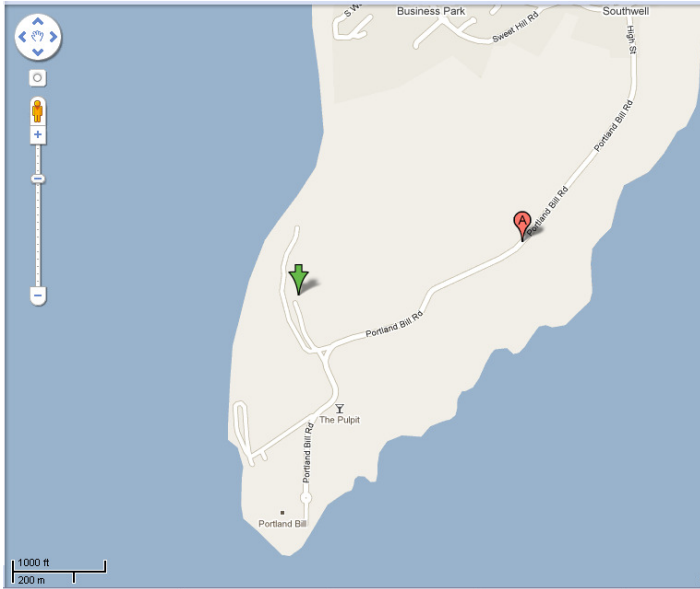


ULSAC Trip Report Form

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.

Logistics

Date	28th-31 st May 2010	Springs <input checked="" type="checkbox"/> Neaps <input type="checkbox"/>
Venue	Portland and Vobster Quarry (Somerset)	
Marshal	Siobhan Cox	
Overseer	Martin Greaves	
Number of People	11	
List of attendees with Diver Grade in brackets (e.g SD, DL etc)	Martin Greaves (AD)	Erik Rijkhorst (SD)
	Nathan Long (AD)	Michal Chalmovsky (OD)
	Jeremy Davey (AD)	
	Antony Chaddock (DL)	
	Dave Pearce (DL)	
	Siobhan Cox (SD)	
	Vanessa Woolhead (SD)	
	Anna Fryk (SD)	
	Ian Wright (SD)	
Accommodation	Portland- Fathom and Blues bunkhouse Vobster - Cerberus Speliological Society Bunkhouse 'Larkshall' (5 miles from Vobster)	
Address	<p><u>For Portland</u></p> <p>Accommodation is at Portland Bill, ring in advance for directions- see green arrow on map below.</p> <p>Portland Bill Road Lat: 50:31:15.164N (50.520879) Long: 2:27:23.346 (-2.456485)</p> 	
	Fathom and Blues Ltd	

	<p>01305 766220 OR 01305 826789 http://www.fathomandblues.co.uk</p> <p>Larkshall- Booking Officer, 0845 475 0954 http://www.cerberusspeleo.org.uk/hut.htm</p>
	<p><u>For Vobster</u> Larkshall Midway, Stoke St Michael Somerset BA3 5JE Hostel location: Grid ref: ST635463 Lat: 51:12:55N (51.21516) Lon: 2:31:26W (-2.52394)</p>
Cost per night/per tent/per person or as appropriate	<p>Fathom and Blues bunkhouse £15 per person per night</p> <p>Larkhall £ 5 per person per night</p>
Notes	<p><u>Fathom and Blues</u> Bunk room self catering accommodation has a fully equipped kitchen/dining room, showers and changing facilities. At £15 per person per night it is pretty expensive but all bedding is provided. It's self catering so you need to bring supplies.</p> <p>Plenty of room for parking and boats</p> <p>You need to pick up the keys from the Ferrybridge Inn on the north side of the causeway to Portland</p> <p><u>Larkshall</u> Larkshall- Really nice bunkhouse with all the home comforts lounge (wood/coal burning stove), fully equipped kitchen/dining room, showers and changing facilities. Plus a drying room and mini bouldering wall (If you're into it). Communal bunk room is clean but sheets are not provided. Need to bring Sleeping Bag, Pillow, Towel and Coal/Kindling/Paper/Matches for fire in living area. Bring lots of coal! Plenty of room for parking and boats</p> <p>Note: Not allowed to use the members bunk room opposite the kitchen but can use either of the other two bunkrooms. We confined ourselves to the "older" one but apparently could have used the muchnicer new one.</p> <p>You need to pick the keys up from Graham and Chrissy Price Darkey Pang Tso Gang 3 The Acorns Oakhill, Radstock BA3 5BT Grid ref: ST63055 47340 Tel: 01749840795</p>
Launch Site (inc. cost)	<p><u>For Portland</u> Castletown Harbour Harbour permit is required to use a boat in Portland Harbour, and a diving permit is required to dive in the harbour (£10.50 for 1 rib per day).</p> <p>Try and arrive early for free parking on the road otherwise parking is available in the pay and display parking, but is expensive (£6.30 per day)</p>

	<p>For Vobster www.vobster.com Vobster - £15 pppd Book in advance for quicker entry and discount for instructors. Note: Let them know you have a kit van and they will try to reserve car parking spaces near the water.</p>
Coastguard	<p>For Portland Portland Coastguard. 01305 760439</p>
Nearest chamber	<p>For Portland and Vobster Poole Hyperbaric Centre, 7 Parkstone Road, Poole, Dorset BH15 2NN 01202 678278 (phone) Director: Dr D McCann</p>
Air Shop	<p>For Portland Scimitar Diving air shop is attached to the main Aqua Hotel building. As well as regular air and nitrox fills, it also has self fill air bank which charges according to how much gas is required. This means it is cheaper for filling a cylinder which has ~100bar or more. It requires an electronic key, available from the air station; you then buy credits for the key which is then used to operate the air bank. The staff at Scimitar are usually very friendly and helpful so be nice to them! See also http://www.scimitardiving.co.uk/index.html</p> <p>For Vobster £3.75 per 12L – paid using tag number given on arrival</p>
Van Hire (inc. notes, did you breakdown, AA cover, tow bar etc.)	<p>H&H Van Hire 107 Bartholomew Road Kentish Town London</p> <p>Office: 07916 6616 We hired one van from Friday evening to Tuesday morning.</p> <p>Total cost: £236.17</p>

Dives

Saturday 29th 2010

Site 1 (Wave 1 & 2)

Site:

COUNTESS OF ERNE

Max depth:

15m

GPS Marks:

50°35.11N; 02°25.09W (Portland Harbour)
permanently buoyed

Brief description: From 1869 this paddle-steamer served as a passenger ferry from Holyhead to Dublin, carrying 123 passengers first class and 600 steerage. After being damaged in a collision, the Countess was repaired and sold to the Bristol Steam Navigation Co, but lasted only two years before being sold for scrap. At this point, all the machinery, paddles and fittings were removed, but the hull lived on as a coal hulk in Portland Harbour, finally sinking after breaking its mooring and running against the inside of the harbour wall on 30 September, 1935.

On the outside, there are still fittings such as the rudder and tiller bar at the stern, mooring bollards and hawse pipes at the bow. Just inside the stern is a toilet (if you feel inclined). The outside of the wreck you will find various anemones, hydroids and nudibranchs,

The Countess is quiet silty and can cause problems when diving in the holds. Try and get there early before the other diving groups hit it. Unless you want to be very unpopular with those who follow you, good buoyancy and short frog-kicks are essential if you want to swim the length of the wreck's interior.

Site 2 (Wave 3 & 4)

Site: Cragside
Max depth: 15m
GPS Marks: Next to Encuri (the Spaniard) - marked with a yellow buoy. If the buoy is not there it is slightly to the north of the Encuri and should be clearly visible on the echo. Like the Encuri and the Count is close to the harbour wall.

Brief description: The Cragside had plenty of company when it was driven onto the breakwater in a blizzard on the night of 22 February, 1923. The Cragside's engine was salvaged, but the relatively intact hull remains capsized, with the keel towards the breakwater. The bow still has railings and bollards in place, with anchor-chain dangling from the hawse pipes. There is also a big tangle of steel cable by the keel, perhaps dropped during salvage work, or possibly unconnected to the Cragside. At the stern are more bollards and railings, with an intact rudder and iron propeller below. On the deck above the rudder, the steering mechanism is based on a simple tiller arm. Also worth seeing is a spare blade for the propeller, standing upright on the deck.

Divers saw a lumpsucker on this dive it is crazy looking and pretty rare at this shallower depths so look out for it next time!!!

At the time of writing the people on this trip are the only ULSAC divers who have dived the Cragside – it was only conclusively identified in September 2008. Like the Countess of Erne it is pretty silty, it is also more broken up than the Countess but is still an interesting dive.

Sunday 30th 2010

Site 3 (Wave 1, 2 &3)

Site: Vobster
Max depth: 12-40m
GPS Marks:
Brief description: See site information
www.vobster.com

General Details

This trip was plagued by high winds which meant the plan changed many times in the days (and especially last 24hrs) leading up to the trip. The original plan was to go to Plymouth for the whole weekend, but the weather meant we went to Portland to dive within the harbour. Even then the conditions in the harbour were difficult

for small boats, so we tied the boat off on the shot line of the wrecks and instructed divers to ascend the shot line – the sea state was such that recovering divers in open water would have been difficult. In addition, the SW wind could have blown the boat onto the harbour wall, especially on the site of the Countess of Erne. Thanks to everyone on the trip for dealing so well with the weather and the many changes of the plan!

The trip signed off Michal as a Sports Diver and provided depth progression for all of the recently qualified Sports Divers.

Please return completed forms to the Diving Officer asap. Thanks!