOPS-N
MARSAR 78/1205 MISSING AIRCRAFT BASS STRAIT.
A. ACSC 222345Z OCT 78
1. IN RESPONSE TO REQUEST AT REF, RAN RESEARCH LABORATORIES IN
CONSULTATION WITH DIRECTOR NAVAL METEORLOGICAL AND OCEANOGRAPHIC
SERVICES ADVISE THAT, EXTRAPOLATING FROM STUDIES UNDERTAKEN IN EASTER
BASS STRAIT, IN NORMAL CIRCUMSTANCES THE TIDAL FLOW MOVES SUB-
SURFACE WATER IN A CIRCLE HAVING A THREE MILE DIAMETER.
2. THERE WOULD APPEAR TO BE NO NET FLOW THROUGH BASS STRAIT IN
THE LOW WIND CONDITIONS WHICH PREVAILED IN THE PAST TWENTYFOUR
HOURS
BT

MNPN
ACSC AA62349
AA62054
<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>3203</th>
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<tr>
<td>TEL. NO.</td>
<td>MARSAR NO.</td>
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<tr>
<td>TAPE REF.</td>
<td>CO-ORDINATOR</td>
</tr>
<tr>
<td>14/1</td>
<td>263-273</td>
</tr>
</tbody>
</table>

**TEXT:**

IN NORMAL CIRCUMSTANCES, SURFACE CURRENTS CAUSE 3 MILES DIAM IN WIND 24 HRS NO NET FLOW THROUGH BOX 56 INTO LANE + DIRECTOR NAVAL MTP. OCEANOGRAPHY
TEXT:

WIND WOULD BEAT ST FL. SUBMARINE EVACUAT.

GIVEN:

STAND HAWKARA GIVEN - SEARCH CONTINUES.
GA
32900
TRANSML AA32900
ACSC AA625542CZC
SS AMMLYC
230227 AMMOYC
MARSAR 78/1205 - VHDSJ SEARCH
SIGHTING REPORT
MR ANDREW BATES (TEL 037929395) REPORTS EXPLOSION IN SKY
APPROX 0915 SAT NIGHT. SIGHTING MADE FROM VESSEL IN APPROX
POSN 3800S 14454E DIRECTION OF PORT ARLINGTON QUOTE IN SKY
CONSIDERABLE DISTANCE FROM GROUND UNQUOTE

NNNN
TRANSML AA32900
ACSC AA62554
<table>
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<tr>
<th>FROM/TO</th>
<th>LDL M</th>
<th>AUTHORITY</th>
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<tbody>
<tr>
<td>TEL. NO.</td>
<td>03-328 4470</td>
<td>MARSAR NO.</td>
</tr>
<tr>
<td>TAPE REF.</td>
<td>1/1</td>
<td>CO-ORDINATOR</td>
</tr>
</tbody>
</table>
TAKING PART IN 100 YACHT RACE IV POST PHILIP BAY
SIGNING EXPLOSION IN SKY OVER POST ALLINGTON
IN SKY CONSIDER DIRE FROM GROUND.
MS OTH APP. SPOIL GROUND LT GROVE
GUIDEWORCE CAPTURED SHIP FOR INSPECTION.
THE SUB EXAMINE CIVILIAN - EXPLAINED NO
INFORMATION TO NAVY IN.
T

GA
31591
MELBSAR AA31591
ACSC AA62553

GA DE ACSC RE THE XXX ON THE OVERDUE AIRCRAFT PLS DROP DOWN TO
FOUR HRLY FROM NOW ON TKS

RGR OK WILL ODO

FINE TKS VM CU

+++

MELBSAR AA31591
ACSC AA62553
TEXT:

Give details of peak marine traffic activity

Action may have significant bearing.
<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>SMSNO.</th>
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<td>14/2</td>
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<th>TEXT:</th>
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21st Peak of Meteorite Stream.
Area N.W. of Area Max.

Last Line Sighting

Max Scream 3 pm on

10-15 Sighting per hour
<table>
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<tr>
<th>FROM/TO</th>
<th>Mr. dieseo c/o Authority</th>
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<tr>
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<td>981053</td>
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<tr>
<td>TAPE REF.</td>
<td>14/1</td>
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**TEXT:**

No Reply 2300<5.

0105

0115
<table>
<thead>
<tr>
<th>Text:</th>
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<tbody>
<tr>
<td>Observatory could not be seen.</td>
</tr>
<tr>
<td>Snow must be seen</td>
</tr>
<tr>
<td>663 4811</td>
</tr>
<tr>
<td>No observation observed - Direct only.</td>
</tr>
<tr>
<td>Must confirm nearest one.</td>
</tr>
</tbody>
</table>
Report from Express of Australia may be relevant to search in Strait 3rd Mate and lookout both reported what they describe as a brilliant white light moving very fast no indication of light moving from E to W ahead of them.

Post 39523 14534 E 1245 pm last night Course of ship 334/17.0.
TO DEFENCE CANBERRA
DEFAIR CANBERRA
BT
UNCLAS
SIG RTT
DEFENCE FOR JOPS
DEFAIR FOR DOPS-AF
FOLLOWING RECEIVED FROM SOC DARWIN
QUOTE...
2. AIRCRAFT REPORT UFO
VH-DRB C421 ENROUTE TENNANT CK-DARWIN FL180 REPORTED BRILLIANT WHITE LIGHT AT LEVEL 30 MILES NORTH OF HIM, IN TINDAL AREA FOR 3-4 SECS TRACKING N-SW ON DESCENT THEN DISAPPEARING.
VH-CKU C402 FROM MATARANKA ON SAME TRACK AND LOWER SAW SAME THING AT 0946Z. BRILLIANT WHITE LIGHT FALLING fast AND IRRIDESCENT, NOTHING IN AREA, NOTHING ON RADAR, CANNOT EXPLAIN IT.
...UNQUOTE
SIMILAR INCIDENT REPORTED THIS AREA 010225Z AUG 78.
BT

NNNND
ARMY AA62053
GA
32900
TRANSML AA32900
ACSC AA62554ZCZC
SS AMMLYF
230126 AMMYE
R 230124 AMMLYC

V

#NNN
TRANSML AA32900
ACSC AA62554
ACSC AA62349
TRANSMI AA32900 ZCZC TLX108 230124
SS AMMLYC AMMLYS AMMOYC AMMLYM
230124 AMMLYC
WX REPORT FROM R252 IN SEARCH AREA
0030 WIND 030/15 MAJOR SWELL 8FT DIRECTION 210 DEG TRUE
VIS 10NM + HAZE.
Call then Mervasen from 0930
TO
GA
62053
ARMY AA62053
ACSC AA62349

DE ACSC PLS RELAY TO ALL ADDEES TKS

P 222345Z OCT 78
FM ACSC CANBERRA
TO DEFENCE CANBERRA
DEFNAV CANBERRA
BT
UNCLAS
MARSAR 78/1205 - MISSING AIRCRAFT BASS STRAIT
1. C130 AIRCRAFT VH-DSJ OVERDUE OF FLT MOORABBIN/KING ISLAND
21OCT78 - AIR/SEA SEARCH IN PROGRESS
2. OIL SLICK SIGHTED DURING SEARCH IN POSITION 3919S 14401E
MAY BE RELEVANT
3. RESCUE COORDINATION CENTRE MELBOURNE HAS REQUESTED ANY V
AVAILABLE SUB SURFACE CURRENT DETAILS THIS AREA FOR SALVAGE/
INVESTIGATION PURPOSES
BT
C EA ANY AVAILABLE
GA
32900
TRANSML AA32900#
ACSC AA62554ZCZC
SS AMMLYC
222300 AMMOYC
VH-DSJ OVERDUE KING ISLAND
AS REQUESTED FOLLOWING VESSELS REPORTED IN BASS STRAIT AREA
IN RESPONSE TO URGENCY BROADCAST 210948GMT ON NOTIFICATION
OF DISTRESS PHASE.

0950 NANCY HEATH/VKNN 3902S 14416E G0277 SPD12
1000 BRISBANE TRADER/VJMV 40085 14602E G0328 SPD16
1000 IRON WHYALLA/VMBD 3909S 14542E G0102 SPD10.5
1000 GOLIATH/VKGH 4014S 14643E G0023 SPD13.8
1000 IRON MONARCH/VLKG 3751S 14002E G0144 SPD16
1000 SAFOCEAN ALBANY/ZTEN 3912S 14620E G0277 SPD17
1000 NGAPARA/ZMJT 4103S 14737E G0293 SPD11
1230 BOTANY CHEMIST/6MYY 3849S 14507E G0285 SPD13

NNNN#
TRANSML AA32900#
ACSC AA62554
MARINE OPERATIONS CENTRE

'M78 OCT 22 22 37

ACSC AA62553
MELBSAR AA31591

ACSC DE VIM 2238Z 22ND

REF BOTANYCHEMIST 6MYY POSN GIVEN AT 211230GMT POSITION 38498
1457E SP 13 KTS COURSE 285 TO ADELAIDE

RGR TKS OM THAT THE SAME AS BEFORE ALL OK JUST NOT SURE OF LONG WILL
ASSUME 14507E. TKS AGAIN AND CU

OK 1457E AS SENT FM HIM
TDB CULTR
RGR AS MATTER OF INTEREST ASSUME THAT WAS RTF?
RTG

OK
MELBSAR AA31591
ACSC AA62553
T
GA
48846
DER
M
GA
48846
DER
O
GA
31591
MELBSAR AA31591
ACSC AA62553

GM VIM DE ACSC

AT 211237Z U HAD QSO WITH BOTANY CHEMIST/6MYY FOR A POSITION IN CONNECTION WITH MISSING AIRCRAFT POSN GARbled ON YOUR TLX REQUEST CHECK AND ADVZ POSITION AGAIN PSE OM AT YOUR CONVENIENCE

OK WILL DO AND CALL BACK SHORTLY

TKS
MELBSAR AA31591
ACSC AA62553
Apollo Bay Aqui W2G unsage in area 02002. Next send 2345.
Text: Requested.

1. Change in drift of any wreck known or assessed.
2. Drift of afloat/wreckage assuming it submerged/stranded along bottom—said mariners are interested in surface movement—realised it's hard to get at but require info now for enquiry later.
3. Name of ship which was NE of KED at 1100Z on night previous went down, as reckoned pilot could have been disoriented if he saw it which had a lot of bright lights on if afloat was going upside down. (and) freighter moving W or E.

Nomad has been tasked to collect oil samples—yes after aware of Green—on wrongly
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

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**TEXT:**
addressed but will read now
10° N as at 2000Z 1N. 107° E 8° 7' S 7/14 sea low

300°

Aeft in area 2130Z
said 6 knots current met
Oil sample taken
Confirmed MPP 39/35 14338E
ACSC AA62349
TRANSML AA32900ZCZC TLX033 222117
SS AMNOYC
SS AMOCYU AMKIYS AMLTYU AMLTYS AMWYYYS AMDVYS
221129 AMMLYC
ATTN SARO
ADDITIONAL SAR BRIEFING FOR R251.
FISHING VESSEL NOMAD WILL POSITION OVERNIGHT AT 3919S 14401E TO
ATTEMPT TO OBTAIN SAMPLE OF OIL FOR ANALYSIS. FISHING VESSEL NOMAD
CAN BE IDENTIFIED BY CALLSIGN WZG PAINTED ON WHITE WHEELHOUSE ALSO
CARRYING YELLOW DINGHY ON WHEELHOUSE. FREQUENCIES IN USE 4535 KHZ SHIP/
SHORE AND 2112 KHZ SHIP/SHIP. IF UNABLE TO CONTACT F/V NOMAD
RELAY TO AMML RCC VIA AMKI FS 123.9 MHZ
GA
3J5J9
MELBSAR AA31591
ACSC AA68349
VIN DE ACSC...1909Z

P 221904Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE (D24)
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNGLAS
SIG KAO

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND

A. ACSC 212152Z OCT 78 - URGENCY BROADCAST

B. ACSC 220434Z OCT 78 - CQ BROADCAST (NOTAL)

1. VIM PLS CANCEL CQ BROADCAST IN REP 3 AND AMEND URGENCY BROADCAST AS FOLLOWS: BROADCAST RTG/RTF ON RECEIPT AND 2 HRLY UFN.

2. X X X DE VIM BASS STRAIT CHART 2A1559B. LIGHT AIRCRAFT 1 PBS ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED POSITION 3913S 14403E AT 210935Z APPROX.

VESSELS IN AREA ARE REQUESTED TO LOOKOUT FOR SURVIVOR WITH LIFEJACKET AND/OR WRECKAGE AND IF POSSIBLE OBTAIN SAMPLE OF OIL SIGHTED IN POSITION 3913S 14403E AT 220522Z

BT

NNNN
SENT ONE FIND
MELBSAR AA31591
ACSC AA68349

O
GA
62112
NAVY AA68112
ACSC AA68349

P 221904Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE (D24)
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNGLAS
SIG KAO

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND

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BT

NNNN
SENT ONE FIND
NAVY AA68112
ACSC AA68349
P 221904Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIN
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE (D24)
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 212156Z OCT 78 - URGENCY BROADCAST
B. ACSC 220434Z OCT 78 - QC BROADCAST (NOTAL)
1. VIN PLS CANCEL QQ BROADCAST IN REF B AND AMEND URGENCY
   BROADCAST AS FOLLOWS: BROADCAST RTG/RTF ON RECEIPT AND 2 HRLY UFN.
   2. X X X DE VIN BASS STRAIT CHART BA16956. LIGHT AIRCRAFT 1
   POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN
   ESTIMATED POSITION 39135 14333E AT 210915Z APPROX.
   VESSELS IN AREA ARE REQUESTED TO LOOKOUT FOR SURVIVOR WITH
   LIFEBELT AND/OR WRECKAGE AND IF POSSIBLE OBTAIN SAMPLE
   OF OIL SIGHTED IN POSITION 39135 14404E AT 205522Z
BT

NNNN
SENT ONE FIND
TASPOL AA50021
ACSC AA62349

GA
30717
VKC AA30717
ACSC AA62349

P 2219042 OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIN
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE (D24)
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. ACSC 212152Z OCT 78 - URGENCY BROADCAST
B. ACSC 220434Z OCT 78 - QC BROADCAST (NOTAL)
1. VIN PLS CANCEL QQ BROADCAST IN REF B AND AMEND URGENCY
   BROADCAST AS FOLLOWS: BROADCAST RTG/RTF ON RECEIPT AND 2 HRLY UFN.
   2. X X X DE VIN BASS STRAIT CHART BA16956. LIGHT AIRCRAFT 1
   POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN
   ESTIMATED POSITION 39135 14333E AT 210915Z APPROX.
   VESSELS IN AREA ARE REQUESTED TO LOOKOUT FOR SURVIVOR WITH
   LIFEBELT AND/OR WRECKAGE AND IF POSSIBLE OBTAIN SAMPLE
   OF OIL SIGHTED IN POSITION 39135 14404E AT 205522Z
BT

NNNN
SENT ONE FIND
VKC AA30717
ACSC AA62349
T
GA
30260
TRANS AA30260
AGSC AA62349

P 221904Z OCT 78
FM AGSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE (D24)
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. AGSC 212132Z OCT 78 - URGENCY BROADCAST
B. AGSC 220434Z OCT 78 - CQ BROADCAST (NOTAL)
1. VIM PLS CANCEL CQ BROADCAST IN REF A AND AMEND URGENCY
   BROADCAST AS FOLLOWS. BROADCAST RTG/RTP ON RECEPT AND 2 HRLY UFN.
2. X X X DE VIM BASS STRAIT CHART BA1695B. LIGHT AIRCRAFT 1
   POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN
   ESTIMATED POSITION 3913S 14330E AT 210915Z APPROX.
   VESSELS IN AREA ARE REQUESTED TO LOOKOUT FOR SURVIVOR WITH
   LIFEJACKET AND/OR WRECKAGE AND IF POSSIBLE OBTAIN SAMPLE
   OF OIL SIGHTED IN POSITION 3913S 14401E AT 220522Z
   BT

NNNN
SENT ONE FIND
TRANS AA30260
AGSC AA62349

T
GA
3067
TRANS AA58067
AGSC AA62349

P 221904Z OCT 78
FM AGSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO POLICE OPS MELBOURNE (D24)
POLICE OPS HOBART
AD(SO) VIC
AD TAS
BT
UNCLAS
SIG KAO

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND
A. AGSC 212132Z OCT 78 - URGENCY BROADCAST
B. AGSC 220434Z OCT 78 - CQ BROADCAST (NOTAL)
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   LIFEJACKET AND/OR WRECKAGE AND IF POSSIBLE OBTAIN SAMPLE
   OF OIL SIGHTED IN POSITION 3913S 14401E AT 220522Z
   BT

NNNN
SENT ONE FIND
TRANS AA58067
AGSC AA62349
GM OM - DAWN JUST STARTING TO BREAK HERE NOW, WHEN WILL YOU WANT THE (PRESUME UPDATED) MARSAR REINSTITUTED??

RGRC OM HAVE ONE NOW BEING TYPED UP ALSO INTEND CANCELLING THE CQ AS ITS NOW INCORPORATED IN THE XXX KKKKK
OK OM I WILL AWAIT YR CALL BACK WHEN READY (MAYBE THE UFO'S DID GET HIM HA HA)

HA HA BUT NOT FUNNY POOR CHAP KK
YES AGREE WHOLEHEARTEDLY AND O DOUBLY BAD FOR HIS FAMILY.
I OK AWAITING YR CALL TKS VM

RGRCUL RR
ACSC AA62349
AA62054
OUT TLX111
UU
00 RAYWACX
DE RAYUDN 529 2951441
ZNR UUUUU
0 R 221445Z OCT 78
FM 92WG
TO RAYRMB/HQOC
RAYWPP/DEFAIR CANBERRA
ZEN/RGC MELBOURNE
INFO RAYUDN/HQEDN
RAYQJG/COCSC
RAYWACX/ACSC CANBERRA
RAYQCX/AIRTPTGP MELBOURNE
BT
UNCLAS
MSGID/11SQN/BROWN/05/OCT
REF/HQOC/221132Z1/OCT/78/GREEN/05
MISSN/COPS/SAR/VIS-RADAR SEARCH FOR AIRCRAFT WRECKAGE
FORCE/92WG/P3//RESCUE 252
TASK/AAED/222130Z0/222245Z7/230600Z1/230645Z0/AMES
ENDAT
BT

NNNN
ACSC AA62349
AA62054
SENT ONE FINI TIME SENT 221505Z
OUT TLX110/22

E UU
00 RAYWACX
DE RAYRHB 673 2951132
ZNR UUUUU
O 2021132Z OCT 73
FM HQOC
TO RAYUDN/HQEDN
RAYUDN/BOREDN
RAYUDN/92WG
RAYWPP/DEFAIR CANBERRA
INFO RAYWYY/DEFENCE CANBERRA
RAYWACX/ACSC CANBERRA
RAYRC/CCC MELBOURNE
RAYRC/ROA MELBOURNE
ZEN/COCOC
RAYQOC/COCSG
RAYQOC/1AIRPT GP MELBOURNE
ZEN/AOCCSYD
RAYRMF/AOCCYVL
RAYSNE/AOCCSAR
RAYGPE/AOCCPEA
BT
UNCLAS
DEFAIR FOR DOPS-AF, DEFENCE FOR JOPS, AIRPTGP FOR OSOS

PAGE 2 RAYRHB 673 UNCLAS
MSGID/HQOC/GREEN/05/OCT
MISSN/COPS/SAR/VIS-RADAR SEARCH FOR AIRCRAFT WRECKAGE
LAMP/NATIONAL COMMITMENT
FORC/92WG/P3/RESCUE252
TASK/AEAD/220130Z/22224527/23060027/23064520/ANES
AREA/394550/143222E/334550/143501E/394350/143501E/394350/143501E
NARR/CONFIRM OIL SLICK IN POSN 3919S 14401E THEN SQUARE SEARCH
ON DATUM 3916S 14406E, ALT 1000FT, START POSN 3913S 14404E.
SUGGESTED TR SP 2NH – ADJUST FOLLOWING AREA WX ASSESSMENT. DATUM
MARKED BY R251 WITH SAR DATUM BUOY – 113QN PURPLE 367 REFERENCES.
F/V NOMAD, C/S W02 IN AREA ATTEMPTING TO GAIN SAMPLE OF OIL SLICK
LISTENING OUT 4535KHZ. ASSIST VESSEL TO HOME TO OIL SLICK. HOURLY
REPORTS VIA AOCC. MAINTAIN WATCH ON KI FIS 123.9KHZ, PASS REPORTS
AS NECESSARY. EXCLUDE LAND MASSES FROM SEARCH AREA.
ENDAT
BT

WNNN
ACSC AA62349
AA62054

TOD1222
ACSC AA62349
AA62054

OUTLS 109/22

UU
OO RAYNACK
DE RAYUDN 520 2950759
ZNR UUUU U
O R 220755Z OCT 78
FN 92NG
TO RAYMB/HQCC
RAYPP/DEFAIR CANBERRA
RAYQXX/RCMEL (TLX AA31323)
INFO RAYUDN/HQEDN
RAYQJG/COCSA
RAYQXX/ACSC
RAYQXX/AIRPTFSP MELBOURNE
BT

UNCLAS

HSGID/113SQ/PURPLE/867/CCT/SAR CESSNA 192
REF/HQCC/21143728/CCT/76/GREEN/867/CCT
NISN/SCOPS/SAR/VISITNG CESSNA 192
F0RCE/113SQ/P36 //RESCUE 251
TASK/AAED/21175342/21191024/22055256/22064973/AAED
ACFT/P38/A9-2977/3NM
CREW/B/PC-FLTLT FEEHEY/TO-FLTFR TIGGON
WEA/////00//CLR/AL3005/125T/010K/CON/090T/09K/1///0327
TR IPS/22043526/322468/14331E9

PAGE 2 RAYUDN 529 UNCLAS

EQUAL/APX-7/21195827/RETRO DISPENSER/21175824/ASA-16/21130022
LAMP/BDH1 FUNCTION OF ASA-16 ONLY WAS UNSERVICEABLE
NARR/ON ARRIVAL AT SEARCH AREA, DATUM POSN 3914/97
14346E9, WAS MARKED WITH A SSQ-41 3HR LIFE SONGBOUY.
RADAR CONTACTS WITHIN 50NM OF DATUM WERE CHECKED
VISUALLY BEFORE BEGINNING SECTOR SEARCH BECAU E
LIGHT CONDITIONS WERE NOT YET GOOD FOR A VISUAL
SECTOR SEARCH. AT 1930ZS SECTOR SEARCH 10NM RADIUS WITH
20 DEG ANGLE BETWEEN SEARCH LEGS WAS BEGUN.
EXPANDING SQUARE SEARCH 2NM TRACK SPACING, FIRST
LEG 2NM FROM DATUM WAS BEGUN AT 2053Z.
THE EXPANDING SQUARE SEARCH TO 20 NMS FROM DATUM
WAS COMPLETED AT 0017ZS. FOR INFORMATION, THE
SSQ-41 AT THE DATUM POSN APPEARED TO DRIFT
SOUTH WESTLY 1000 TO 1500 YDS IN THE 1 HR
AS KINS IT WAS USED. THIS INFORMATION IS BASED
ON RADAR FIXING OFF CAPE MICKHAM. THE CLA
SEARCH AT 3 NM TRACK SPACING WAS COMMENCED
AT 0017Z. COORDS OF AREA SEARCHED AT 3 NM
TRACK SPACING ARE 385490 14391E4, 394499 14439E1,

PAGE 3 RAYUDN 528 UNCLAS

392937 14525E3 AND 203804 A 14355E1. CONDITIONS
WERE GOOD FOR SEARCH AND LARGE NUMBERS OF
BIRDS, FISH AND PIECES OF WOOD WERE SEEN. A
NUMBER OF SLICKS WERE ALSO SEEN AND ONE
WAS MARKED WITH AN SAR DATUM BUOY (24 HR LIFE, 245 MNZ
AS REQUESTED BY RCC MELBOURNE. POSN
OF DATUM BUOY IS 391032 14401E0 AND TIME OF DROP WAS
052829. NO AIRCRAFT WRECKAGE WAS SEEN.

ENDAT
HQCC FOR JOPS
DEFAIR FOR DOPS-AR
BT

NNNNTOD 11149
ACSC AA62349
AA62054
MARYHOLYMAN GOSS
ACSC
CANBERRA

0930Z VESSEL FIFTEEN MILES FROM REPORTED OIL SLICK BASS STRAIT
REGRET UNABLE SEARCH DUE DARKNESS

MASTER

CCN 0930Z RR 0930Z

SENT 1013GMT

ACSC AA62553
V
GA
31591
MELBSAR AA31591
ACSC AA62553

GE OM DE ACSC REF MARSAR 78/1205==

PLS SUSPEND CQ RE OIL SLICK OVERNITE AND RESUME AT DAYBREAK
OK WILL ODO TKS

CULTRth
MELBSAR AA31591
ACSC AA62553
DE VIM 0919Z

U STILL WANT US KEEP BROADCASTING MARSAR EVERY HOUR PLS ??

SEC PLS SUSPEND OVERNITE OM

OK WILL DO AND START AT DAYLITE ??

YES PLS WE WILL UPDATE INTERVAL THEN

OK MANI TKS CU

+ ACSC AA62553
VIP
ACSC AA62553
MELBSAR AA31591

DE VIM 0812Z

RE MARSAR 78/1205

SMALL SHIP ISSEEEE PISCESISVK3648 REPORTS IN SEARCH AREA WILL CONTINUE TILL AFEEEE DARK THEN WILL HAVE TO ABANDON SEARCH NIL SEEN

RGR ANY CHANCE OF IT PICKING UP A SAMPLE OF THE OIL SPILL

HAVE BROADCAST SAME BUT HE DID NOT MENTION IT WILL TRY AND RAISE IM AGEN AND ASK HIM IF POSS

TKS OM CU CU

ACSC AA62553
MELBSAR AA31591
TEXT: VMR says not involved in SAR
Bund we assisting with St. Agnes
Assisting yes but could with KCC Amore
Please have Tel no.
Passed drift as experienced by
Manny Heath of Eastonby 2-3 kts.
That would be combination of sea current wind
and wind current. Suggested that if
wind change goes thru as forecast
that sea current is Eastonby at ½ knot

rgt. what is crayfisherman's name &
mnumber as oil slick possibly light aviation
spirit in stationary point. Will try
Apollo Bay vessel to take a sample
but if not luck wants K I crayfisheman
to take sample first light. Once has
marked point.

Rgr gave Graham Omnes name & tele no.
TEXT:

Sea current MPP speed
3412 143.38E
Any significant changes,
40 mile adverse drift line
AUTHORITY
MARSAR NO.

CO-ORDINATOR

TEXT:

Required depths in form of
reported air click - ... waved
away of 50 ft. ever also
bottom lights.

He said APA 416 land taken
member and other member of click
heard not member

\[\text{Signature}\]
**MARINE OPERATIONS CENTRE TELEPHONE MESSAGE**

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<tr>
<td>TAPE REF.</td>
<td>19/2 1007 - 1018</td>
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</tbody>
</table>

**TEXT:**

Datum for tomorrow 23.02.10
Request we work at understanding we have computer - No OK will work it themselves.
From Belamara:

Two hours steaming from position of oil slick, so unable to obtain that sample.

RGR OK OM and PSE to TK HIM WILL C WHAT ELSE CUMS UP.

OK

AM ABT TO SEND THE CQ NW

OK FINE

ACSC AA62553
MELBSAR AA31591
BELAMARA REPORTS NOT 10 MILES OF CAPE WICHAM AND HOLDING SEARCH PATTERN HEADING FOR CURRIE KING ISLAND

PREJUME THAT NOW 10 MILES ETC?
SRI 10 MILES NORTH OF CAPE WICKHAM

RGR HAVE CQ REF OIL SLICK FOR U SEEMS THAT BELAMARA MAY BE ABLE TO OBTAIN THE SAMPLE GIVE HIM THE DETAILS PSE POSN IS 16 MILES NE CAPE WICKAM BUT IF HE DOEST VOLUNTEER NO WORRIES K

OK WILL ASK HIM AND CALL U BACK LTR

OK TKS OM
MELBSAR AA31591
UNCLAS

MARSAR 78/1205 - DITCHED AIRCRAFT

1. PLSE BOCASC FOLLOWING CQ BIG/SMALL ON RECEIPT AND TWO HOURLY UFN
2. CQ DE VIM WESTERN BASS STRAIT CHART 1695B
SEARCH AIRCRAFT REPORTS SIGHTING OIL SLICK IN POSN 3920S 14404E. POSSIBLY CONNECTED WITH DITCHED AIRCRAFT.
VESSELS IN AREA REQUESTED TO OBTAIN SAMPLE IF POSSIBLE.
ACSC CANBERRA 220434Z OCT
<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>Tel no.</th>
<th>Tape Ref.</th>
<th>Authority</th>
<th>MARSAR no.</th>
<th>Co-Ordinator</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARIN E OPERATIONS CENTRE</td>
<td>03 339 4450</td>
<td>12/4 - 1263</td>
<td></td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>

**TEXT:**

DELIVER ME TO CARIBBEAN 10 4.200.

Passed to HARMONY 1500.
<table>
<thead>
<tr>
<th>TEXT:</th>
<th>MANZ BEACH CB OPERATOR</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Call for CB operator Mr. Hieda</td>
</tr>
<tr>
<td></td>
<td>7.20 - 8.00 PM Meyer 2AM Walkerville</td>
</tr>
<tr>
<td></td>
<td>(Warren Wireless) CB VA Q 644 - No Answer</td>
</tr>
</tbody>
</table>
FROM BELAMARA ESTIMATED DRIFT EASTWARDS ABOUT 2 KNOTS OR LESS.

RGR THAT ABOUT WHAT WE THORT OK THANKS VM OM
WE WILL ON PASS TO RCC NOW TKS

OK OUT FOR NOW
<table>
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<th>FROM/TO</th>
<th>Authority</th>
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<tr>
<td>03 3284440</td>
<td>1/2 - 201</td>
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**Text:**

Bellamara

ETA 0245

Orion just gone over deck too.

Big for ST aircraft - 2 call Bellamara off that one - DUN.

Description of bracket given -

Request current details for Bellamara.
BALAMARA ADVISES HAS ALSO JUST RECOVERED THE RED BUCKET REPORTED EARLIER

RGR THATS FINE MAY HAVE SOMETHING TO DO WITH THE CRASH SEC PLS WE JUST TALKING TO RCC NOW ANY MARKINGS ON BUCKET AT ALL PL S

SEC

ALSO THE RCC HAVE NOW INFO US THAT THEY DO NOT REQUIRE THE OIL SLICK INVESTIGATED AS THEY THINK IS TOO BIG TO BE CONNECTED WITH THE PLANE
OK ON PASSING TO VSL NOW


SEC

WIND EASTERLY FIVE KNOTS CURRENT UNKNOWN THE BUCKET IS UNMAKED BUT HAS BEEN USED TO FOR PAINTING WHITE PAINT IN BOTTOM AS HAS BEEN IN WATER SOME TIME WEED GROTH INSIDE

RGR THATS FINE TKS VM OBVIOUSLY NOTHING TO DO WITH THE ACFT BUT PLS THANK HIM FOR HIS EFFORTS KK

OK HE AT PREVIOUS MENTIONED POSN AND NOW TUN TURNING SOUTH AND SEARCH SEARCHING TOWARDS KING SILAND

RGR THAT FINE TKS VM HAVE U HEARD ANYMORE FROM THE NGAPARA LATELY KK

NIL

OK FINE HOPE HE HAS RESUMED HIS VOYAGE BY NOW OK PLS ASK THE BALAMARA IF HE CAN GIVE US THE CURRENT DETAILS AS SOON AS HE CAN TKS

OK WILL DO
NO CONTACT WITH NGAPARA AND SHE HAS NOW SAILED OFF TO THE WEST

RGR THAT FINE TKS VM
OK CUL OM TKS
MSG ONPASSED BELAMARA - HE SAYS WILL TAKE HIM ABOUT 1/2 HOURS TO GET ABOUT HALF AN HOUR TO GET TO THAT POSITION AND WILL THE AIRCRAFT BE IN THE AREA TO PINPOINT THE SLICK THEN?

RGR WE WILL FIND OUT TKS

OK CALL BACK WHEN READY TKU CUL
GA
31591
MELBSAR AA31591
ACSC AA62553

RE THE SEARCH IN THE BASS T STRAIT OFU PLS PASS TO
BELAMARA THAT AN OIL SLICK HAS BEEN SIGHTED BY
THE SEARCH AIRCRAFT IN POSITION 3919S 14402E AND THE
RCC REQUEST THAT HE INVESTIGATE IF POSSIBLE KK

R WILCO

RGR FINE SHOULD S JUST BE ABOUT NEAR HIS POSITION TKS VM

MELBSAR AA31591
ACSC AA62553
<table>
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<tr>
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<td>TAPE REF.</td>
<td>M/2 1149</td>
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<td>AUTHORITY</td>
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<td>MARSAR NO.</td>
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<tr>
<td>CO-ORDINATOR</td>
<td>13</td>
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</tbody>
</table>

**TEXT:**

Oil slick sighted by A/c 3919-55

144.02E.

Any vessels to investigate. Will check

A/Aoff.
ACSC AA62349
VSSAR AA22393

ACSC DE VIS 220300Z

RE YR REQUEST FOR INFO ON NOMAD HERE ALL THE INFORMATION AVAILABLE TO US =

(1) NOMAD/VJ2539 LICENSEE N.L. BRIEDEN PO BOX 4529 GPO SYD
2182/2201/4120
(2) NOMAD/VJ5997 LICENSEE H.N. COOPER 25 JUDD ST CRONULLA 2230
2182/2112/2284/2524/4136.3
(3) NOMAD/VJ6920 LICENSEE W.G. ROBERTS 35 WIGRAM RD GLEBE 2037
2182/2201(RX)
(4) NOMAD/VK2627 LICENSEE A.J. HUNTER 50 PASCOE ST APOLLOBAY 3233
2182/2201/4125/2112/4535/4620/6215.5
(5) NOMAD/VL2555 LICENSEE R.F. BRADFORD 246 KING ST CLONTARF
2182/2201/2100/2524/2234
(6) NOMAD/VL3139 L.C. HAMILTON PO BOX 49 TOWNSVILLE QLD
2182/2201/6204/2524
(7) NOMAD/VL4491 E.R. BRIESE PO BOX 124 MOSSMAN/QLD 4873
2182/2524
(8) NOMAD/VL4781 R.K. TUCKER 75 ESPLANADE MANLY 4179
NO FREQUENCIES GIVEN ON LICENSE
(9) NOMAD/VL5128 H.D. MARTIN 344 JACKSON RD SUNNYBANK HILLS 4109
2182/2201/4136.3/6204
(10) NOMAD/VM5219 R.G. WAKEFIELD 74 DAVALLIA RD DUNCRAIGWA 6023
2182/2201/4136.3/2524

*Not willing scope of request*

© ACSC AA62349
VSSAR AA22393
GA
22393
VSSAR AA22393
ACSC AA62349

VIS DE ACSC 02212

REF SEARCH FOR AURCRAFT IN BASS ST REQUEST ANY AVBL DETAILS ON VESSEL NOMAD RPT NOMAD WE HAVE ONE LISTING BUT MAYBE U HAVE MORE PARTICULARLY INTERESTED IN FREQS

RGR WILL CALL BACK

TKS OMD
VSSAR AA22393
ACSC AA62349
FROM BELAMARA 220215Z

CAN STAY IN AREA UNTIL AROUND 1300 LOCAL TIME THEN HAVE TO RETURN TO PORT BEFORE DARK SAME APPLIES TO OTHER TWO VSL IN AREA

ALSO NGAPARA SAYS VSL CURRENTLY ALONG SIDE (NOMAD RR VSL NOMAD) AND TRYING TO ESTABLISH QSO AND FREQ AVAILABLE ASKING NOMAD TO RECOVER BUCKET

SEC

ONLY NOMAD WE HAVE IS SLOOP CALLSIGN VL 3139 FREQ 2182 2524 4136.3

WILL C IF WE CAN GET FURTHER K

OK TKS MAY GET IT VIA NGAPARA SHORTLY TKS NIL ELSE FOR NOW

OK CUL

MELBSAR AA31591
ACSC AA62553
VG:
ACSC AA62349
TRANSML AA32900ZCZC TLX086 220214
SS AMMOYF
220214 AMMLYF """
R 220201 AMMOYC

NNNNnp
ACSC AA62349
TRANSML AA32900
GA
32900
TRANSMISSION AA32900
ACSC AA625542C2C
SS AMYLYC
220201 AMMOYG
MARSAR 78/1205 - VH-DSJ DETRESIA
1. VESSELS BALAMARA/VM4076 NAUTILUS/VM4729 HELEN D/VM4774 COMPELLING DRIFT LINE SEARCH FROM 3913S 14338E TRACKING 100 DEG TRUE. WEATHER REPORTED AS LIGHT NENE BREEZE SEA TEMPERATURE "COOL BUT NOT COLD" (NO THERMOMETER AVBL) VESSELS WILL SEARCH DRIFT LINE TO EAST FOR 11NM THEN SOUTH FOR 6NM. LEGS 1 TO 1 AND ONE HALF HOURS.
2. NGAPARA/ZMJT SIGHTED RED PLASTIC BUCKET 220135 IN 3919S 14355E ENDEAVOURING RECOVERY - VESSEL BOUND PORT LINCOLN

NNNN
TRANSMISSION AA32900
ACSC AA62554
ACSC AA62553
MELBSAR AA31591

R WILO ATTEMPT

ACSC DE VIM 220145 GMT
FM NGAKARA/ZMJT RE MARSAR 78/1205
R WILCO WILL ATTEMPT RECOVER BUCKET

(SMALL SHIPS IN AREA WARNED BY VIM OF NGAKAREEEEEE NGAPARA MANOEUVRING)

RGR TKS OK NIL ELSE

TKS CUL

ACSC AA62553
ACSC AA62553
MELBSAR AA31591

220153Z

FROM BALAMARA NOW COMMENCING SEARCH FROM GIVE POSITION TO EASTWARDS
FOR 11 MILES THE SOUTH FOR 6 MILES FOR 1-1/2\[WWW\]EACH LEGS

THAT SHOULD BE 1-1/2 HOUR EACH LEG

OK FINE TKS UNDERSTOOD REQUEST U ASK HIM HOW LONG VSL CAN STAY
ON SEARCH TKS

OK WILL COME BACK ON THAT

TA CUL

ACSC AA62553
FROM BALAMARA 0140Z

WHR LIGHT BREEZE ENE AND NO THERMOMETER FOR SEA TEMP
BUT FROM HAND FEEL SAYS COOL BUT NOT COLD

RGR TKS VM
OK OUT FOR NOW
HE IS COMMENCING THE SEARCH OF AREA AS OF NOW

OK TKS AND DID HE ACK THE LAST ABOUT PROCEEDING EASTERLY ALONG
DRIFT LINE
YES AND ONPASSING TO THE OTHER TWO VSLS IN HIS AREA

GOOD TKS ON CUL
SAID SIGHT THE ORION ABT HOUR AGON NIL SINCE THAT

OK FINE TKS AND IN CASE ORION SEES ANYTHING WHAT FREQ U HAVE HIM ON
PSE

HAVE TOLD THE BALAMARA THAT ORION WILL POSSIBLE CALL UP ON 2182 IF
WISHES TO GET IN CONTACT

OK FINE THAT ALL TKS AND CU
M
GA
31591
MELBSAR AA31591
ACSC AA62553

VIM DE ACSC REF NGAPARA SIGHTING BUCKET
PSE PASS FOLLOWING

MASTER
NGAPARA/ZMJT

RYC . RCC REQUESTS RECOVERY OF BUCKET IF POSSIBLE
ACSC 220140Z

R WILCO

* *
MELBSAR AA31591
ACSC AA62553
| FROM/TO | Lee |
| TEL. NO. | |
| TAPE REF. | 1/2 - 1085 |
| AUTHORITY | |
| MARSAR NO. | |
| CO-ORDINATOR | R. |

**TEXT:**

Paeda bucket sighted. Request recovery if possible - R.
ACSC AA62553
MELBSAR AA31591

ACSC DE VIM 220135 GMT
FM NGAPARA/ZMJT RE MARSAR

SIGHTED RED PLASTIC BUCKET FLOATING IN POSITION 39.19S
143.55E

RGR OM PLS CONFIRM BUCKET
RR CONFIRMED
RGR FINE TKS VM FOR HIS REPORT WE WILL ON PASS TO THE
RCC AT MELBOURNE TKS
R T U CUL

ACSC AA62553
MARINE OPERATIONS CENTRE

’78 OCT 22 048

VIM DE ACSC HERE ANOTHER FOR BALAMARA OR ONE OF THE OTHERS IN COY PSE

BALAMARA/VM4076

RESCUE COORDINATION CENTRE MELBOURNE REQUESTS THAT ON ARRIVAL ORIGIONAL SEARCH AREA VESSELS TRACK 100DEG TRUE ALONG ESTIMATED DRIFT LINE. TARGET FOR SEARCH SURVIVOR LIFEJACKET WRECKAGE OIL SLICK. RAAF ORION AIRCRAFT CALLSIGN RESCUE 251 IN SEARCH AREA. SEARCH DATUM 3920S 14425E AT 220300GMT. ALSO REQUEST LATEST WEATHER REPORT IN AREA INCLUDING ESTIMATED CURRENT AND WATER TEMPERATURE IF POSSIBLE. REGARDS ACSC 220045Z

REQUEST ADVZ WHEN PASSED PSE OM

OK

TKS
MELBSAR AA31591
ACSC AA62553
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM/TO: Acc

TEL. NO.: 1085 - 1070

TAPE REF.: 12/2

AUTHORITY

MARSAR NO.

CO-ORDINATOR NS.

TEXT:

EXPLANED USE INVOLVED. BAMAALA.

OSSON ASS 20 MILE EAST.

NEW DATUM - 39 20S 144 25E. MAY R. 03 00Z.

R2. Will proceed to 15 from distant point.

OK.
FROM BALAMARA/VM4076
TWO VSLs IN COMPANY ARE AS FOLLOWS

NAUTILASS VM4729 AND HELEN -DVM4774
STILL ABOUT ONE HOUR FROM THE DITCHED AREA
AND WILL BE SEARCHING THAT AREA ON ARRIVAL OF POSITION

NB... C'SIGNS SUPPLIED FROM HOBARTRADIO AS BALAMARA DID HAVE THE C/S

+3
ACSC AA62349
GA
31591
MELBSAR AA31591
ACSC AA62349

VIM DE ACSC RE THE XXX U HAVE RUNNING ON THED DITCHED PLANE

PLEASE AMEND THE BROADCAST TO READ

'VESSELS WITHIN 50 NM RADIUS REQUESTED TO LOOKOUT' ETC ETC INSTEAD
OF VESSELS IN AREA ETC ETC TKS

MELBSAR AA31591
ACSC AA62349
A/1C Bass Shore

Ring DOT (A1) Melbourne O.H. to

Operator.
GA
32900
TRANSML AA32900#
AGSC AA62554ZCZC
3S AMMLYF
220025 AMM0YCAZAZAZ
R 220023 AMMLYC

WNNNW#
TRANSML AA32900#
AGSC AA62554
ACSC AA62349
TRANSMIT AA32900ZCZC TLX064 220024
SS AMOCOF AMMLYC AMLTYU AMMOYC AAEDZG ASSXYW
220023 AMMLYC

AMD SEARCH AREA CO-ORDS AS FOLLOWS
3854S 14351E
3844S 14439E
3957S 14525E
4015S 14404E

NNNN
ACSC AA62349
TRANSMIT AA32900
Text:

Def Nancy Heavy Drift

Do not suggest move Origins as new datum will be outside area - said in view of best able into I would suggest to OK will add new datum for XXX.

He wrote with C.Q. 2k.
<table>
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<td>TAPE REF.</td>
<td>1025 Forward</td>
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</tbody>
</table>

**AUTHORITY**

**MARSAR NO.**

**CO-ORDINATOR**

**TEXT:**

3913 143.38k.

**Naval Health Alert 06: 2 - 3 km NE.**
GA 31591
MELBSAR AA31591
ACSC AA62553

VIM DE ACSC REF SERCH FOR AIRCRAFT MARSAR 78/1205

YOU HAD QSO WITH BALAMARA/VM4076 EARLIER
AND HE SAID HE AND 3 OTHER VESSES IN SEARCH

REQUEST U ASK HIM PSE NAMES OF OTHER VSLS INVOLVED
AND POSITION OF ALL OF THEM ALSO AREA BEING SEARCHED TKS

AT 0908LT HE CAME AND SAID WAS ABT 2 HOURS FROM THE AREA
OK TKS IF U GET HIM BACK REQUEST THE OTHER INFO TOO TKS

OK WILL DO

ERE ONE

VKNH NANCYHEATH
ACSC CANBERRA
EASTERLY SET EXPERIENCED 2 TO 3 KNOTS

0947RJW

+RGR TKS COPIED CUL
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM/TO: Arc Me

AUTHORITY

MARSAR NO.

COORDINATOR:

TEL. NO:

TAPE REF:

12/1 1027

1035

TEXT:

CLAY HEATH. How many in area.

Said we think Helen 0+1 + Balmera + 3.

Head southwest, on Balmera. - Want to know

Point if possible in case beach party

See anything for recovery.

I will endeavor contact via a sea where

They are.

Gave start new night search set to be

Adulc.

ORION IN SEARCH AREA - No lightings at

Mom.

D.O.T. 2085 (Int. 9 76)
OCEAN FORECAST FOR WATERS 36/50S BETWEEN 141/160E ISSUED 2245Z
ON 21/10/72....

PART 1. WARNINGS...
NIL.

PART 2. SYNOPTIC SITUATION...
A HIGH IS CENTRED NEAR 34S 150E, 1027MB, MOVING SLOWLY EASTWARDS.
A FRONT EXTENDS FROM 37S 130E TO 43S 140E TO 50S 152E AND IS
MOVING EAST AT 30KTS.

FORECAST FOR 24 HOURS FROM TIME OF ISSUE...
(1) NORTH OF 42S: VARIABLE WINDS OF LESS THAN 10KTS, FACING
NORTHWESTERLY IN THE SOUTH AT 10-15KTS. SLIGHT SEAS RISING TO
MODERATE.
(2) SOUTH OF 42S EAST OF THE FRONT: NORTHWEST WINDS, 15-20KTS
IN THE NORTH, STRENGTHENS TO AVERAGE 20-30KTS IN THE SOUTH.
MODERATE SEAS RISING TO MODERATE.
(3) SOUTH OF 42S WEST OF THE FRONT: WEST-ELY WINDS, INITIALLY
20-25KTS, GRADUALLY MODERATING. ROUGH SEAS ADAPTING TO MODERATE.
VIM PSE PASS FOLLOWING

MASTER
NANCY HEATH/VKNH
RYC. MANY THANKS FOR YOUR SEARCH. FOR FURTHER SEARCH PLANNING REQUEST YOUR ESTIMATE OF STRONG EASTERLY SET EXPERIENCED IN AREA REGARDS ACSC 212232Z

TKS OMB
MELBSAR AA31591
ACSC AA62349
ACYHEATH/VKNH MELBOURNERADIO 21 22 00GMT

ACSC
CANBERRA VIA VIM

SEARCHED AREA INDICATED IN GOOD VIS AND WEATHER STOP
RESULT NEGATIVE STOP IF FURTHER SEARCHES
CARRIED OUT PLEASE NOTE STRONG EASTERLY SEA EXPERIENCED
AT ABOVE AREA

MASTER

()
TEXT:

Armed Heavy next Cape atl. " . " Cape otway.

0913 -152, 12125 Comm.
TRANS AA58067
ACSC AA62349

P 212152Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO POLICE MELBOURNE
POLICE HOBART
AD(SQ)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
A. MY 211958Z OCT 18
1. VIM PLS AMEND XXX BROADCAST TO READ AS FOLLOWS AND BROADCAST
   HOURLY RTG/RTF UFN.
2. XXXX DE VIM WESTERN BASS STRAIT CHART BA 1695B. LIGHT AIRCRAFT
   1POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
   POSITION 3913S 14338E AT 210915Z APPROX. VESSELS IN AREA REQUESTED
   TO LOOKOUT FOR 1 SURVIVOR IN LIFEJACKET AND/OR WRECKAGE. AIR AND
   SEA SEARCH IN PROGRESS.
ACSC CANBERRA 212152Z

COR BROADCAST LIFEJACKET
OK WILL DO

GA
30260
TRANS AA30260
ACSC AA62349

P 212152Z OCT 73
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO POLICE MELBOURNE
POLICE HOBART
AD(SD)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
A. MY 211958Z OCT 18
1. VIM PLS AMEND XXX BROADCAST TO READ AS FOLLOWS AND BROADCAST
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2. X X X DE VIM WESTERN BASS STRAIT CHART BA 1695B. LIGHT AIRCRAFT
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TO LOOKOUT FOR 1 SURVIVOR IN LIFEJACKET AND/OR WRECKAGE. AIR AND
SEA SEARCH IN PROGRESS.
ACSC CANBERRA 212152Z

COR BROADCAST
P 212152Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO POLICE MELBOURNE
POLICE HOBART
AD(SO)VIC
AD TAS
BT
UNCLASS
SIG KAO
MARSAR 73/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
A. NY 211958Z OCT 18
1. VIM PLS AMEND XXX BROADCAST TO READ AS FOLLOWS AND BROADCAST HOURLY RTG/RTF UFN.
   2. X X X DE VIM WESTERN BASS STRAIT CHART BA 1695B. LIGHT AIRCRAFT 1POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED POSITION 3913S 14338E AT 210915Z APPROX VESSELS IN AREA REQUESTED TO LOOKOUT FOR 1 SURVIVOR IN LIFEJACKET AND/OR WRECKAGE. AIR AND SEA SEARCH IN PROGRESS.
ACSC CANBERRA 212152Z

COR BROADCAST
GA
UN
NC
M
GA
AA62112
NAVY AA62112
ACSC AA62349

P 212152Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO POLICE MELBOURNE
POLICE HOBART
AD(SO)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
A. MY 211958Z OCT 18
1. VIM PLS AMEND XXX BROADCAST TO READ AS Follows AND BROADCAST
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2. X X X DE VIM WESTERN BASS STRAIT CHART BA 1695B. LIGHT AIRCRAFT
1POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
POSITION 3913S 14338E AT 210915Z APPROX VESSELS IN AREA REQUESTED
TO LOOKOUT FOR 1 SURVIVOR IN LIFEJACKET AND/OR WRECKAGE. AIR AND
SEA SEARCH IN PROGRESS.
ACSC CANBERRA 212152Z

COR. BROADCAST
GA
58201
TASPOL AA58021
ACSC AA62349
P 212152Z OCT 78
FM ACSC CANBERRA
TO VIM
DEFNAV CANBERRA
INFO POLICE MELBOURNE
POLICE HOBART
AD(SC)VIC
AD TAS
BT
UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
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2. X X X DE VIM WESTERN BASS STRAIT CHART BA 1695B. LIGHT AIRCRAFT
   1POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED
   POSITION 3913S 14335E AT 210915Z APPROX VESSELS IN AREA REQUESTED
   TO LOOKOUT FOR 1 SURVIVOR IN LIFEOJCKET AND/OR WRECKAGE. AIR AND
   SEA SEARCH IN PROGRESS.
ACSC CANBERRA 212152Z
COR BROADCAST

NNNN
TASPOL AA58021
ACSC AA62349V
GA
31591
MELBSAR AA31591
ACSC AA62349

VIM DE ACSC REF TT 212152Z JUST SENT READ IT AS BROADCAST HOURLY
RTG/RTF UFN

212152Z

NNNNN:
MELBSAR AA31591
ACSC AA62349
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
A. MY 211958Z OCT 18
1. VIM PLS AMEND XXX BROADCAST TO READ AS FOLLOWS AND BROADCAST HOURLY RTG/RTF UFN.
2. X X X DE VIM WESTERN BASS STRAIT CHART BA 1695B. LIGHT AIRCRAFT 1POB ON ROUTE CAPE OTWAY TO KING ISLAND POSSIBLY DITCHED IN ESTIMATED POSITION 3913S 14338E AT 210915Z APPROX VESSELS IN AREA REQUESTED TO LOOKOUT FOR 1 SURVIVOR IN LIFEJACKET AND/OR WRECKAGE. AIR AND SEA SEARCH IN PROGRESS.
ACSC CANBERRA 212152Z
MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM/TO C. O'Grady

TELEPHONE NO.

TAPE REF.

'78 OCT 21 21 29

AUTHORITY

MARSAR NO.

CO-ORDINATOR

TEXT:

Crane sitrep.

Lady heard plane pass over about 6:30 to 7:00 pm last night but paid no attention as normal occurrence.

Keeper saw plane fly towardsmelon 9:00 pm last night.
<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>3XY</th>
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</thead>
<tbody>
<tr>
<td>TEL. NO.</td>
<td>Authority</td>
</tr>
<tr>
<td>MARSAR NO.</td>
<td></td>
</tr>
<tr>
<td>TAPE REF.</td>
<td>12/12 -952</td>
</tr>
<tr>
<td>CO-ORDINATOR</td>
<td></td>
</tr>
<tr>
<td>TEXT:</td>
<td>Info on AETF referred to SEC MED</td>
</tr>
</tbody>
</table>
TEXT: Req. info on AEF.

Gave facts & contact Airways Ops Melb.

Log.
DE VIM 212100Z
MVSL BALAMARA/VM4076 CONTACTED VIM. HER QTH JUST NNW OF KING ISLAND AND FEW HOURS FROM ESTIMATED DITCHED POSN OF LIGHT AIRCRAFT. SHE REPORTS THREE OTHER VESSELS IN AREA ENGAGED IN SEARCH.
FYI.
GA
35021
TASPOL AA59021
ACSC AA62349

P 211958Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO AD (30) VIC
AD TAS
POLICE OPS HOBART
POLICE OPS MELBOURNE (D24)

BT UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
A. ACSC 210948Z OCT - XXX MBS (KOTAL)
   1. VIM PLS BCAST FOLLOWING URGENCY MESSAGE RTG/RTF ON RECEIPT
      AND HOURLY UFN.
   2. X X X DE VIM BASS STRAIT LIGHT AIRCRAFT 1 PERSON ON BOARD
      OVERDUE KING ISLAND SINCE 210929Z OCT FROM CAPE OTWAY AND
      ESTIMATED DITCHED POSITION 3913S 14335E AT 210910Z OCT 78.
      POSITION REPORTS ARE REQUESTED OF VESSELS IN AREA. DESCRIPTION
      SINGLE ENGINE CESSNA 182 BLUE BODY WHITE STRIPE WHITE TAIL

BT

NNNN
SENT ONE FIN.
TASPOL AA59021
ACSC AA62349

GA
30717
VKC AA30717
ACSC AA62349

P 211958Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEFNAV CANBERRA
INFO AD (30) VIC
AD TAS
POLICE OPS HOBART
POLICE OPS MELBOURNE (D24)

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      POSITION REPORTS ARE REQUESTED OF VESSELS IN AREA. DESCRIPTION
      SINGLE ENGINE CESSNA 182 BLUE BODY WHITE STRIPE WHITE TAIL

BT

NNNN
SENT ONE FIN.
VKC AA30717
ACSC AA62349
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.

A. ACSC 210948Z OCT - XXX MSG (NOTAL)
   1. VIM PLS BCST FOLLOWING URGENCY MESSAGE RTG/RTF ON RECEIPT
      AND HOURLY UFN.
   2. X X X DE VIM BASS STRAIT LIGHT AIRCRAFT 1 PERSON ON BOARD
      OVERDUE KING ISLAND SINCE 210928Z OCT FROM CAPE OTWAY AND
      ESTIMATED DITCHED POSITION 39135 14335E AT 210915Z OCT 78.
      POSITION REPORTS ARE REQUESTED OF VESSELS IN AREA. DESCRIPTION
      SINGLE ENGINE CESSNA 182 BLUE BODY WHITE STRIPE WHITE TAIL

BT

NNNN
SENT ONE FIN®
TRANS AA30260
ACSC AA62349

MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.

A. ACSC 210948Z OCT - XXX MSG (NOTAL)
   1. VIM PLS BCST FOLLOWING URGENCY MESSAGE RTG/RTF ON RECEIPT
      AND HOURLY UFN.
   2. X X X DE VIM BASS STRAIT LIGHT AIRCRAFT 1 PERSON ON BOARD
      OVERDUE KING ISLAND SINCE 210928Z OCT FROM CAPE OTWAY AND
      ESTIMATED DITCHED POSITION 39135 14335E AT 210915Z OCT 78.
      POSITION REPORTS ARE REQUESTED OF VESSELS IN AREA. DESCRIPTION
      SINGLE ENGINE CESSNA 182 BLUE BODY WHITE STRIPE WHITE TAIL

BT

NNNN
SENT ONE FIN®
TRANS AA58067
ACSC AA62349
GA
31591
MELBSAR AA31591
ACSC AA62349

VIM DE ACSC...2004Z

P 211958Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEF NAV CANBERRA
INFO AD(30) VIC
AD TAS
POLICE OPS HOBART
POLICE OPS MELBOURNE (D24)
DT

UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
1. ACSC 210948Z OCT - XXX MSG (NOTAL)
2. X X X DE VIM BAS STRAIT LIGHT AIRCRAFT 1 PERSON ON BOARD
OVERDUE KING ISLAND SINCE 210928Z OCT FROM CAPE OTWAY AND
ESTIMATED DITCHED POSITION 3913S 1410E AT 210915Z OCT 78.
POSITION REPORTS ARE REQUESTED OF VESSELS IN AREA. DESCRIPTION
SINGLE ENGINE CESSNA 102 BLUE BODY WHITE STRIPE WHITE TAIL
DT

MNNN
SENT ONE FING
MELBSAR AA31591
ACSC AA62349

V
GA
62112
NAVY AA62112
ACSC AA62349

NAVY DE ACSC...2007Z

P 211958Z OCT 78
FM ACSC CANBERRA
TO MELBOURNE RADIO/VIM
DEF NAV CANBERRA
INFO AD(30) VIC
AD TAS
POLICE OPS HOBART
POLICE OPS MELBOURNE (D24)
DT

UNCLAS
SIG KAO
MARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
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2. X X X DE VIM BAS STRAIT LIGHT AIRCRAFT 1 PERSON ON BOARD
OVERDUE KING ISLAND SINCE 210928Z OCT FROM CAPE OTWAY AND
ESTIMATED DITCHED POSITION 3913S 1410E AT 210915Z OCT 78.
POSITION REPORTS ARE REQUESTED OF VESSELS IN AREA. DESCRIPTION
SINGLE ENGINE CESSNA 102 BLUE BODY WHITE STRIPE WHITE TAIL
DT

MNNN
SENT ONE FING
NAVY AA62112
ACSC AA62349
GA
AA58021
TASPOL AA58021
ACSC AA582349

P 211645Z OCT 78
FM ACSC CANBERRA
TO POLICE OPS HOBART
POLICE OPS MELBOURNE (D24)
BT
UNCLAS
HARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
1. MELBOURNE AIRWAYS OPERATIONS ADVISED ACSC OF AN OVERDUE
LIGHT AIRCRAFT 1 POB CALLSIGN VH DSJ ENROUTE CAPE OTWAY TO KING
IS. ACFT DESCRIBED AS SINGLE ENGINE CESSNA 152 BLUE BODY
WHITE STRIPE WHITE TAIL.
2. AIR SEARCH TO COMMENCE 22 OCT 78 AROUND POSN 3914S 14346E.
3. REQUEST LOCAL AUTHORITIES AND FISH CO-OPS BE ADVISED OF
SITUATION. BROADCAST TO SHIPPING CURRENT

T
GA
30717
VKC AA30717
ACSC AA582349

P 211645Z OCT 78
FM ACSC CANBERRA
TO POLICE OPS HOBART
POLICE OPS MELBOURNE (D24)
BT
UNCLAS
HARSAR 78/1205 - LIGHT AIRCRAFT OVERDUE KING ISLAND.
1. MELBOURNE AIRWAYS OPERATIONS ADVISED ACSC OF AN OVERDUE
LIGHT AIRCRAFT 1 POB CALLSIGN VH DSJ ENROUTE CAPE OTWAY TO KING
IS. ACFT DESCRIBED AS SINGLE ENGINE CESSNA 152 BLUE BODY
WHITE STRIPE WHITE TAIL.
2. AIR SEARCH TO COMMENCE 22 OCT 78 AROUND POSN 3914S 14346E.
3. REQUEST LOCAL AUTHORITIES AND FISH CO-OPS BE ADVISED OF
SITUATION. BROADCAST TO SHIPPING CURRENT

NNNN
SENT ONE FINIS
TASPOL AA58021
ACSC AA582349

NNNN
SENT ONE FINIS
VKC AA30717
ACSC AA582349
<table>
<thead>
<tr>
<th>FROM/TO</th>
<th>Hobart</th>
</tr>
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<tbody>
<tr>
<td>TEL. NO.</td>
<td>002-331101</td>
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<tr>
<td>TAPE REF.</td>
<td>288-933</td>
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<tbody>
<tr>
<td>MARSAR NO.</td>
</tr>
<tr>
<td>CO-ORDINATOR</td>
</tr>
</tbody>
</table>

**MESSAGE**

**TEXT:**

Ref A38T.

Ref: Hobart aware.

Gave dateem for 21/2/0002 also fact re Mr Oliver & M. unavare of new date in. As to info also be phoning in msg for brief.

As per authorities & Fish co-ops.

Ref Send telex will do.


Sitrep - ple advise local police

and fish - coop.

O.K. Will do!
DATEM given (39145 14346E)
last conversation excked # in
the one - Rg.
Police has engaged but
still unsure of day - however
could arise 8 wpo day and
alert Fifth Co-ops.
Rg will do.
A.E. Sec confirmed also
on other phone
OCT 21 16 03

MARINE OPERATIONS CENTRE TELEPHONE MESSAGE

FROM/TO: SOE MELB HUGHES  
TELEPHONE NO: 03-339
TAPE REF: 722-879.860

TEXT:

Ref rep.

1. Has Police Hobart SAR Div been informed.
2. D24 been informed. 

Ref not aware if Police Hobart been informed but thanks so and D24 not informed but why? 

Explained now new SP mid. 
E. Stoway - E. Wickham therefore assistance from F. Vesey & F. Coops were D24 also told him when KD boat owner (Driver) rings in mpg will have to give him new 
SP. 

Date: 14.9. Date: 40 M FROM Carrier.

Date: SOE has 39145 14346 E

Orion to search 20 m radius.

Search to resume during mpg. SOE requested Vesey in area

SOE has just come on a vague on site.
TEXT: Amended S.P. 328°T Cape Adolphus 27
20 0915Z

(21)
will have H010 to search area AM.
+ light & coastal.

Will have bay fishermen search 10 miles
around ship’s datum.

Send to use dhj (S/E w/c) able to 100/60nm
at 212002,

D.o.T. 2085 (Int. 9/76)
DEPARTMENT OF TRANSPORT
AIR TRANSPORT GROUP
SEARCH AND RESCUE WORKSHEET No 1

OCEANIC DATUM POINT
REPORTED DISTRESS Position 89 31 S 14354 E at time 210920 GMT
PREVIOUSLY COMPUTED DATUM  S E at time GMT
DATUM TO BE COMPUTED FOR SEARCH COMMENCING AT 212000 GMT
TIME INTERVAL FOR PLOTTING OF VECTORS 10.6 HRS

SURFACE DRIFT

SEA CURRENT
AVERAGE SEA CURRENT SET 100 T/ S MPD/KTS
AVERAGE SEA CURRENT VECTOR TO PLOT 100 T/ S 3.3 NM

WIND CURRENT
SURFACE WIND 315 T/ 5 KTS for 48 HRS TO SPLASH
FETCH 50 NM for 48 HRS TO DATUM
LOCAL WIND CURRENT SET 115 T/ 05 KTS
LOCAL WIND CURRENT VECTOR TO PLOT 115 T/ 53 NM

LEEWAY
MINIMUM LEEWAY SET T/ MPD/KTS
MINIMUM LEEWAY VECTOR TO PLOT T/ NM
MAXIMUM LEEWAY SET T/ MPD/KTS
MAXIMUM LEEWAY VECTOR TO PLOT T/ NM

MINIMUM SURVIVAL CRAFT DRIFT D_{min} T/ NM
MAXIMUM SURVIVAL CRAFT DRIFT D_{max} T/ NM

DATUM OR DATUM MINIMAX
DISTANCE MIN TO MAX NM

DRIFT ERROR (d_e) = \frac{d_e \text{ (min)} + d_e \text{ (max)} + \text{dist min to max DATUM}}{2} + \frac{2}{2}
= NM

Computed by

Checked by
## Search and Rescue Worksheet No 2

### Search Radius Area for

<table>
<thead>
<tr>
<th>Drift Error</th>
<th>( (d_e) )</th>
<th>NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distress Craft Position Error (fix + drift)</td>
<td>( (x) )</td>
<td>21.75 NM</td>
</tr>
<tr>
<td>Search Craft Position Error</td>
<td>( (y) )</td>
<td>NM</td>
</tr>
<tr>
<td>Total Probable Error of Position ( (c) )</td>
<td>( \sqrt{d_e^2 + x^2 + y^2} )</td>
<td>21.75 NM</td>
</tr>
</tbody>
</table>

### Safety Factor for This Search

<table>
<thead>
<tr>
<th>Safety Factor</th>
<th>( (f_s) )</th>
</tr>
</thead>
<tbody>
<tr>
<td>Search Radius ( (R) ) = ( (c) \times (f_s) )</td>
<td>23.9 NM</td>
</tr>
</tbody>
</table>

### Area Coverage

<table>
<thead>
<tr>
<th>Search Object</th>
<th>__________</th>
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<tbody>
<tr>
<td>Cloud Base</td>
<td>__________ FT</td>
</tr>
<tr>
<td>Visibility</td>
<td>__________ M/KM</td>
</tr>
<tr>
<td>Wind</td>
<td>/</td>
</tr>
<tr>
<td>Cloud Coverage</td>
<td>__________ %</td>
</tr>
</tbody>
</table>

### Search Height

<table>
<thead>
<tr>
<th>Search Height</th>
<th>__________ FT</th>
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</table>

### Uncorrected Sweep Width

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<tr>
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<th>( (W_u) )</th>
<th>NM</th>
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</table>

### Whitecap Correction Factor

<table>
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<tr>
<th>Whitecap Correction Factor</th>
<th>( (f_w) )</th>
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</table>

### Cloud Coverage Factor

<table>
<thead>
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<th>Cloud Coverage Factor</th>
<th>( (f_c) )</th>
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### Sweep Width

<table>
<thead>
<tr>
<th>Sweep Width</th>
<th>( (W) )</th>
<th>NM</th>
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</table>

### Coverage Factor Desired

<table>
<thead>
<tr>
<th>Coverage Factor Desired</th>
<th>( (C) )</th>
</tr>
</thead>
</table>

### Track Spacing Desired

| Track Spacing Desired | \( (S) \) | NM |

### Probability of Detection

<table>
<thead>
<tr>
<th>Probability of Detection</th>
<th>( (P) )</th>
</tr>
</thead>
</table>

**Computed by:** [Signature]

**Checked by:** [Signature]
<p>| | | | | | | |</p>
<table>
<thead>
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</thead>
<tbody>
<tr>
<td>T/I</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/N.</td>
<td>315/5</td>
<td>315/5</td>
<td></td>
<td></td>
<td>2109 20</td>
<td></td>
</tr>
<tr>
<td>SEA CURRENT</td>
<td>100/5 kts</td>
<td>15 kts</td>
<td>100/5.333</td>
<td>100/5.33</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WIND CURRENT</td>
<td>20° L</td>
<td>115/53</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN. LEEWAY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAX. LEEWAY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
TEXT: Und + 1 other boat going out at first light from Centine [sic] N.W. least then N.W. of Cape Whitchan 10mm 15.00 cur in charge. Will ring HSC for assessment of drift so he can render search...

And forecast was for a SE change about 1000 local...
M
GA
31591
MELBSAR AA31591
ACSC AA62553

REF YOUR LAST RE BOTANY CHEMIST VESSEL BIT FAR TO NORTH SO PLS
THANK MASTER BUT RELEASE HIM FROM FURTHER ACTION

WILL CO TKS

MELBSAR AA31591
ACSC AA62553V
MELBSAR AA31591

BOTANY CHEMIST/6MYY NR3 MELBOURNERADIO  21 1237GMT

ACSC
CANBERRA

1230GMT POSITION 3849S 1457E SP 13 KTS COURSE 285 TO ADELAIDE

MASTER

+RGR SEC WHILE I CHECK
WILL CHECK WITH SOC AS THIS FELLOW MAY BE ABLE TO HELP AS WELL

IN MEANTIME PLS SUSPEND XXX UNTIL FIRST SKEDS IN AM AND WE WILL ADVISE YOU OF INTERVAL
OK    CUL THEN

RGR:
MELBSAR AA31591
ACSC AA62553
Peculiar transmittal. Poor things, 5mm after dep Cape Otway at 0903Z, then came rough engine then machinery requested block out some sort of drift northern tip of King Island. Have drift goes for somebody in life jacket. Search time 2000Z.

W/V at NW @ Skonto 315/35.

Seeing things 5 - 6 mins after Otway about 0906 - 0907.
0913 repd ruff engine shortly after no commons.
TEXT: Vis V good cape Wickham to cape Otway
Another ship to run around K.I.

He was emitting when he sank aboard.

Refer: Nancy Heath go 250 mm N of cape Wickham.

Knots

33°O T - 10 miles 05
GA
31591
MELBSAR AA31591
ACSC AA62553

GDAY AGIN DE ACSC

LS PASS FLWG MSG TO MASTER NANCY HEATH
MASTER
NANVYHEATH/VKNH
YOU ARE REQUESTED TO PASS THROUGH A POSITION 335 DEGS TRUE
CAPE WICKHAM LIGHT 5 NAUTICAL MILES THE MOST PROBABLE POSITION
OF THE LIGHT AIRCRAFT IF IT IS DOWN IN THE SEA AND THEN IF
NOTHING SIGHTED PLS RESUME COURSE TO DESTINATION
REGARDS ACSC CANBERRA 211140Z OCT 78

OK OM
OK WILL ONPASS

MNY TKS CULTR
MELBSAR AA31591
ACSC AA62553
T
GA
31591
MELBSAR AA31591
ACSC AA62553

GDAY AGIN DE ACSC
PLS THANK FOLLOWING VESSELS AND REQUEST THEY PROCEED
VJMV VMBD VKGH ZMJT
OTHERS MAY STILL HAVE A PART TO PLAY

TKS OM
OK TKS WILL DO

MELBSAR AA31591
ACSC AA62553
TEXT:  Engaging alert height 900.

Yes, husband gone to airport as ATC told them on alert for 900 due to land with rough engine. Has been trying to contact husband by radio but no joy.

Suggested she contact Firebrigade who would also have radio.

She said she would ask them to report status.

Rye willing back.
MELBSAR AA31591
ACSC AA62553
STILL WANT US TO HANG ON?

NO THORT U SAID SEC NOT ME

URE PROBLY RITE STI OM CULTRO
MELBSAR AA31591
ACSC AA62553
DDVBI WAY VKNH RECKONS HE WILL BE AT LINE 11PM LT

OK OM WILL PASS TO SOC MELB AND GET LATEST CUM
MELBSAR AA31591
ACSC AA62553
ACSC AA62553
MELBSAR AA31591

1102Z

DE VIM

NGAPARA ZMJT PSN 2000LT GOOSE ISLAND LIGHT BEARING 050 DEGS 14 MILES CSE 293 DEGS SPEED 11 KNOTTS STOP NO SIGHTINGS OR HEARINGS

SAFOCEAN ALBANY POSITION 2000LT TWO MILES NORTH RONDONDO ISLAND FROM SYDNEY TO ADELAIDE COURSE 277 TRUE SPEED 17 STANDING BY VHF CHANNEL 16

SEC
TEXT: No boats in area. Usually Apollo Bay boats or Frankeno boats but last boat left yesterday. That is Cape Wickham.
No Smithton boats in area as all in port.
<table>
<thead>
<tr>
<th>FROM TO</th>
<th>HM Laurie.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEL NO.</td>
<td>004 621493</td>
</tr>
<tr>
<td>MARSAR NO.</td>
<td></td>
</tr>
<tr>
<td>CO-ORDINATOR</td>
<td></td>
</tr>
</tbody>
</table>

**TEXT:**

"Nothing Heard"

**HM Grassley**

004 621493

"Nothing heard."
FROM NANCYHEATH VKNH

WHEN WAS AIRCRAFT LAST SIGHTED OR LEAVE OTWAY OR ANY OTHER RELEVANT DETAILS PLS?

RGR LAST REPORT ESTIMATED TO BE 5-10MILES NORTH WEST OF CAPE WICKHAM HEADING SOUTH X COMMS WERE LOST SHORTLY AFTER SO SOC IS NOT SURE WHETHER AIRCRAFT CONTINUED ON TO KING ISLAND OR ATTEMPTED TO RETURN TO CAPE OTWAY X AT MOM SITUATION IS NOT CLEAR SO NO INSTRUCTIONS FOR VKNH X HOWEVER WE FEEL HE MAY BE ASKED TO DO ONE SWEEP FROM ABOVE POSIT TO KING IS AHEN HE GETS THERE BY THE WAY PLS DROPS XXX TO HOURLY NOW

OK WILL DO TKS WILL ON PASS VKNH
ACSC AA62349
TRANSML AA329000ZCZC TLX133 211028
SS AMMLYV AMKIYS AMLTYV AMMOYC
211028 AMMLYV

DE TRESFA ROUGH RUNNING MOTOR. OVERDUE ON ETA AMKI
NGT VMC. VH DSJ. C102 PVT ATD 0819 AMMB CTY AMKI EET 69 ENDC 300
BC VR HN. POB ONE VALENTICH SAS LX. LR D915 AMML FS 125.9
PX CTY D900 D050 VISUAL. BLUE BODY WHITE STRIPE WHITE TAIL
ETA AMKI D928

NNNNH
ACSC AA62349
TRANSML AA329000
TRE
OCT 78
10 27

MARINE OPERATIONS CENTRE
TELEPHONE MESSAGE
FROM TO SOC MARB
TEL. NO. 03 33 92 476
TAPE REF. 3/2 348 - 471

TEXT:


SOC's EST Posit 5-10 nm NW of Cape Murchison at 0915Z

Requested we ask local fishing boats operating in area if anything seen or heard.

Rgs
ACSC AA62553
MELBSAR AA31591

VKNH 3902S 14416.5E CO 277 SPEED 12 KNOTS

VJMV 40.08S 146.02E CSE 328 16 KTS 1000Z

VMBD 3909S 14542E 102 T 10.5 KTS AT 1000Z

VKGH 211000Z 40.14S 146.43E CSE 023 T 13.8 KTS

VLKG 211000Z 37.51S 140.02E CO 144 SPEED 16 KTS

CCN TIME 210930Z

MNY TKS WILL ADVISE SOC MELBOURNE AND DECIDE NEXT ACTION X

OK OK MANI TKS CUL

VKNH MAY PROCEED TO A POSSIBLITY ON THE LINE CAPE OTWAY TO KING ISLAND AND WHEN SHE REACHES THERE IF U WILL ASK HER TO ADVISE US WE MAY HAVE SUM EMPLOYMENT FOR HER IF SHE IS WILLING

OK WILL TELL EM TO LET US KNOW WHEN IN QTH

TKS OM CULTRP
MELBSAR AA31591
ACSC AA62553
<table>
<thead>
<tr>
<th>FROM/TO</th>
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<td>TEL. NO.</td>
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<td>TAPE REF.</td>
<td>386</td>
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<td>AUTHORITY</td>
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<td>MARSAR NO.</td>
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<tr>
<td>CO-ORDINATOR</td>
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**TEXT:**

```
Many thanks. Time is close to Cape Otway, then search to Cape Wickham. Are probably will land near tip of King Island & unlikely to have turned back.

In that case we might wait a while before directing. Many thanks.

Yes agreed

Told him XXX broadcast thru VIM.

Yes.
```
M
GA
31591
MELBSAR AA31591
ACSC AA62553

GE OM DE ACSC XXX MSG COMING ABOUT LIGHT AIRCRAFT OVERDUE KING ISLAND BELIEVE NANCYHEATH/VKHN MAY BE IN VIVINITY X CAN U GIVE HER A CALL AND ASK FOR POSIT AND IF ANYTHING HEARD OF AIRCRAFT EN ROUTE CAPE OTWAY TO KING ISLAND
SEC AVE CALLED VKHN OR WILL CALL U BAK ALSO WILL DELAY MY OCEAN FCAS TILL U U CUM UP

MNY TKS OM
SEC VKHN NOW

QTH EXACTLY CENTRED ABEAM PORT PHILLIP BAY
BBRSTKS HAVE U GOT THE XXX

YES SEC

BROADCAST HOURLY ?
HALF HOURLY
OK TKS CUL

MELBSAR AA31591
P 210948Z OCT 78
FM ACSC CANBERRA
TO VIM
INFO DEFNAV CANBERRA
BT
UNCLAS
MARSAR 78/1205 LIGHT AIRCRAFT OVERDUE KING IS.
1. VIM PLS BCAST FOLLOWING URGENCY MESSAGE RTG/RTF ON RECEIPT AND
   HALF HourLY UFN
2. X X X AUSTRALIA SOUTH COAST CHART AUS422 SINGLE ENGINED LIGHT
   AIRCRAFT ENROUTE CAPE OTWAY TO KING ISLAND NOW OVERDUE AT KING
   ISLAND. ONE PERSON ONBOARD
   SHIPS IN AREA ARE REQUESTED TO PASS POSITION COURSE AND SPEED AND
   MAKE HEARING OR SIGHTING REPORTS
ACSC CANBERRA
BT

NNNN
TOD..0953Z
@ NAVY AA62112
MARSAR 78/1205 LIGHT AIRCRAFT OVERTWUE KING IS.
1. VIM FLS BCA ST FOLLOWING URGENCY MESSAGE RTG/RTF ON RECEIPT AND
   HALF HOURLY UFN
2. X X X AUSTRALIA SOUTH COAST CHART AUS422 SINGLE ENGINED LIGHT
   AIRCRAFT ENROUTE CAPE OTWAY TO KING ISLAND NOW OVERTWUE AT KING
   ISLAND. ONE PERSON ONBOARD
SHIPS IN AREA ARE REQUESTED TO PASS POSITION COURSE AND SPEED AND
MAKE HEARING OR SIGHTING REPORTS
ACSC CANBERRA
BT

NNNN
TOD..0949Z
#
OTCMR AA32394
<table>
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<th>FROM/TO</th>
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<tr>
<td>TEL. NO.</td>
<td>363 - 386</td>
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<td>MAR SAR NO.</td>
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<td>VO5</td>
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**TEXT:**

Distress Phase on Lt Ape Chendue

To King Island

King Island to Cape Otway

Single Eng C182 VH D55

K.T was Cape Otway. Rough weather

Motor due K1 0928

1 P.O.B.