

ULSAC Trip Report Form

Please include on this form any details you think will help organise another trip to this area. Please include details of any problems encountered, or any particularly good things/places in the area, such as good or awful restaurants and pubs.

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| Date | 23 rd May – 26 th May 2003 | <input type="checkbox"/> Springs <input checked="" type="checkbox"/> Neaps |
| | | |
| Venue | Torbay (Paignton) | |
| | | |
| Marshal | Sam Denby | |
| | | |
| Overlord | Andy May | |
| | | |
| Number of People | 26 (yes 26) | |
| | | |
| Accommodation | Tents | |
| Address | (Jackie Carcamo) Paignton Holiday Park Totnes Road Paignton South Devon TQ4 7PW | |
| Telephone Number | 01803 550504 | |
| Cost per night/per tent/per person or as appropriate | Depending on date £6.50 - £8.50 per pitch. Were being a bit funny and wanting to know who was going to be in each tent before hand. Ended up just giving them numbers in each tent (and got away with sneaking an extra tent or two as well). | |
| Notes | Shower block is ok. On site pub is ok, food was reasonable but slow!! Best to get a pitch away from the road. This was the only campsite in the are that seemed reasonably happy to take a group everyone else was going to be watching us!! Oh 1 other thing the boats don't have to go down a ridiculously narrow road meaning an Austin Powers stylee turn is necessary (everyone who was there will know what I mean) | |
| Launch Site | Paignton Harbour: Very convenient set up with slipway, dive shop and chandlers all within a few hundred yards of each other. One small problem was the split nature of the van unloading area/slipway which made marshalling quite hard by splitting up the group. Worked better with more deputies!! The harbour dries to quite a large extent at low water (even on neaps) so a 4x4 is essential if you don't want to have to work around the tides. Cost is £6.50 /boat (unfortunately they insisted on including the inflatable. Moorings were made available on quite short notice. The two harbour masters were very helpful and patient with us. We're welcome back any time!! (and they even said I marshalled well – Helpful but confused!!;-) | |

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|---|--|
| <p>(incl cost & nearest coastguard)</p> | <p>Check out www.torbay.gov.uk for information on events occurring in the area.</p> <p>Alternative nearby launch sites are: Brixham (but longer drive from campsite)</p> <p>Nearest coastguard is Brixham 01803 882 704</p> |
| <p>Air Shop</p> | <p>Nautique Diving and Watersports South Quay The Harbour Paignton Devon TQ4 6DT 01803 550278 07971 827225 (I)Nautique@aol.com</p> <p>(not sure if the email has the I in front of nautique or not (hence it is in brackets. For the hard of thinking members of the club this means that the brackets are DEFINITELY NOT in the e-mail address)</p> |
| <p>Van Hire</p> <p>(incl notes, did you breakdown, aa cover, tow bar, etc)</p> | <p>H&H Kentish town 02079166616</p> <p>long wheel base transit which was reliable and got us everywhere we wanted to be all weekend. According to Andy wasn't very exciting and didn't exhibit sparkling performance but he didn't blow the engine up this time.....</p> |

| Dive 1 | |
|--------------------|---|
| Site: | Bretagne |
| Max depth: | 25 to deck 30 to bed (on high water) |
| GPS Marks: | Are in the GPS. |
| Brief description: | <p>Ship carrying coal was sunk on 10 august 1918 after being in collision with the <i>Renee Marthen</i> in thick fog. Damage was amidships on the starboard side and was quite extensive, most critically jamming the steering gear. All crew were taken off and escaped in lifeboats except captain Johannesson, 1st Mate Harry Watterson and Dick Pym the naval gunner assigned to the ship. Pym and Johannesson were later rescued as water lapped over the deck. Watterson was lost when he returned to his cabin for his wallet. She's not a huge ship (1439 tons 232 ft 35 ft beam) but is very much still in tact and makes a lovely dive . note spare prop on deck and gun emplacement. The stern is beautiful absolutely covered in anemones and dead man's fingers.</p> <p>Bewar: sharp edges, silt, phosphorous wedges (which must not be removed to the surface) and nets</p> |

| Dive 2 | |
|--------------------|--|
| Site: | Ore Stone |
| Max depth: | Depending on tide up to 15m |
| GPS Marks: | Big rock sticking out of water at north end of Torbay |
| Brief description: | <p>Like some kind of moonscape on acid. This was a very unusual bottom absolutely covered in mussels and fat big assed starfish. There's a cave if you fancy it, lots of crabs, anemones a cuttlefish and allegedly a seal. Highly recommend a look as a second dive</p> |

| Dive 3 | |
|--------------------|---|
| Site: | Perrone |
| Max depth: | 26-33m |
| GPS Marks: | In GPS |
| Brief description: | <p>3342 ton steamer torpedoed and sunk in 1917 when in ballast to Barry. Everybody escaped the wreck. The wreck is badly broken in places and can be festooned with nets be careful. Approximately 26 to parts of the deck 33 to the bed.</p> |

| Dive 4 | |
|--------------------|-----------------------------------|
| Site: | Ore Stone again |
| Max depth: | 15m |
| GPS Marks: | Big rock you can't really miss it |
| Brief description: | As above |

| | |
|--------------------|----------------|
| Dive 5 | |
| Site: | Bretagne again |
| Max depth: | 25-30m |
| GPS Marks: | In GPS |
| Brief description: | As above |

General Details

A very enjoyable trip with a good group of people. Very large and slightly unwieldy to begin with. Kitting up and launching got faster as the trip went on.

Air fills can be quite slow especially if the shop is busy.

Thanks to everyone who helped out during the incident we had. It was one of those tricky situations where it's not clear whether the diver has a bend or not. It's always far better to be safe than sorry. Given the circumstances (a fast ascent leading to missed decompression stops) the first indications of DCS must lead to the diver being sent for recompression. IN this instance the potential bend was judged to be fairly mild and due to our location (~1/2 hour from dereford hospital) helicopter evacuation unnecessary. Our course of action was (I believe) commended by the dereford who were impressed with the speed with which we had acted.

When dealing with a bend try to be clearer with the harbour master. We didn't need anyone 'jacking up' (taking in a helicopter) but they very nearly were. Also brixham coastguard may have thought we had two bends not one.

The incident highlights the need for good buoyancy control and careful dive planning which James 'diving officer' Withers was highlighting throughout the weekend. If in any doubt of the need for good buoyancy control and dive planning check out:

<http://www.bsac.org/techserv/increp02/decoincidents02.htm>

Don't try and enter the 1st leg of the RYA 2003 powerboat championship (yes that's what it was Paul) in the Hippo. It may have new boat boards and a new 40hp engine but it **is** still only 40hp.

Thanks to everyone on the trip for making it the success it was. Especially Andy for taking over the marshalling when I minged out on the Sunday afternoon.

See you all somewhere soon

Sam

Please return completed forms to the Diving Officer asap