



Summer Isles Venture 2011

Expedition Report

Expedition Leader: Michael Rickard

Report for BEGS Grant Made on behalf of

Sub C Divers Branch 1206

Bury SAC Branch 601

Chaumont SAC Branch 1149

&

Also towards consideration for the

"Peter Small Jubilee Trust Award"

September 2011

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Introduction:

Some eighteen months ago Alf Draper, Bob Charles and I, got together with a view to moving on with our diver training. As Advanced divers and open water instructors the next logical step was to look at undertaking the Advanced Instructor course as a basis for the 1st Class Diver qualification.

We agreed that a necessary element to our further training had to be organising an expedition. This would serve two essential purposes. Firstly, it would give us the opportunity of working together as a team to examine the logistics, enabling us to gain more practical experience in training, dive planning and organisation. Secondly, it would give our branch a 'blueprint' for organizing further expeditions.

A few problems surfaced almost immediately: where should we go; who should we take and how could we guarantee maximum safety and ensure value for money?

Alf, Bob and I (now known as the core group) could not agree on our destination. We wanted to provide good leadership and a democratic environment for our potential expedition members. Accordingly, we decided to each put together a 10 minute power point presentation of our three choices and invited an audience of divers from two different BSAC diving branches: Sub C Divers 1206 and Bury SAC 601, with whom we have enjoyed some diving activities in the past, and who like us also had a RIB.



Following the three presentations a general discussion resulted in us deciding to opt for the Summer Isles as our 1st expedition destination. Whilst the core group would lead the many facets of the expedition, our method of leading and decision making would *be transparent and upfront* and include all members with the leader overseeing and taking responsibility for settling any identifiable controversial matters. I was nominated as expedition leader.

Members of each branch were asked to apply stating what they could bring and what they would hope to gain from the expedition. This enabled the core team to choose the final expedition team, ensuring

a good balance of diving experience and life skills useful to this type of expedition. Subsequently, Jim Donbavand from Chaumont SAC 1149 agreed to act as a mentor and join our expedition, fulfilling the criteria needed to apply for a BEGS grant. The expedition would be run over 10 days from the 8th to 17th July 2011 coinciding with neap tides. The expedition totaled 17 (16 divers and 1 non diver). We also had a reserve list. The decision to take 17 people caused some headaches as this was more than we had originally envisaged. However, based on the quality of the applications forms, it was clear that our expedition fulfilled a desperate need in each of the branches. The core group, although initially hesitant with the numbers, chose to see it as a challenge, a hurdle to be overcome rather than a barrier!

Appendix: 1 Sample Application Form.

Appendix: 2 The Agreement.

Purpose:

- To undertake a week of high quality, challenging and adventurous diving involving members of three BSAC clubs, Bury SAC, Sub C Divers SAC and Chaumont SAC and to provide an inclusive expedition experience for a range of divers from Trainee First Class Divers through to Sports Divers in a safe but remote and adventurous environment whilst still conforming with BSACs safe diving practices.
- To explore, identify and where relevant document details of dive sites around the Summer Isles, North West Scotland. This would include detailed documentation of the seabed, which was of interest to the Seasearch organisation. Hence, our seabed surveys would be conducted to scientific standards that could be reproduced at a later date and would add to the body of existing knowledge.
- To seek out new and old dive sites and conduct surveys on wrecks and reefs and then to document our research.
- To increase the expedition's understanding of the group and enhance members' diving skills in a challenging expeditionary environment whilst increasing their confidence, capability and experience.
- To assist 3 Sports Divers & 6 Dive Leaders to complete any shortages in their Diver training programme to enable them to attain their next Diver grade, a BSAC imperative, so that they could further progress in the BSAC by playing a pivotal role in their branch by cascading these skills and experiences to other branch members. This will be aided by a concentrated training programme of courses and SDCs both prior to and during the expedition.
- To learn from the type of cooperation required in such a large group to ensure success. This was particular important as we had 17 people with probably 19 different personalities. To be self-sufficient in terms of the transportation of boats, compressor gear, food and other equipment and within budget.
- To promote inter club relations between Bury SAC, Chaumont SAC and Sub C Divers SAC by the joint running of the expedition.
- To produce a methodology and standards that could be reproduced at a later date by others following our example.
- To dive with impunity and have fun!

Pre-requisites:

- All divers to be BSAC Sports Diver or above and be a current diving member of BSAC, at the time of the expedition. This included assisting Ocean Divers to reach the above.
- The expedition was open to members of Sub C Divers BSAC 1206 and Bury BSAC 601, who have had experience of UK diving.

Non-diving members:

Non-diving members were welcome and actively involved in non-diving tasks, of which there are many. Currently, one expedition member is a non-diver. However, she is a BSAC Snorkel Diver and has attended courses in First Aid, VHF and Boat Handling. One aim of the expedition will be to increase her proficiency in boat handling.

Costs

The expedition was primarily funded by a contribution from every member of £450. This figure was calculated to cover the major costs i.e. accommodation; vehicle hire; fuel; compressor hire; food and sundry expenses. The costs of SDC s were borne by the individual. Additional funds came later from sponsors and the interim BEGS award. *Appendix 17: Accounts at 11th Oct 2011.*

Methodology:

We wanted to ensure that our method of planning could be replicated by those who planned expeditions after us. Regular monthly meetings commenced to enable the logistics of the trip to be discussed. We painstakingly wrote minutes and even recorded verbal debates. Unfortunately, minutes taken from these meetings were lost through a computer crash. Training became a key consideration. We needed to make sure that the members would be up to the grueling task of both preparing for the trip and be sufficiently resilient and dive-ready during the trip.

A table of the SDC's needed was created following questionnaires given to expedition members to find out the existing skill base. Training courses commenced in November 2010 and it was expected that a total of 82 SDC's would be completed by the expedition members and a further 15 from the general population of the two branches. **Appendix 3: Training Needs**

On the whole we successfully achieved the majority of our stated objectives. However, due to time constraints during the expedition the planned Wreck Appreciation and Underwater Photography SDC's were unable to be completed therefore the final figure for expedition members completed SDC's was 64.

In addition to this, Sports Divers and Dive Leaders completed a total of 9 elements towards their diver training program, which included completed qualification for three new Dive leaders and one new Sports diver.

Appendix 4: SDC table

The 15 SDC's taken by non expedition branch members took place successfully before the expedition began.

Dates:

The expedition was scheduled to commence on 8th July and finish on 17th July 2011, a total of 10 days. Since October 2010 we have held monthly meetings to report on the progress of planning and logistical arrangements. At these meetings, expedition tasks were allocated, goals set and distributed to all members, who were then charged with reporting their progress at the next meeting. Prior to every monthly general meeting, the core group met to ensure focused steerage of the general meeting. **Appendix 5: Diver Details & Expedition**

Responsibilities

All plans were finalised by the departure date. Most activities had been completed in good time but problems with van hire and the compressor meant a nail biting final few hours. We will started our journey on the 8th July with pick ups from both Bury SAC and Sub C divers SAC. At the final pick up I gave a briefing covering traveling and arrival procedures. We anticipated arrival for transfer to the island at 14:30h on Saturday afternoon. On landing on Tanera Mor all kit was stowed and checked. A full briefing outlining our accommodation and base of operations was given.

Transport:

Months of planning for our expedition to the remote Summer Isles culminated in hiring: a compressor; 7.5 ton truck to carry all our kit; a minibus to tow one of the two RIBs and carry our passengers, and the use of Martin Bradbury's van to transport the food and to tow the 2nd RIB, ready for departure on the Friday evening.

It all sounds so simple but departure day was not without its problems. The van we had hired came without a towbar. Frantic calls were made to resolve this, together with the threat of legal action (Bob Charles our resident barrister and Steve Gaskell our transport guru) was pivotal in ensuring the correct van was delivered. Not to be outdone, Tommy Johnson and Alf Draper (both skilled and talented mechanics) discovered that our compressor did not work! This was potentially a catastrophic disaster. Having purposefully ordered a state-of-the-art machine, we were very disappointed. However, after even more frantic phoning, we eventually had the promise of another (albeit smaller) compressor being delivered on the evening of our departure.



Alf and Tommy worked their magic most of the afternoon and got the original compressor working again. We took both compressors but left the smaller unit in the truck on the mainland as a backup. Fortunately it wasn't needed.

The upshot of these problems was that we could not rest, as planned before the long night drive to Scotland. Nevertheless, it was just before midnight that the expedition started on its long journey north.

Heavy compressor being loaded on truck



Ready to go

Route:

We took the main route to Ullapool north along the A74 (M) via Glasgow, and then followed the A9 towards Inverness and then the A835 to Ullapool. From Ullapool, there is a single-track road which leads to Achiltibue, Badentarbat and Dawney harbour.



We launched the RIBs from Dawney harbour, carrying the extremely heavy and cumbersome compressor, some kit and 4 persons each. The journey to our base from here was about 2 nm. Dawney harbour was chosen because of its proximity and due to its sheltered geography, it can be accessed under conditions which would make a longer and more exposed journey, dangerous. The 2 boat trailers were left at Dawney harbour.

275Kg Compressor secured on RIB

The other passengers and kit was transferred from Badentarbat pier by the ferry "Patricia" (supplied by the owners of the Summer Isles). The distance to our base from here was 1nm. The 7.5 tonne truck, van and the mini-bus were parked here. We obtained fuel in our 25L cans from Achiltibue, a short distance from Badentarbat. Periodic checks were made on all the vehicles security when we visited the mainland for fuel. It seemed a waste of resources to have the hired vehicles parked up unused for 6 days but the hire companies would not allow us to hire them just for the travelling days because of the remote location.



Luggage at Badentarbat pier

Accommodation:

In order to be at the heart of our intended diving region and to fully benefit from the adventurous and remote aspect of the expeditions' objectives we were based on the sparsely inhabited Island of Tanera Mor. We hired two main buildings still known from the names of their historical functions on the island:

The School House, comprising of a double room, a twin room (with optional extra bed) and a triple room, **The Farm House** has two twin rooms and two single rooms. There was adjoining bunk bed accommodation attached to each of the two houses. This accommodation provided adequate lodgings for 18 people. We allocated the rooms amongst the members, integrating the different branches we also took account of gender and made arrangements for the one couple on the expedition. Being a remote island without mains electricity and many modern comforts captured the excitement and the spirit of adventure that was inherent in our expeditionary goals.

The accommodation was clean, comfortable, and fairly well equipped, one of the houses more so than the other. They were in an amazing location, although they were situated quite a distance apart at the top of a steep hill which was a killer at the end of the diving day.

The much smaller bunk houses were very basic and ok for one but would have been a squeeze for two. The only real criticism was the limited drying space inside the properties, had we not had good weather this could have been more problematic.



Clean, comfortable, and in an amazing location

Anticipating that the weather would likely be against us, we took the branch "market stall" with us and set it up near the shore next to the compressor, facilitating a temporary filling and drying station.



Filling and drying station



This proved invaluable considering the limited drying room in the accommodation

Food:

The remote location of the site meant we needed to take all our food and domestic supplies with us. We circulated a food survey to the expedition members to ensure a varied and suitable menu would be available throughout which would also avoid any known allergies. Additionally, the proprietors of the accommodation arranged to provide a set meal on the Wednesday of our stay, providing a night off from kitchen duties. Additional supplies were collected as necessary during fuel trips.



The original plan was to order the food and have it delivered to an address local to Ullapool but unfortunately this wasn't possible so plan B came into force. We needed someone from the group to take responsibility for the organisation and planning needed to feed 17 people for 9/10 days, no mean feat. We also had to take into account transportation. The food for the expedition was planned and organised by **Hilary Boliss** who everyone agreed did a fantastic job and here is her report:

"An Army Marches on its Stomach" - Hilary Boliss

When Mike asked me to take responsibility for "Food" I don't think he realised I'd be in my element!! Our food budget was set at £800 and then eventually increased to £1000 for 17 people, from the evening meal on Saturday until breakfast the following Saturday and including sandwiches for the journey home if desired, a total of 21 meals plus cake, biscuits and other snacks, equivalent to 7 days worth of meals. £15 per head (2010 price) from the budget was set aside for a meal out on the island but that rose to £20 per head (34% of the budget). This compared favourably with 43.5% of the divers' costs (not counting non-divers) on a model which Mike had supplied (Tyneside 114 SAC - SW Mull Expedition 2009 Page 18). This left £660 for **FEEDING THE 17**.

First of all, I had to find out what the cooking facilities in the two houses were so I contacted Lizzie Williams on the island. Then... what the dietary requirements of the group were? One vegetarian, plus, "I don't eat fish or chicken." "I don't eat spicy food." "I don't eat cooked vegetables." "I don't eat pork." "I don't eat prawns." All of these were taken into consideration and catered for in the planned menus and alternatives, then a late addition, "I don't eat cheese."

The one thing for which I was thankful - nobody had any food allergies. Now came the choice of tea or coffee, white bread or brown for sandwiches, how many slices each person would want per day, toast for breakfast or not (for estimating amount of toasting bread). My one big mistake was with the questions asking about cereals and juices. I should have asked which one cereal and juice people would have preferred instead of asking for a selection. That way we wouldn't have ended up with full boxes of some cereals left and running out of muesli. I 'ventured' into Tesco's and explained to an Assistant Manager that I would be spending over £600 on food, explained the aims of the expedition and was eventually awarded a £50 gift voucher from their charities fund. Looking at special offers in-store I snapped up enough crisps for one packet each per day for packed lunches plus 2 dozen individual bottles of spring water so that everyone would have their own bottle to re-fill everyday to take on the boat.

The next few weeks were spent scouring the shelves for suitably sized packages of foodstuffs and the types of special offers available. This was followed by hours on the Tesco website looking for any other special offers and the dates they were available, then actually keying in the orders, over 250 items on the first order and

over 120 on the second, followed by double checking I hadn't forgotten anything. Unfortunately I ordered skimmed milk instead of semi-skimmed, hence the need to buy extra in Inverness but that then meant we could get fresh instead of UHT.

Everything was falling into place. A few visits to the store a couple of days before we left, one very large delivery on the Thursday (over 250 items which then had to be packed into crates/boxes for collection with the dive gear on Friday) followed by another large delivery of mainly fresh foods on the Friday (over 120 items which had to be packed into crates ready for departure that evening), a visit to the store in Inverness for fresh milk and fish and we were just about done!

The first thing on arrival at the accommodation was to see what the facilities were and then to separate the food for the two houses accordingly.



Just as everyone worked as a team in all things diving related so they did their best to help with the preparation of the meals. Later than planned return from diving made for a late meal some evenings, but once we got used to that things seemed to go OK. The first night's meal, a casserole, had been pre-prepared and frozen so by the time we arrived it had practically thawed out and just needed heating through whilst the jacket potatoes were cooking. Recipes for the Spaghetti Bolognese and Fish Pie were supplied.

The meal out was a welcome relaxation from the rush to prepare a meal. It was also an opportunity to sample real Scottish haggis. Alan's vegetarian curry went down well, even with those who asked what kind of meat would be in it and the 'barbecue' on the last night was a way of using up the potatoes and some of the salad ingredients as accompaniments.

Some of us learned how to cook freshly caught scallops whilst the art of draining carrots before mashing them was a skill acquired by A. N. Other!

Fresh ingredients, which wouldn't fit in the fridge, were stored in cool boxes and freshly frozen freezer blocks added each day and brought in as fridge space became available.

Although the water on the island was treated and perfectly suitable for all but the most sensitive of digestive systems it was decided to buy some large bottles of fresh drinking water. As that had not been anticipated it came out of petty cash, along with a few chocolate treats.



Appendix 16: Sample Menu and Food Balance Sheet

Diving:

A list of potential dives and their locations within the Summer Isles are included in **Appendix 9**. This document does not go into details of each of the dives as most are listed quite fully in the books about this area. These are Ridley, *G Dive North West Scotland*, London, Underwater World Publications, 1990 ISBN 0946020043 and Wood L, *Dive West Scotland*, London: Underwater World Publications, 2004 ISBN 0946020341. On-site exploration of the area will enable us to plan new dives.

Planned Dive sites:

From our base on Tanera Mor, we will explore a number of the wrecks and reefs in the surrounding waters. Some planned sites include:

- Fairweather V
- Conservation Cave
- Innisjura
- Silver Reward
- Amada Wrecks! (Horse Island)
- Priest Island Caves
- Seasearch Surveys (Various Sites)



The choice of the Summer Isles as an expedition destination far exceeded our expectation in terms of the quality of the diving and the exceptionally favourable weather conditions for the area which we enjoyed for the vast majority of the week.

From our list of possible dive sites we successfully completed 130 dives at the following sites including completing Dive Leader Lifting Bag Drills and Rescue Scenarios and on one evening a successful scallop dive for tea! **Appendix: 13 Dive Logs**

The Fairweather V wreck

The Jambo wreck

The Boston Stirling wreck

Tanera Mor Pier

Tanera Mor Bay/Anchorage

Conservation Cave

Sgeir Neo-Ghluasadach wall dive

15 Seasearch surveys at various locations. **Appendix 15: Sample Seasearch Form**

Dive Management:

All diving went to plan except on one occasion when the wreck of the Innisjura could not be located. We then went to our scheduled Plan B and dived the scenic wall dive at Sgeir Neo-Ghluasadach.

Appendix 14: shows Google Earth GPS Tracks waypoints and positions of dive sites, although saved here as a non interactive image, it gives a representation of our journeys whilst in and around the Summer Isles, kindly uploaded by **Alan Brown**.

Although the dives themselves went to plan we identified two particular problems. Firstly, we had problems fitting in scheduled dive management for the next days diving. We had not appreciated the amount of time needed for the jobs that had to be done ie filling cylinders; sorting out equipment and preparing meals and dining. Initially this pushed the next days dive management planning late into the evening and we were going to bed not knowing what the plan for the next days diving was, the knock effect of this was delayed departures the next morning. This was recognised and rectified by allowing the dive manager and assistant to get on with their job by excusing them from the duties of the normal routine. Secondly, ensuring everyone had a dive, proved difficult because of the remoteness of some of the sites and the time taken to ferry divers to and from sites. Whilst we had grasped the problems intellectually before the trip and planned with daily rotas and timetables **Appendix 6, 7 & 8** we only appreciated the interplay of tasks and their influence on each other in practice, on the island. It was a steep learning curve for the core group. We were admirably aided by our mentor Jim, who was a constant source of support with his incisive ideas.



Martin Bradbury gives his Marshalling brief helped by Jim Donbavand

Backup plans:

The expedition planned to take advantage of neap tides and the low tidal flows. **Appendix: 10 & 11 Tides** Consequently, we were hopeful of completing a full diving program. We constantly appraised the weather and other salient conditions to ensure safe diving. The choice of dive sites ultimately depended on weather conditions. Thus, the final choice of site was made the night preceding the dive, after the weather forecast. The choice was monitored right up to dive time to ensure safety. **Appendix: 12** Example of Typical Dive Plan The Summer Isles has its own micro climate. Strong winds from the west or south-west tend to create eddies and tidal flows contrary to expectations. However, the geography of the Summer Isles is such that a sheltered dive site could always be found. Back-up dive sites were chosen from a menu in the list of sites in **Appendix: 9**

Other information:

Many of our expedition members had become involved with the Seasearch project and this is something we also pursued during our stay. The Summer Isles had last been surveyed over 30 years ago. We intended to record the varied and significant marine life found in the local waters, paying special attention for any outcrops of rare species of special interest such as Pink Sea Fans or Sea Grass. These are known to occur sporadically and the accurate charting of these habitats would be of significance for conservation.

Personal Equipment Required:

All personal diving equipment was required to have been serviced recently and be fit for purpose.

The main kit that was required is outlined below:

- General Personal Diving Equipment: Drysuit, Undersuit, BCD, Regs, etc
- Cylinders: At least 2 cylinders, depending on configuration, enough for 2 dives a day.
- Alternative air source: Pony, side mounts or twins required.
- Delayed surface marker buoy x 2
- Torch and backup torch
- Knife/Line cutter/Scissors
- Foul weather clothing and Sun cream for skin protection.

Both Bury SAC and Sub C Divers SAC have club kit that could be used if required by any of the expedition members.

Other Expedition Equipment:

This was supplied by the expedition as a whole:

- Two RIBs: One from Bury BSAC and one from Sub C Divers BSAC
- One compressor - arrangements have been made to repair or replace the compressor if it should be faulty. The hire company has warranted replacing the compressor within 24 hours.
- 2 x 3L Emergency Oxygen kits in addition to 1 x 10L O2 cylinder fixed to a RIB, also access to one members rebreather unit
- Decompression Trapeze
- First Aid Kits
- Charts
- Tide Tables
- Tidal stream atlas
- Safety & Medical Proforma

Checklists were sent to each member, based upon the BSAC guidelines as an aide memoire for expedition members.

Diary - Nick Worthington

Friday 8th July 2011

Months of planning for our expedition to the remote Summer Isles culminated in hiring a compressor, 7.5 ton truck for all our kit and a minibus to tow one of two club RHIBs and carry our passengers, ready for departure on the Friday evening.

Despite our extensive planning we were presented by a number of challenges which threatened to derail our expedition from the outset. The courtesy call to double check our booking for the mini bus with tow bar proved worthwhile as a change in staff at the company meant our booking was no longer honoured and we had to make hasty alternative arrangements. The actual day of departure presented a number of other problems, and on testing the compressor a fault was discovered with the fuel system. The hire company did react promptly, dispatching a smaller backup replacement the same day, but it was the efforts of our two mechanics Alf and Tommy that restored the unit to working order after cleaning rust from the fuel lines and tank.

This set our departure back and during the protracted loading of our truck a light was accidentally left on, draining the 24v battery which we were only able to so easily restart because of the well stocked garage our RIBs were being stored in.

It was therefore late in the night before we were finally under way on our long 340 mile journey to the North West Scottish coast in pouring rain, more than a little concerned that if we faced similar problems during our actual expedition we would be less well equipped to resolve them. We passed through flooding at Inverness on our arduous journey and only arrived after mid-day on Saturday.

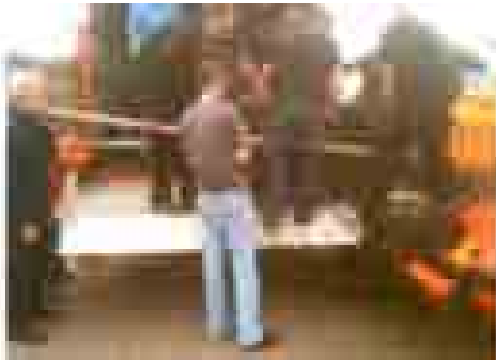


Convoy

Saturday 9th July

Collecting some of our final supplies from a local supermarket en route, disaster was only narrowly averted with a later second stop when we learnt booze could not be bought in Scotland until after 10am!

Final arrival at Dorney Harbour led to the most challenging phase of our journey as along with all our supplies the compressor needed loading on to one of our RIBs.

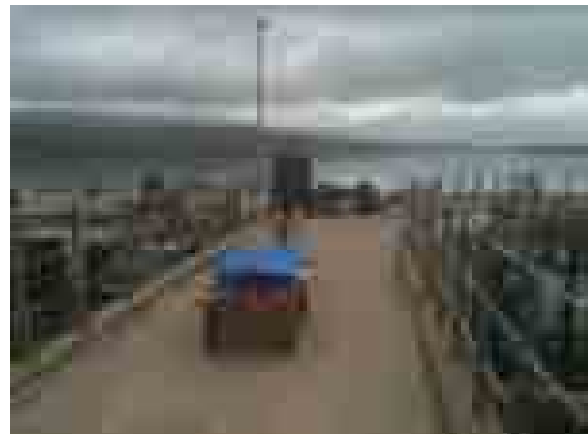
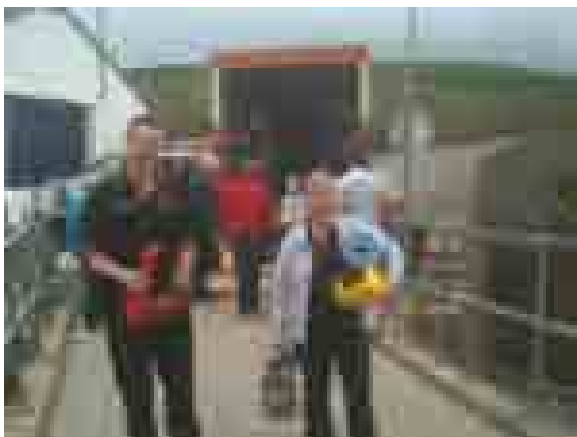


Although dry practise with a dummy weight had been undertaken with this exercise, with enhanced carrying handles rigged up from scaffolding poles and one side of our RIB intentionally deflated to make it easier to load, when we undertook the exercise in anger at the waterside it took considerable effort to ensure this equipment was successfully loaded safely.

Achieved by a team already tired from our long journey there were moments of doubting from some members before we were finally done.

The heavy compressor is moved with the aid of scaffolding poles

We were favoured by a break in the rain for the main part of our loading, and from the pier at Badentarbat we could see into the clear waters below, giving us the first anticipation of the excellent visibility which can be experienced in this region.



Unloading at Badentarbat pier

Sunday 10th July

The endurance of our long journey left most feeling weary, meaning a later start to our first days' diving activities as we undertook our **shake-down dives** and got to grips with the practical arrangements on the Island of Tanera Mor.

Both RIBs were moored a short way off shore each evening and accessed by the Islands tender, the compressor and dive gear were set up at the end of a fairly rugged shore, each adding to the daily work load and eating into our time schedule to a surprising extent. Tommy gave his compressor operating induction and we were pleased to find it working properly and that the higher capacity model we had originally hired was able to fill four cylinders within 20 minutes.

Unfortunately, during the shake down dive Bob Charles our Dive Planning Manager aggravated an existing knee injury which put paid to his diving for the remainder of the week and the expedition's wreck survey he was planning. However, he did manage to complete his other scheduled duties as dive manager, cox'n and shore cover. It was also at this time that Heather's neck seal chose to tear.

We did not hit the smoothest rhythm for getting all divers through the scheduled diving, with some waiting added to ensure that the appointed Cox 'n and deputy and Dive Marshall and deputy were not in the water at the same time. All these delays had a knock on effect and after eating late, Dive Marshall planning for the next days' activities was forced late into the night

Monday 11th July

After an earlier start both boats were underway with divers by 10am having already ferried Lynn and Heather back to the mainland for a seal hunting expedition (of the Latex kind). Unfortunately no shop within a 2 hour radius would undertake the actual work but the ladies did return with the right sized neck seal and that evening our resident cobbler, (AKA Expedition leader) Mike Rickard directed a group who conducted an effective repair.

Heathers Neckseal is replaced



Our first dive of the day was the wreck of the **Boston Stirling**, the co-ordinates we had researched proved accurate but tides have taken their toll and even though dived only 1 hour after low water there are no longer any features of the vessel protruding from the water as much of the dive literature had indicated. Some good work on the echo sounder from Alan Brown saw the wreck located and shotted, and although the wreck is relatively shallow at 14m maximum it has an impressive abundance of life which put smiles on the faces of our divers.

The weather was notably smooth, and a spell of fine sunny weather was beginning which was beyond our highest expectations, but one of our RIBs was evidently labouring when under a full load of 6 divers plus Cox 'n.

The second dive was **Conservation (or Cathedral) Cave**, a scenic dive with excellent reputation. The surrounding coast line with many gullies appeared to offer a wealth of diving opportunities but unfortunately diving to either side of the cave was completely dominated by thick kelp forests. It was the cave itself here which was the true attraction and it has dramatic appeal even from above the surface, with large arched roof extending out of the water with added atmospheric lighting provided by a hole in the rear of the cave's roof. Our dive flags were prudently employed here as whilst we had divers down a local tourist charter pulled close to the entry to the cave to enjoy the view.



Beneath the waves the cave had varied and interesting life, but the features were not as obvious as the plentiful carpets of plumose anemones and deadmans fingers seen on the Boston Stirling, and our accompanying expedition mentor, Jim Donbavand drew our attention to more diminutive but beautiful attractions such as jewel anemones and nudibranch.

We had concluded our diving slightly ahead of schedule and were feeling pleased when we set off back to base... until we were cut short by Sub C 1 running out of fuel ! So with a combination of our back up Donkey engine and a tow from Orange Peel (which though fuelled at the same time still had half a tank of fuel) we still made it back by 17:30hrs.

Tuesday 12th July

In order to reduce the work load on our RHIBs the next day we held a split schedule of Dive Leader training and two waves out to the wreck of the **Jambo**, and we found multiple but compact groups of divers to be a more efficient way to structure our diving.

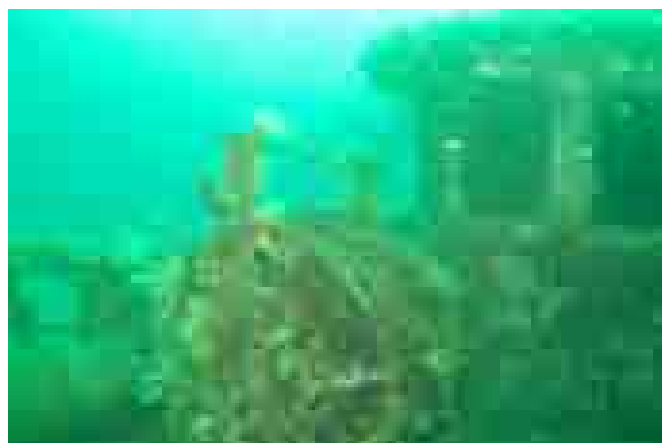
As an inverted wreck the Jambo was not an easy wreck to detect but again our co-ordinates proved sound and after a couple of passes it was accurately shotted. Our first dive pair went down and confirmed the location by deploying a fixed DSMB.

The Jambo is an interesting wreck, still relatively young having only sunk in 2003. The sides of the wreck are far less colonised by life than other wrecks in the area allowing the original features of the vessel to be observed, but with the stern more exposed to the current there was a very aesthetic contrast between the exposed sides of the hull and the near total encrustation of anemone and soft corals on the propeller.

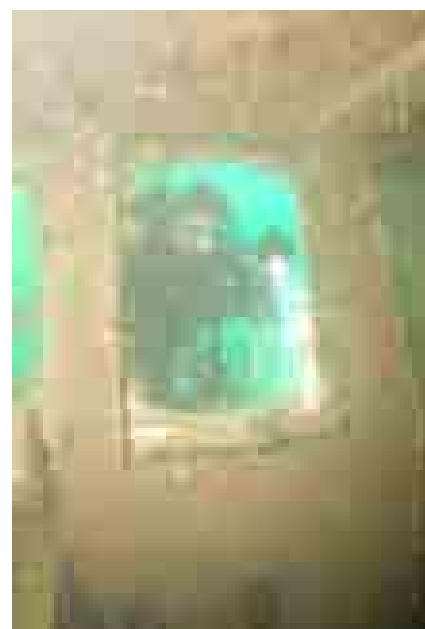
All divers completed the days' diving in good time for the weeks' hospitality night hosted by the Islands' landlords. The food provided was good, in keeping with the excellent standard set by our own expedition catering manager Hilary Boliss, but where the evening really excelled and surprised was with the beautiful acapella after-dinner singing provided by a young local girl.

Wednesday 13th July

An early start gave us plenty of time to locate **the Fairweather V**, a wreck already shotted with two makeshift buoys in the universal style of local divers, and we again dived the wreck in two waves. The Fairweather is a spectacular wreck which has become totally dominated by continuous outcrops of large plumose anemones and deadmans fingers. Descending onto the wreck with near 15m vis. it was a special sight to behold, and it was remarked by one of our most experienced divers that this wreck would not have looked out of place in the Red Sea.



The wreck has some accessible entry points, notably a wheel house with slender doorway and clear window allowing a relatively tight entrance. Some of our less charitable members took merriment from the fact our accompanying rebreather diver could not fit through.



We were favoured with exceptional summer weather and sunbathed between diving and there was the added treat of spotting a whale breaking the surface on our route out to the wreck, it was believed to have been a Minky Whale but with opinion divided amongst our group.

Minky Whale?

Back at Tanera Mor, Dive Leader rescue management scenarios were being run, with various practical insights available to all divers such as a demonstration of lifting an unresponsive diver on board our RIB using empty weight belts to improvise a lifting harness. Toward the end of the day there was the opportunity to enjoy some local scenic diving with some divers collected tasty scallops within sustainable guidelines, whilst others watched RAF fighter jets flash past above.

Thursday 14th July

A brief chat was grabbed with a "local" fish-farm worker (who it turned out originated from the Bury area where one of our clubs is based) and he confirmed that the wreck of **the Innisjura** which we were interested in was only 100m from the Fairweather V, but being slightly deeper was reported to have markedly less life on it.

The days' diving was directed on a scenic wall dive at **Sgeir Neo-Ghluasadach**. The weather turned overcast and a modest wind created the first chop we had seen on the sea in the past couple of days. Divers had mixed results in locating the wall which was a little less prominent than expected, bottoming at about 12m. Some successful Sea Search dives were completed on a wall section with extended fissure in it which provided ideal shelter for a variety of creatures such as Velvet crabs, Squat lobster and numerous fish, where the current hit the wall, there was an interesting variety of filter feeders such as sea squirts and anemone.

On the journey back we passed a basking colony of seals which had become a common sighting throughout the expedition, though the seals were seldom seen under water being less familiar with divers than in other areas of the UK.

Having started to hit a more efficient diving routine we were back to base in good time to allow an extended program of rescue scenario training and those who had missed the original dive on the **Boston Stirling** were given the chance to visit it for a quick 30 min. dive. This again proved a very enjoyable dive with a lot of prevalent life considering its relatively shallow depth.

Friday 14th July

After Alan Brown's hat-trick of successfully shotting our targeted wrecks we were not able to confidently locate the **Innisjura** which was not currently shotted as stated in some guide books. Given the proximity of this site to the Fairweather V rather than risk disappointment we fell back on diving her again as she was an excellent wreck enjoyed by all. Having developed some familiarity with the **Fairweather V**, some took the opportunity to explore some of the intrusion features the wreck presents, with our most adventurous divers reporting that the TV set in the crews' quarters is set to BBC1.

The upper level of the wheel house provided a more basic but interesting entry point complete with operating consoles and revolving crew chairs. Whilst the lower level housed the other crew areas and has an accessible swim through to the main hold area with winch mechanism and alternative exit through hatch ways leading to the upper deck.



Re-loading the compressor

After revisiting this fantastic dive site we were able to finish our diving in good time to make a start on the considerable task of disembarking our gear, and we were able to successfully transport the compressor back to the mainland before returning for a farewell barbeque evening, which was mainly forced in doors because of a return to more usual Scottish weather.

Saturday 16th July

That morning we finished reloading our gear and departed the picturesque and serene island which had been our home for the past week.

Some of our party took the opportunity to visit the imposing tall ships harboured at Ullapool on the route back, whilst others headed straight for our first scheduled stop at Inverness, citing that ships only become truly interesting if they have been scuttled to the bottom of the sea, although the other appeal on offer was the chance to order chips from a local café for the first time in over a week.

Having regrouped we commenced the main part of our mammoth return journey, during which we at least had the opportunity to reflect on an extremely successful expedition. The journey home always seems the longest and we finally arrived back at base in Leigh around 2am on the Sunday. Sorting out and unloading all the gear

took another hour or so and after a few hugs and handshakes the group dispersed tired and looking forward to the comforts of their own homes.

Members Feedback

After the expedition, members were emailed feedback forms and asked to express their honest opinions of the expedition as a whole. These forms can be found in **Appendix: 18** at the end of this report.

On the whole feedback was excellent with everyone having good comments about the overall experience especially the way the group gelled together as a team.

The more experienced divers in the group commented that the diving was perhaps not as challenging as they would have wished but none the less found the opportunity to share knowledge, brush up on skills such as boat handling, vhf radio, and chart-work and position fixing skills very useful. On the other hand the less experienced divers, one of whom only started as an Ocean Diver 12 months ago, found the diving to be adventurous and challenging some commenting that they had learned good direct skills for the Dive Leader course and found the wide range of experience and practical knowledge of the more experienced divers invaluable.

Everyone gave positive feedback about the destination, accommodation, food and the expedition's organisation, pre trip logistics, training and safety.

Everyone was happy with the information given in briefings but commented that late returns from diving followed by sorting out equipment, filling cylinders, cooking etc. pushed the next days scheduled dive management back to late in the evening. This problem was addressed and improvements were made as the week progressed and a more urgent approach was adopted.

Conclusions:

In conclusion I would like to say that from the very first thoughts of organising this expedition back on 7th April 2010 to the writing of this report some 18 months later; there have been many hurdles that we have had to overcome with each one giving rise to what sometimes seemed like 17 different points of view! However this presented opportunities for all to learn and share diving experience, knowledge and practices.

Despite enjoying a stay on Tanera Mor of more than a week, it was at times surprising how rapidly our schedule was eaten up, or complicated by various set backs. (See comparisons of Appendix 6, "Intended time table" and Appendix 6a, "Actual Time line.")

The proprietors of the island were initially a little taken aback by the mass of equipment and provisions a group of 16 self sufficient divers travels with, and the magnitude of the logistic exercise of transporting our gear made any prospect of diving on the days of arrival and departure impractical. With the particular concern of the untried challenge of transporting the compressor back up the launch on the mainland on the return journey we were even eager to make a start on transporting our gear back on the day before departure. This made us mindful of undertaking a manageable schedule for our final scheduled dives in order to be certain of having enough time. Once the practical decision was made to have our first day's orientation dives at the islands' local bay, again the time available to exploring the more ambitious dive sites was significantly narrowed.

With the added complications of a series of unforeseen incidents, the schedule was put under further strain. We were saddened to find one of the "core group" Bob was unable to dive as he was experiencing pain from a pre-existing condition after aborting his introductory dive. Whilst we were still able to benefit from his seamanship and experience in dive planning, it meant we lost the underwater presence of the individual we had intended to head up the wreck surveying aspect of our expedition. As this was the first expedition for the majority of our team we had been enthusiastic to set ourselves a wide variety of goals and with the loss of Bob's participation it was decided to focus on the training, Seasearch and exploration aspects of our expedition.

Other set backs were less extreme but still led us to reassess our diving program. A member missed a day's diving through illness and another through kit failure. Additionally on the 2nd days dive we had the incident of one boat running out of fuel, which was unexpected as the other still had a half a tank remaining even after assisting with the tow. Previous experience was that both boats had similar fuel consumption and it seemed likely it was the result of Sub C one labouring more under a full load of seven divers with kit.

With the daily dive managers occasionally wanting to be able to give the opportunity for those divers who had previously missed out on the better dive sites the chance to experience them, the variety of the sites we could visit had to be sacrificed. This led us to favour including an additional wave of divers for many of the future dives.

In hindsight, a pre-determined list of dive sites has definite advantages and it would have assisted our time management issues if I had delegated the choice of dive sites from the available menu and asked the dive managers to research the elements of the dive planning and management process before we set off on our trip. However, it would be a genuine shame for any diver to have missed out on some of the definitive experiences of the expedition such as the magnificent wrecks of The Jambo or Fairweather V, and the more democratic sharing of the daily dive managing has left all members with positive feedback and left lasting good relations between our dive clubs beyond the end of the expedition.

Beyond that I would be hesitant to change anything with the expedition given its success, but if the membership had been restricted in number to the capacity of our RIBs, it could have been possible to achieve an even more extended diving schedule, perhaps visiting even more remote sites.

I am conflicted on this thought, however, as we would probably have sacrificed some of the great experiences we all enjoyed and this may have led to the exclusion of the more junior branch members. As it was, we were all able to enjoy our diving, including conducting wreck, scenic and Sea Search dives and practical Diver rescue and SMB training, benefiting not only those on the Dive Leader programme but also the Open Water Instructors who gained knowledge towards their Advanced Instructor training under the guidance of Jim, giving all grades the opportunity to learn from the varied and comprehensive diving and training.

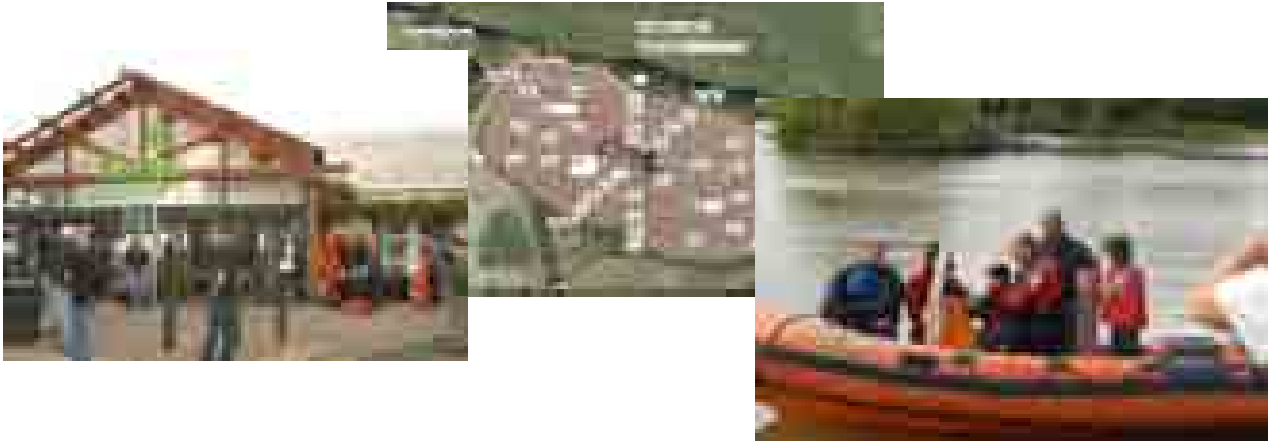
From a selfish point of view it would have been good to have done some night diving and visit Priest Island some 4NM SW of Tanera Mor which could then have included the 2 caves and the wrecks of the Guiding Star and the Silver Reward, or further afield, Isle Martin which boasts some superb wall dives, but either of these may well have been outside the scope of our most recently qualified Ocean and Sport Divers.

There is in deed a trade-off between the minimum levels of driver grade allowed on an expedition and the possible aims that can be safely achieved. In future I will be more mindful of the composition of the team and its goals.

However, as our expedition comprised a varying age group and qualification range of members from three different BSAC branches, it brought together individuals with a wealth of different abilities and experiences, showing me that there is great value in inter-branch diving, creating an excellent working team from which all learnt something and who all worked together proving the adage that we might be from different branches but we are all in the same CLUB!

Spin offs:

Beyond the expedition and as part of a sponsorship deal with Bents, a local award winning Garden Centre, we completed a survey, on their lake, with the RIB. Here one of our newest Ocean Diver branch members was also able to master his backward roll entry for the first time. After the survey some members' children also enjoyed rides on the RIB watched by a crowd outside the garden centre café. The day was a great success and provided us with an ideal opportunity to promote the club by handing out leaflets for try dives.



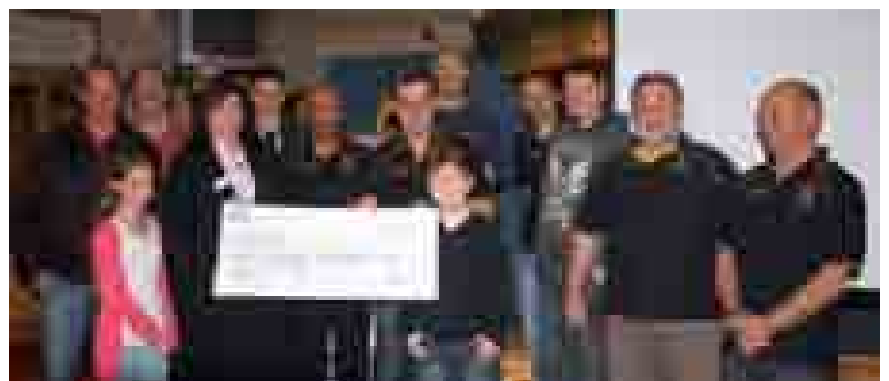
Completing SDC's for the expedition also gave us the opportunity to support the local community. As a result of Bob Charles sharing his experiences of the expedition with his children's headmaster, we presented the 1st Aid SDC to 10 'Brownies' including Bob's daughter, modified to be suitable for this age group, this was followed by a try dive night a few weeks later for a group of 12 local 'Girl Guides', again due to members sharing their diving experiences. This had a further snowball effect from a jealous Scout group who, not to be outdone by the girls, have also shown an interest in having a 'lads' try dive night in the future.



Finally, all the Expedition Members agreed that we should donate £100 to the RNLI.

Janis Jackson from the fundraising and communications department of the RNLI accepted the cheque.

Not wanting to miss a further opportunity to promote the club the local press was also invited to witness the cheque presentation, and a group photograph was taken including two new members of Sub-C-Divers (with their parents) who at 12 yrs old are some of the youngest in the country to start the Ocean Diver course.



Acknowledgements

- **Bob & Alf**, for keeping faith despite the ups and downs enroute.
- **Divelife, Tesco's & Bents Garden centre** - for there sponsorship help.
- **Bury SAC members** - who stuck with us, when in the early days, it seemed like all around were quitting for some reason or other.
- **Alan & Mike** for their passage planning and wreck finding abilities
- **Hilary** for organising the excellent food.
- **Elaine** for her knowledge of Risk Assessment and her Expedition report in **SCUBA magazine**
- **John & Wayne** for the great photographs
- **Heather** for her work on the compressor & **with Lynn** for hunting 'seals'
- **Tommy**, for helping Alf repair the compressor and showing us all the joys of filling cylinders.
- **Simon and Martin**, for all their physical hard work during the expedition
- **Nick**, for his ability to capture the essence of the Expedition with his diary and his invaluable help with this report
- **Steve**, whose military logistical knowledge proved invaluable when arranging the transport

And finally

- **Jim**, for his Knowledge and advice during the expedition.

References:

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Hydrographic Chart: Loch Broom & Approaches No. 2500 & 2501 1:25,000.

Ordnance Survey: Summer Isles No. NB90, 1:25,000

<http://www.flickr.com/groups/venture2011/pool/>

Appendix: 1**APPLICATION FORM – Summer Isles Expedition ‘Venture’ 2011**

Name	
Tel & Mob Numbers	
E-mail	
BSAC Membership No	
Highest BSAC Diving Qualification	
Diving Qualification from other agencies If higher than above	
What skills can you bring to the Expedition? i.e. Project Management, Photography, Journalism, Medical, or other professional skills.	

What SDC's/courses have you passed and when? (Circle all those that apply)

First Aid	Navigation	Buoyancy Workshop
O2 Administration	Outboard Maintenance	BSAC Risk Management
Practical Rescue Management	Marine Life Appreciation	Nitrox
Life Saving	Seasearch	BSAC Photography
Boat Handling	Marine Archaeology	Compressor Operation
Chartwork	Wreck Appreciation	Gas Mixing

I confirm that the information above is correct and that I will dive in accordance with the BSAC Safe Diving Practice Code.

If this application is successful you will be required to complete a 'Next of Kin' form before departure on the Expedition. These forms will be kept confidential in sealed envelopes and only opened in case of emergency.

Signature	
Date	

Please submit to Mike, Alf or Bob by 23rd June 2010

THE AGREEMENT

1. This contract represents the agreement between Mike Rickard, Alf Draper and Bob Charles (Core Team) and the individual expedition member (member).

PREAMBLE

2. The foreseeable cost of the expedition will be £450 per person.
3. It may be necessary to request more money to cover costs, which are not foreseeable.
However, this will be confined to a maximum of £30 per person.
4. The Expedition Leader will for the duration of the expedition take on the role, responsibilities and authority of the Diving Officer.
5. There will be no refunds once monies have been paid as the expedition's fixed costs are non-refundable.
6. Members are expected to insure against non-attendance.
7. If a member cannot participate on the expedition once monies have been paid, they may negotiate their place with either anyone on the reserve list or to anyone qualifying under the expedition criteria.
The final decision will remain with the core team.

THE AGREEMENT

8. The core team will:
 - a. Ensure the general smooth running of an expedition.
 - b. Provide advice on dive planning and marshalling during the expedition.
 - c. Ensure dive planning and marshalling sheets are completed
 - d. Provide organisation and direction as required.
 - e. Ensure all diving is carried out within the BSAC's 'safe diving practices'.
 - f. Will delegate duties by agreement with individual members so as to further the aims of the expedition.
 - g. Will send joining instructions at least 2 weeks before the start of the expedition.
 - h. Will publish a complete set of accounts by the last day of October 2011.
 - i. Will distribute any monies left over and unused by the expedition to the members equally.
 - j. Will ensure that members are aware of the facilities of the expedition.
 - k. Will organise training courses to prepare members for the organisation.

Agreement Cont:

- l. To encourage everyone to 'make it happen'.
- m. Complete all log sheets and send to the individual dive club diving officers.
9. All members will submit an application form and declare that they are fit to dive at the time of the expedition.
10. Members agree the following:
 - a. To pay £50 by the 30.8.2010 at midday.
 - b. To pay £75 by the last days of September and October 2010.
 - c. To pay £50 by the last day of February 2011.
 - d. To pay £75 by the last days of March and April 2011.
 - e. Finally, to pay £50 by the last day of May 2011.
 - f. To pay any other costs as defined in point 3 above.
 - g. To follow instructions of the core team.
 - h. To ensure all their personal equipment is tested and fit for purpose.
 - i. To be careful with all non-personal equipment.
 - j. To participate in all appropriate training courses organised by the core team.
 - k. To be supportive to members of the expedition.
 - l. Adhere to deadlines as published by the core team.
 - m. Agree to follow the daily duty rotas.
 - n. Support the daily dive marshal and cox'n in their duties.

Signed: (Expedition Member)

Date:

Countersigned: (Core Team)

Mike Rickard

Alf Draper

Bob Charles

Appendix: 3 Training needs.

[illegible]

Appendix: 4

	8 Completed SDCs								Training to Do On SI	
Sub C members	O2	Hyperbaric	Risk	Chartwk & Pos Fix	Seasearch	VHF	Compr	1st	SD	DL
Bury Members	Admin	Chamber	Assess		Observer	Radio	Op	Aid	Elements	Elements
JIM DONBAVAND										
BOB CHARLES										
ALF DRAPER										
MICHAEL RICKARD										
SIMON AINSCOUGH										
MARTIN BRADBURY										
LYNN HURST										
WAYNE HORNER										
MICHAEL LITTLER										
HILLARY BOLISS										
ELAINE BARBER										
TOMMY JOHNSON										
ALAN BROWN										
HEATHER OGDEN										
STEPHEN GASKELL										
JOHN BRENNAN										
NICK WORTHINGTON										
Expedition Total	10	7	10	7	13	4	5	8	3	6
Branch Total		8	2			1		4		

Appendix: 5

Diver Details - BSAC / Expedition Responsibilities

		BSAC	Diver Grade	Instructor	BSAC	Expedition
	Branch	Memb No	on Application	Grade	Official	Responsibilities
JIM DONBAVAND	1149	A644357	1st class	AI	North west Area Coach	Mentor
BOB CHARLES	1206	A651607	AD	AAI		Diving, Treasurer
ALF DRAPER	1206	A632827	AD	OWI	Branch Equipments Officer	Equipment, Treasurer Photographer
MICHAEL RICKARD	1206	A277743	AD	OWI	Branch Diving Officer	Expedition Leader, Logistics
SIMON AINSCOUGH	1206	A786118	SD			Compressor, Diary
MARTIN BRADBURY	1206	A737083	SD			Transport
LYNN HURST	1206	A804355	Non diver		Branch Secretary	Accounts
WAYNE HORNER	601	A801277	OD		Gen Committee Member	Seasearch Manager
MICHAEL LITTLER	601	A695055	AD	OWI		Seasearch, 1 st Aid O2
HILLARY BOLISS	601	A499821	DL	OWI	Training Officer	Food
ELAINE BARBER	601	A790096	SD		Welfare Officer / Assistant Secretary	Risk Assessment
TOMMY JOHNSON	1206	A772271	SD			Compressor Manager
ALAN BROWN	601	A222551	AD	OWI	Branch Diving Officer	Diving, 1 st Aid
HEATHER OGDEN	601	A756902	SD			Local Knowledge, Compressor Diving
STEPHEN GASKELL	1206	A806514	Trainee			Transport
JOHN BRENNAN	601	A774326	SD			Seasearch, Photographer
NICK WORTHINGTON	1206	A804500	OD			Seasearch, Diary

Appendix: 6

Daily Timetable:

This timetable gives an outline of the **planned general activities** of the expedition and is based on a cylinder filling / household duty Rota

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Wake up	07:30	07:30	07:30	07:30	07:30	07:30	07:00
Breakfast and make packed lunch	07:40	07:40	07:40	07:40	07:40	07:40	07:10
Daily dive brief	08:00	08:00	08:00	08:00	08:00	08:00	07:30
Load boats	08:30	08:30	08:30	08:30	08:30	08:30	07:40
Leave base	09:00	09:00	09:00	09:00	09:00	09:00	08:00
Arrive at 1st dive site	09:30	10:00	09:30	09:45	09:30	10:00	08:30
1st Dive	10:00	10:30	10:00	10:45	10:00	10:30	09:00
Lunch and travel to 2nd dive site	12:00	12:30	12:00	12:30	12:00	12:30	
2nd Dive	14:00	14:30	14:00	14:00	14:00	14:30	
Set off back to base	15:30	16:30	16:00	16:00	16:00	16:00	11:00
Unload and moor boats	16:00	17:00	16:30	16:45	15:30	16:30	
Return to rooms and change	16:30	17:30	17:00	17:15	17:00	17:00	
Fill cylinders and cook dinner.	17:30	18:00	17:30	17:45	17:30	17:30	
Dinner	19:00	19:00	19:00	19:00	19:00	19:00	

Appendix: 6A**Comparison Table of Actual Timetable achieved.****Daily
Timetable:**

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Wake up	07:30	07:30	07:30	07:30	07:30	07:00	07:00
Breakfast and make packed lunch	08:00	07:40	07:40	07:40	07:40	07:30	07:10
Daily dive brief	09:00	09:00	08:00	08:00	08:00	08:00	
Load boats	09:45	09:30	08:30	08:30	08:30	08:30	07:40
Leave base	10:15	10:00	09:00	09:00	09:00	08:45	08:00
Arrive at 1st dive site	10:30	10:45	09:30	09:45	09:30	09:30	
1st Dive	10:30	11:00	10:30	10:30	10:30	09:50	
Lunch and travel to 2nd dive site	12:00	12:30	12:00	12:30	12:00	11:30	
2nd Dive	16:15	14:30	14:00	13:30	14:00	13:00	
3rd Wave of Divers	18:15	N/A	N/A	17:00	16:30	N/A	
Set off back to base	19:15	16:30	15:30	18:00	17:30	15:00	11:00
Unload and moor boats	19:45	18:30	16:30	18:45	18:30	15:30	
Return to rooms and change	20:00	19:00	17:00	19:15	19:00	18:00	
Fill cylinders and cook dinner.	20:15	19:15	17:30	19:30	19:15	18:30	
Dinner	21:00	20:00	19:00	20:00	19:45	20:00	

Appendix: 6B**Number of Dives Conducted Per Day**

Day	Dive site	No. of Dives
Sun 10/07	Local Orientation/Seasearch (Local Tanera Mor)	33
Mon 11/07	The Boston Stirling (Wreck)	12
	Conservation Cave (Scenic/Seasearch)	12
Tues 12/07	The Jambo (Wreck)	15
	Training Dive (Tanera Mor Bay)	4
Weds 13/07	Tanera Mor Bay (Seasearch)	2
	The Fairweather V (Wreck)	14
	Training Dive (Tanera Mor Bay)	2
Thurs 14/07	Sgeir Neo Ghlersadach (Seasearch/Wall dive)	14
	The Boston Stirling (Wreck)	4
Fri 15/07	The Fairweather V (Wreck)	16

Appendix 7
Planned Daily Rota

	Dive Manager	Deputy Dive Manager	Cox'n	Deputy Cox'n	Boat prep & crew	Compressor Operator	Breakfast	Packed Lunch	Dinner
Bob Charles	Sun		Weds Thurs Sat			Sun		Thu Fri	Mon
Alf Draper	Mon		Thurs Sun			Tues		Sat	Sun
Michael Rickard	Tues		Fri Sat			Fri		Sun Mon	Tues
Jim Donbavand	Wed					Thu		Sun Mon	Fri
Simon Ainscough		Sun		Sun	Sun Sat	Tues	Mon	Thurs Fri	Sun
Martin Bradbury		Mon			Tues Thurs	Sun	Sun	Weds	Mon
Lynn Hurst				Weds	Sun Tue Thu Sat		Tue	Sat	Fri
Wayne Horner		Tue			Tues Thurs	Sun	Tues		Sat
Michael Littler	Thurs		Mon Weds Fri			Fri	Weds		Tues
Hillary Boliss		Thurs		Mon Weds	Sun Sat	Fri	Weds		Tues
Elaine Barber		Fri		Tues Weds	Mon Weds Fri	Thurs	Mon	Tues	Thurs
Tommy Johnson		Sat		Tues	Sun Tues Thurs Sat	Mon Weds	Thurs		Mon
Alan Brown	Fri		Sun Tues Thurs Sat			Mon	Fri		Sat
Heather Ogden				Sun Mon	Sun Tues Thurs Sat	Wed	Sun	Tues Weds	Thurs
Nick Worthington					Mon Weds Fri	Thurs	Thurs		Fri
Stephen Gaskell					Mon Weds Fri	Tues	Sat		Sun
John Brennan		Weds		Fri Sat	Mon Weds Fri	Mon Weds	Fri		Sun

Daily Rota – Changes made to accommodate Dive Marshalling and other duties **Highlighted in red**

	Dive Manager	Deputy Dive Manager	Cox'n	Deputy Cox'n	Boat prep	Compressor Operator	Breakfast	Packed Lunch	Dinner
Bob Charles	Sun		Mon PM /Weds PM / Fri PM	Mon AM		Sun		Thurs	Mon
Alf Draper	Tues		Sun AM Tues AM			Tues	Sat	Fri	Sun Thurs
Michael Rickard	Mon		Sun PM /Weds AM / Thurs PM			Fri	Thurs	Mon	Weds
Jim Donbavand	Wed		Mon AM/Tues PM/Fri AM			Thu		Sun Mon	Fri
Simon Ainscough			Sun PM	Mon PM / Thurs AM	Sun	Tues	Mon	Thurs Fri	Sun
Martin Bradbury		Weds		Tues AM / Fri PM	Thurs	Sun	Sun	Weds	Mon
Lynn Hurst				Sun PM / Tues PM	Sun Tue Thu		Tue Sat	Weds	Fri Thurs
Wayne Horner	Thurs PM	Thurs AM	Weds PM	Sun AM / Tues PM	Tues Thurs	Sun	Tues	Mon	Sat
Michael Littler	Fri PM	Fri AM	Fri PM	Sun PM / Mon AM		Fri	Weds	Thurs	Weds
Hillary Boliss			Tues AM / FRI AM	Mon PM / Thurs AM	Sun	Fri	Weds		Weds Sat
Elaine Barber	Thurs AM	Thurs PM	Tues PM	Weds PM / Fri AM	Mon Fri	Thurs	Mon	Tues	Thurs
Tommy Johnson		Sun	Mon PM	Weds PM / Thurs PM	Tues Thurs	Manager			
Alan Brown			Mon AM / Thurs AM	Weds AM		Mon	Fri	Tues	Sat
Heather Ogden	Fri AM	Fri PM	Sun AM Weds AM	Fri AM	Sun Tues	Wed	Sun	Tues Weds	Sat
Nick Worthington		Mon		Weds AM	Mon Weds Fri	Thurs	Thurs		Fri
Stephen Gaskell			Thurs PM	Fri PM	Mon Weds Fri	Tues	Sat	Fri	Sun
John Brennan		Tues		Sun/Tues AM/ThursPM	Weds Fri	Weds	Fri		Sun Mon

Planned Dive Manager/Cox'n Rotas

	Sub C		Orange Peel			
	Cox'n	Deputy Cox'n	Cox'n	Deputy Cox'n	Dive Manager	Deputy Dive Manager
Sunday am	Alf	Wayne	Heather	Simon	Bob	Tommy
Sunday pm	Mike R	Lyn	John	Mike L		
Monday am	Jim	Lyn	Alan	Tommy	Alf	Martin
Monday pm	Bob	Simon	Mike L	Heather		
Tuesday am	Alf	Martin	Hilary	John	Mike R	Simon
Tuesday pm	Jim	Wayne	Elaine	Lyn		
Wed am	Mike R	Nick	Heather	Alan	Jim	John
Wed pm	Bob	Elaine	Wayne	Tommy		
Thursday am	Alf	Hilary	Alan	Simon	Mike L	Heather
Thursday pm	Mike R	Tommy	Steve	John		
Friday am	Jim	Heather	Hilary	Elaine	Alan	Elaine
Friday pm	Bob	Martin	Mike L	Steve		

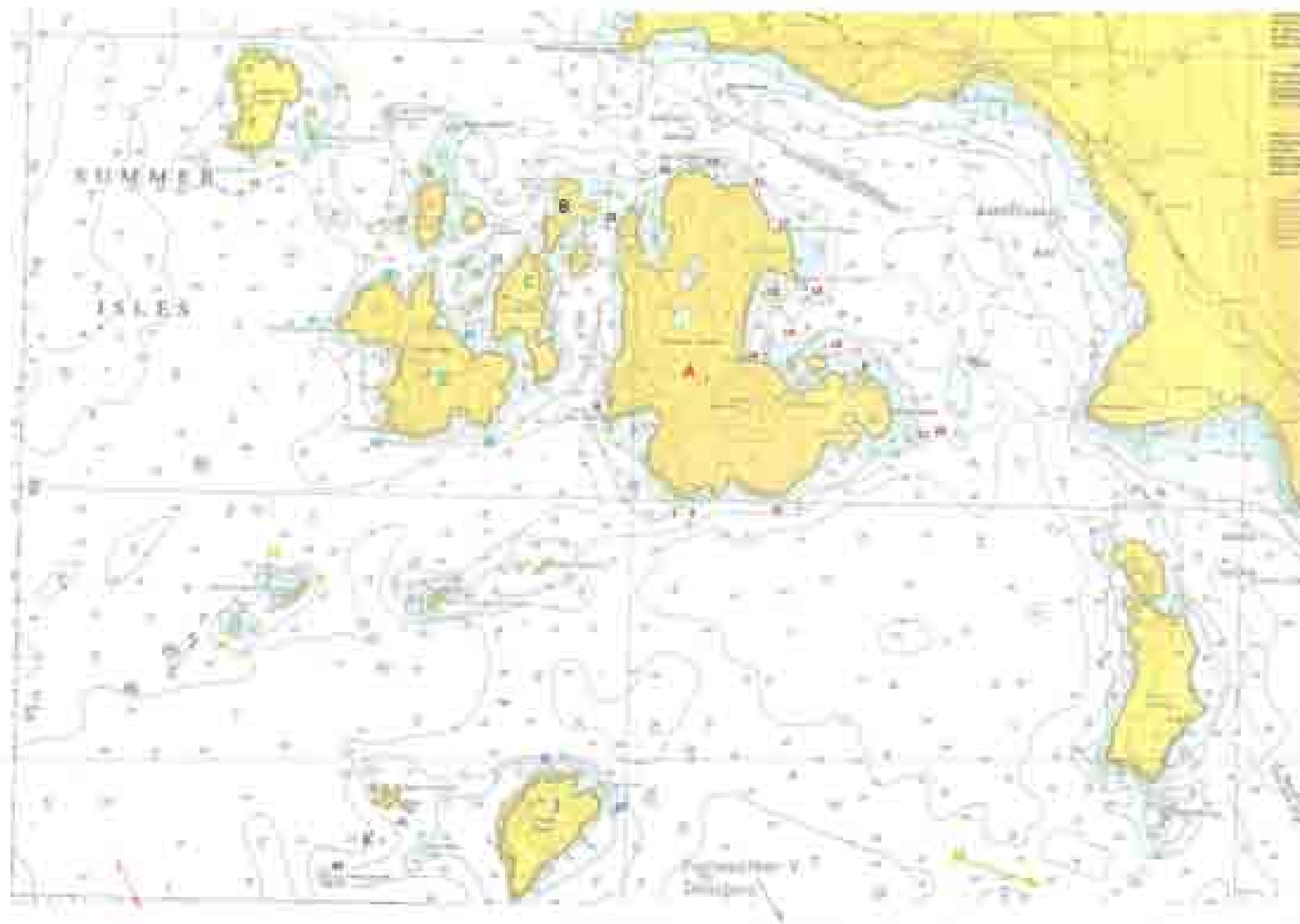
Appendix 8A

Actual Dive Manager/Cox'n Rotas

	Sub C		Orange Peel			
	Cox'n	Deputy Cox'n	Cox'n	Deputy Cox'n	Dive Manager	Deputy Dive Manager
Sunday am	Alf	Wayne	Heather	John	Bob	Tommy
Sunday pm	Mike R	Lynn	Simon	Mike L	Bob	Tommy
Monday am	Jim	Bob	Alan	Mike L	Mike R	Nick
Monday pm	Bob	Simon	Tommy	Hilary	Mike R	Nick
Tuesday am	Alf	Martin	Hilary	John	Alf	John
Tuesday pm	Jim	Wayne	Elaine	Lynn	Alf	John
Wed am	Mike R	Nick	Heather	Alan	Jim	Martin
Wed pm	Bob	Elaine	Wayne	Tommy	Jim	Martin
Thursday am	Alf	Hilary	Alan	Simon	Elaine	Wayne
Thursday pm	Mike R	Tommy	Steve	John	Wayne	Elaine
Friday am	Jim	Heather	Hilary	Elaine	Heather	Mike L
Friday pm	Bob	Martin	Mike L	Steve	Mike L	Heather

Dive Sites List & Charts

Island Ref	Exp' No.	Site Name	Lat (N) Deg	Min	Long(W) Deg	Min	Max M	V Shelt	Mod Shelt	Mod Exp	Exp	V Exp	Diver Level	Features / EXPEDITION NOTED DIFFERENCES IN CAPS
		WRECKS												
A	W1	Jambo	58	1.20	-5	27.08	32				Y		SD	Sank June 2003, 61M Long, inverted LIFE ON EXPOSED PROP NOT SHELTERED SIDE
A	W2	Boston Stirling	57	59.99	-5	24.27	18				Y		OD	Steel Trawler, Visible all tides NOT VISIBLE NEAPS, GOOD LIFE
SWU'pool	W3	Fairweather V	57	56.36	-5	21.38	30		Y				SD	Sank Feb 1991, 31M Long ALREADY SHOTTED – SUPERB DIVE
SWU'pool	W4	Innisjura	57	56.32	-5	21.15	35		Y				DL	Sank Jan 1921, 34 M long, 100 yds from Fairweather V NOT SHOTTED AS GUIDEBOOK, NOT LOCATED, LOCAL KNOWLEDGE SAYS POOR LIFE
L	W5	Silver Reward	57	57.78	-5	31.27	20			Y			OD	Sank Dec 1964, Broken up, Lots of life - SW Priest Island
L	W6	Guiding Star	57	57.77	-5	31.37	8				Y		OD	Sank Dec 1964 Broken up, Eng, Prop & Steering - SW Priest
		SCENIC												
A	7	Mol Mor, Tanera Mhor	58	0.21	-5	25.21	20			Y				
A	8	N of Mol Mor, Tanera Mhor	58	0.47	-5	25.34	29			Y				Mearl Seabed
A	9	Rubha Dubh N, Tanera Mhor	58	0.59	-5	23.11	22		Y					
A	10	Earbulla Dhuin, Tanera Mhor	58	0.03	-5	23.87	18				Y			
A	11	Doire na Sroine, Tanera Mhor	58	1.37	-5	24.10	22		Y					
A	12	Sgeir a Chapuill, Tanera Mhor	58	1.47	-5	24.42	20		Y				OD	
A	13	Rubh Ard-na-goine, Tanera Mhor	58	0.95	-5	23.66	15		Y				OD	Shallow Rock UPDATED SEASEARCH RECORDS 10/7/2011
A	14	Pier, Tanera Mhor	58	0.67	-5	24.04	14	Y						
A	15	Eilean Mor	58	0.68	-5	23.53	27	Y						
A	16	Creag Ard, Tanera Mhor	58	1.46	-5	24.62	24	Y						
A	17	Sron na Moil Baine, Tanera Mhor	58	1.22	-5	23.78	26			Y				UPDATED SEASEARCH RECORDS 10/7/2011
A	18	Anchorage Tanera Mhor	58	0.99	-5	23.97	12	Y						UPDATED SEASEARCH RECORDS 13/7/2011
A	19	Anchorage Centre, Tanera Mhor	58	0.79	-5	23.74	30	Y						UPDATED SEASEARCH RECORDS 10/7/2011
A	20	Off Rubha Dubh, Tanera Mhor	58	0.16	-5	22.87	41				Y			
A	21	Rubha Dubh (Dubh!!)	58	0.33	-5	22.79	19			Y				
B	22	Sgeig Loisgte, Nam Feusgan	58	1.28	-5	25.31	9			Y				Latto's Rock
C	23	NW Eilean Fada Mor	58	0.99	-5	26.20	12	Y						
D	24	Eilean a Char W	58	1.18	-5	27.03	28			Y			OD	Rocky slope, Seals
D	25	Rock N of Eilean a Char	58	1.46	-5	26.65	6				Y			Seals
E	26	Cave, Tanera Beg SW	58	0.27	-5	26.95	12				Y		SD	Conservation Cave Affected by SW swells HEAVY KELP EITHER SIDE, TOURIST BOATS VISIT SITE – 'A' FLAG PRUDENT. PLENTIFUL LIFE
E	27	Sron Slugain Uaine, Tanera Beg	58	0.79	-5	27.50	22			Y				
E	28	Carn Sgoilte, Tanera Beg	58	0.23	-5	26.23	?			Y				
E	29	N Tanera Beg	58	1.02	-5	27.02	26			Y				
E	30	Anchorage, Tanera Beg	58	0.72	-5	26.28	8	Y						
F	31	Sgeir Dhubh E Glas-leac Mor	58	1.72	-5	27.08	19			Y				"Black Rock"
F	32	S of Glas-leac Mor	58	1.31	-5	28.16	31				Y			
F	33	Sgeir Dubh E Glas-leac Mor	58	1.13	-5	27.13	34				Y			
F	34	Black Rock SE Glas-leac Mor	58	1.54	-5	27.68	28				Y			
G	35	Sgeir Neo-ghluasadach N	57	59.57	-5	26.68	22			Y				Described as Best Wall Dive MEDIOCRE - GOOD LIFE IN ROCK FISSURES
G	36	Sgeir Neo-ghluasadach S	57	59.41	-5	26.76	22				Y			Very Good Wall Dive
H	37	Stac Mhic Aonghais N	57	59.49	-5	27.89	28			Y			SD	Scenic- Wall Dive
H	38	Stac Mhic Aonghais S	57	59.60	-5	27.69	50				Y		SD	Scenic- Wall Dive
J	39	Eilean Dubh E	57	0.27	-5	26.95	15			Y				
J	40	Eilean Dubh N	57	0.79	-5	27.50	19			Y				
K	41	Sgeir nam Mult SE	57	58.60	-5	27.03	18			Y				
K	42	Twelve foot Rock (SW) Sgeir nam Mult	57	58.26	-5	27.56	40					Y		Pinnacle 5M Below surface - May be difficult to find
L	43	Priest Island NW	57	57.78	-5	31.27	28					Y		Near "Silver Reward", Seals
L	44	Priest Island W	57	57.77	-5	31.37	20				Y			Near "Guiding Star"
L	45	Priest Island N - Archway	57	58.06	-5	30.59	20		Y				OD	Two Caves "The Keyhole"
L	46	Priest Island E, Ard Glas	57	57.71	-5	29.74	20			Y				
M	47	Bottle Island Caves SW	57	57.70	-5	27.50	35					Y		Wall Dive, Strong Currents, Seals, Pinnacle -5M below,
N	48	Isle Martin Cliffs SW	57	56.50	-5	13.80	25					Y		some of the most imposing cliff dives in Scotland:80m on N face



0092

DEPTHS IN METRES

Scale bar: 0 100 200 300 400 500 600 700 800 900 1000



ULLAPOOL									
Tide Times for Ullapool									
Date									
Time									
16	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
17	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00
18	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00
19	19:00	19:00	19:00	19:00	19:00	19:00	19:00	19:00	19:00
20	20:00	20:00	20:00	20:00	20:00	20:00	20:00	20:00	20:00
21	21:00	21:00	21:00	21:00	21:00	21:00	21:00	21:00	21:00
22	22:00	22:00	22:00	22:00	22:00	22:00	22:00	22:00	22:00
23	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00
24	24:00	24:00	24:00	24:00	24:00	24:00	24:00	24:00	24:00
25	25:00	25:00	25:00	25:00	25:00	25:00	25:00	25:00	25:00
26	26:00	26:00	26:00	26:00	26:00	26:00	26:00	26:00	26:00
27	27:00	27:00	27:00	27:00	27:00	27:00	27:00	27:00	27:00
28	28:00	28:00	28:00	28:00	28:00	28:00	28:00	28:00	28:00
29	29:00	29:00	29:00	29:00	29:00	29:00	29:00	29:00	29:00
30	30:00	30:00	30:00	30:00	30:00	30:00	30:00	30:00	30:00
31	31:00	31:00	31:00	31:00	31:00	31:00	31:00	31:00	31:00
+1 HZ									

Macmillan’s Nautical Almanac 2011

Ullapool			
	UT	BST + 1hr	
	4.2	03:19:00	03:19:00
	1.7	09:37:00	09:37:00
	4.4	15:56:00	15:56:00
	1.7	22:09:00	22:09:00

Summer Isles (Tanera Mor) – differences				
Time	HW		LW	
	-0.0035	-0.0035	-0.0069	-0.0069
Height				
MHWS	MHWN	MLWN	MLWS	
	-0.1	0.1	0	02:24:00

Tanera Mor BST		
	4.3	03:14:00
	1.7	09:27:00
	4.5	15:51:00
	1.7	21:59:00

Tidal Range	2.80
+1 hr	0.23
+2 hr	0.47
+3 hr	0.70
+4 hr	0.70
+5 hr	0.47
+6 hr	0.23

Tides Wed 13 July 2011

Macmillan’s Nautical Almanac 2011

Ullapool				
	UT	BST + 1hr	Slack	
	4.5	05:29:00	05:29:00	05:29:00
	1.4	11:41:00	11:41:00	17:44:00
	4.8	17:44:00	17:44:00	

Summer Isles (Tanera Mor) – differences				
Time	HW		LW	
	-0.0035	-0.0035	-0.0069	-0.0069
Height				
MHWS	MHWN	MLWN	MLWS	
	-0.1	0.1	0	02:24:00

Tanera Mor BST		
	4.6	05:24:00
	1.4	11:31:00
	4.9	17:39:00

Tidal Range	3.20
+1 hr	0.27
+2 hr	0.53
+3 hr	0.80
+4 hr	0.80
+5 hr	0.53
+6 hr	0.27

Dives Wed 13 July

Typical Dive Plan

Dive 1 Sgeir Neo-gluasadach

Small Island SW of Tanera More, 57 59.57N 005 26.54W (Chart), Wall from 6 to 18m off N of island. Distance from base 3.6 NM approx 15 mins at 15 Knots. Islands probably exposed to SW Swells, but may be more sheltered on North sides

Timetable	Time (taken)	Time
Breakfast	00:30:00	07:30:00
Prep boat + briefing	00:30:00	08:00:00
Kit up and Load boats	01:00:00	08:30:00
Travel to site	00:15:00	09:30:00
Shot site	00:15:00	09:45:00
Kit up	00:20:00	10:00:00
Dive	00:50:00	10:20:00
Divers up	00:20:00	11:10:00
Divers Recovered	00:15:00	11:30:00
Back at Base	00:30:00	11:45:00
Boat Unloaded		12:15:00
Lunch	02:00:00	14:15:00

Dive 2 Boston Stirling

Trawler lying in 11-18m South of Tanera More 58 00.00N 005 24.52W (Chart). Distance from base 2.5 NM approx 10 mins at 15 Knots. Looks sheltered in bay but also exposed from SW. Dive HW- 51mins, but small tidal range.

Kit up and Load boats	01:00:00	14:15:00
Travel to site	00:10:00	15:15:00
Shot site	00:15:00	15:25:00
Kit up	00:20:00	15:40:00
Dive	00:50:00	16:00:00
Divers up	00:20:00	16:50:00
Divers Recovered	00:10:00	17:10:00
Back at Base	00:30:00	17:20:00
Boat Unloaded		17:50:00

PLAN B

Dive 1 Skerry NE, Tanera More 58 01.07N

005 24.10W

Dive 2 Sgeir a Chapull Tanera More, 58

01.49N 005 24.63W

Notes

This days diving is planned for a day that will hopefully have limited winds and swell from the South West. If this is not Monday 11 July we would hope to do it another day. The plan B sites are to the North of Tanera More so should be sheltered from winds and swell from the South West. They are both about 1.2NM from base which would take about 6mins at 15 Knots. It should be noted that tidal ranges vary from 2.6 to 3.6 for the week that we are staying. Maximum currents from Tidal Atlas Mean Spring 0.9 Knot, Mean Neap 0.3 Knot in Minch outside Ullapool bay



DIVE MANAGEMENT Summer Isles Expedition - Venture 2011 8th July - 17th July



Sub C Divers Branch 1208 Bury SAC Branch 801 Chaumont SAC Branch 1148

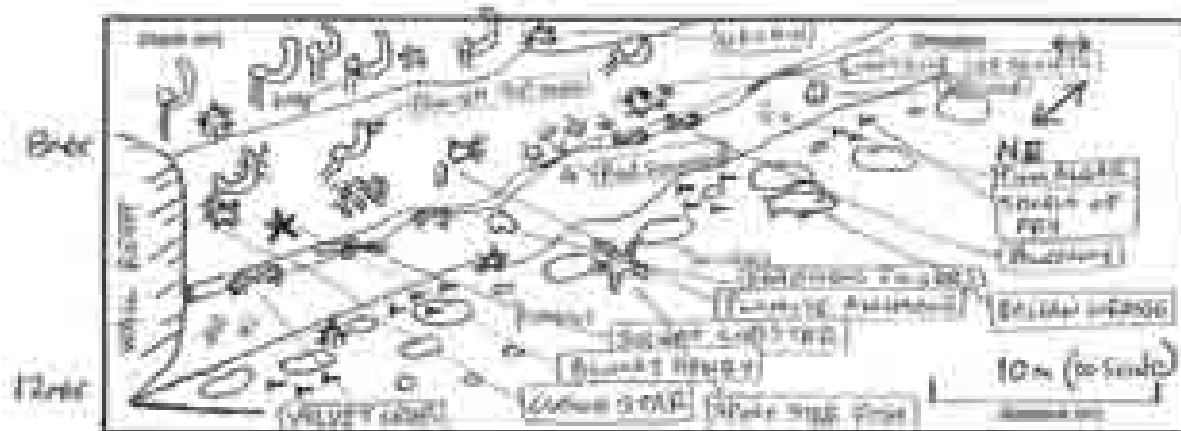
Dive Site		TEAM C COMET								"ORANGE PEEL"				
Dive Manager		ECHO CHINCH				Dive Asst				ALE / MUCK C		HEATHING (X) (min)		
Rep Dive Manager		TERRY JAGGERS				Dive Asst				JAGGERS / JAGGERS		Dive Asst (min)		
Tide		Low				Full Exposure				Marine Boundary		Submarine Dive		
Time		10:00				10:00 - 11:00				11:00 - 12:00		12:00 - 13:00		
(All Divers using Compressor)		OUTBOARD				OUTBOARD				All other Divers		Dive Asst (min)		
Dive No	Name	Type / Work	Depth	OTC	Cyl Size	As in	Time	Time	Time	Decom	Decom	Max Decom	As in	OTC
(m)		(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)
1	JOHN	SCUBA	✓	✓	12L	210	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
2	JOHN	SCUBA	✓	✓	12L	210	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15
3	JOHN	SCUBA	✓	✓	12L	210	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
4	JOHN	SCUBA	✓	✓	12L	210	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15
5	JOHN	SCUBA	✓	✓	12L	210	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
6	JOHN	SCUBA	✓	✓	12L	210	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15
7	JOHN	SCUBA	✓	✓	12L	210	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
8	JOHN	SCUBA	✓	✓	12L	210	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15
9	JOHN	SCUBA	✓	✓	12L	210	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
10	JOHN	SCUBA	✓	✓	12L	210	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15
11	JOHN	SCUBA	✓	✓	12L	210	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45
12	JOHN	SCUBA	✓	✓	12L	210	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15
13	JOHN	SCUBA	✓	✓	12L	210	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
14	JOHN	SCUBA	✓	✓	12L	210	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15
15	JOHN	SCUBA	✓	✓	12L	210	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45

Google Earth Tracks & Waypoints



Comparison of the models

Please draw an approximate profile of the section (i.e. a side-on view), labelling features and numbered items as appropriate. Remember to show the depth range, orientation and a distance scale.



Type of journal process: (check box of the one you have with circle the diamond one)

<input checked="" type="checkbox"/> Rocky Road	<input checked="" type="checkbox"/> Rocky Road	<input checked="" type="checkbox"/> Cookies and Pudding	<input type="checkbox"/> Mixed Grains	<input type="checkbox"/> Hard and Grains	<input type="checkbox"/> Milk	<input type="checkbox"/> Whisking	<input type="checkbox"/> Other
---	---	--	--	---	--------------------------------------	--	---------------------------------------

(14) Are there anything around or community about the subject of the course life?

Are there any lines of work that are considered "dirty work"?

SIGNIFICANT DIVE: THERE WAS A FISHING BOAT IN THE MIDDLE OF WHICH WAS AN OPENED JARRED BOTTLE FOR HADY-SCALE FISH.

NAME _____

What major life did you see in your life?

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1998

These symptoms of grief occur in Mrs. O'Connor, Corcoran, as if some sense, Power

Keywords: *work, stress, coping, organizational commitment, organizational citizenship behavior*



Downloaded At: 11:53 11 September 2009



Abstract



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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Abstract: The authors



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Interfacing with the network
(see 2.2.2.2.2)



Abstract

[illegible]

Sample Menu & Food Balance Sheet

Summer Isles 9-16 July 2011							
Menu							
Breakfast	Each day dinner of: Fruit juice, cereal, bread, sandwich(es), beans, egg, fruit, tea, coffee <i>(ask yourself)</i>						
Lunch	Dish, pasta, sausage, torte, cheese, egg, salad sandwich Fruit, (fruit, drink (if) <i>(Make your own)</i> Sandwich bag provided						
Afternoon snack	Dessert, fruit, bread, fruit						
Dinner	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Main course	Beef casserole and (potatoes)	Roast beef, potatoes	Roast turkey breast, (potatoes), potatoes, vegetables, vegetables, sauce	Meat cut, at Cafe	Pork cut and (potatoes)	Meatballs with (potatoes)	Beefsteak, potatoes, burger, salad, (potatoes)
Appetizer for tea and AF		Hot and cold (if)	Grilled meat and cheese (if)		Shrimp, (potatoes), (if)	Grilled meat and cheese (if)	
Side	Fruit	Roast beef, (potatoes), (if)	Grilled with (if)		Grilled, (potatoes), (if)		Grilled sausage
Dessert	Fruit	Cheese and biscuits	Fruit		Cheese and biscuits	Fruit	Cheese and biscuits
Supper	Biscuits, cereal, cheese or bread etc.						
Individual bottles of water for on the boat no other soft drinks							

Jun-11	Tesco Store	<i>Water and crisps</i>	17.00	
06.07.11	Tesco Store	<i>groceries</i>	89.52	<i>£50 Tesco gift voucher to be deducted from this total</i>
07.07.11	Tesco Store	<i>groceries</i>	23.00	
07.07.11	Tesco delivery	<i>groceries</i>	317.13	
08.07.11	Tesco Store	<i>groceries</i>	17.20	
08.07.11	Tesco delivery	<i>groceries</i>	161.14	(original bill shows an extra £48 for milk but I've deducted this
08.07.11	Sedgley Park RUFC	<i>24 burgers</i>	8.40	as I've kept the milk)
09.07.11	Tesco Store	<i>groceries</i>	24.18	
11.07.11	Tesco Store	<i>drinking water chocolate & juice</i>	2.80	<i>Hilary paid Heather for drinking water bought in Ullapool</i>
11.07.11	Tesco Store		13.90	<i>Hilary paid Heather for chocolate and extra juice bought in Inverness</i>
			£ 674.27	
			-50.00	<i>Tesco voucher</i>
			£ 624.27	Total amount received by Hilary
				Cheque nos: 02 & 03

Appendix 17 - Accounts

Invoice

Ref No.

INCOMING		£	
Collected Monthly	Members contribution	17 x £450	7650.00
Collected Monthly	Non-starter deposits	4 x £50	200.00
11, 11A	Members Contribution Expedition Wear		445.75
14	BEGS Grant		500.00
9	Tesco Points Value		11.00
Deposit 18th Aug	Bents Sponsorship		100.00
9	Tesco Sponsorship - Food voucher		50.00
	Interest		1.89
11, 11A	Dive life Expedition wear sponsorship		193.00
TOTAL			£9,151.64
DEPOSIT REFUNDS			
2	7.5 tonne van hire deposit refund		200.00
3	Minibus Hire refund		500.00
Deposit 21st July	Unused Petty Cash		193.00
4A	Compressor Hire refund		221.00
13A	Unused postage funds		7.04
TOTAL			£1,121.04
OUTGOINGS			
1, 1A	Accommodation		1310.00
2	7.5 tonne van hire/insurance		1076.00
3	Mini Bus Hire		1763.60
4	Compressor hire		800.40
5, 5A, 10	Navigation - Charts OS Map & Book		174.59
1A	Mooring Fees		70.00
6	Oil for RIBs		56.00
7, 7A	Fuel for Boats & Compressor		620.37
8, 8A, 8B, 7A	Fuel for Vehicles		960.71
Withdrawn 1st July	Private Van insurance		76.50
Withdrawn 8th July	Petty Cash		193.00
Withdrawn 8th July	Petty Cash sponsors gift for toilet rolls		7.00
9, 9A, 9B, 9C	Food		674.27
10	Branch Boat Fees 2 x £85		170.00
11, 11A	Expedition Wear		425.00
12, 12A	Trailer Number Plates		14.00
13, 13A	Administration		68.00
Withdrawn 18th Aug	RNLI Donation		100.00
Withdrawn 17th Aug	Members Interim Refund 17 x £84.36		1434.12
	Bank Interest Tax		0.11
TOTAL			£9,993.67
Actual Bank Balance			£279.01

U Vandave 2011 Expedition Feedback Form

Name: _____ Email: _____

Date: _____

1) How did you rate the drive as presented? (5 - excellent, 1 - poor?)

1	TM Mac Pro	3	4	audio	4	5	Sp/No Disturbance	4
2	Chavez HTM Mac 2	2	4	audio	4	10	Far exceeded V	5
3	Simon String	1	7	Far exceeded V	3	11	(This was 11)	
4	Companion Car	3	4	Endo/line	3	13	(This was 13)	

2) Which ones of these (if any) did you find most challenging and adventurous?

None of the drives were really challenging or adventurous for me, though 3 horses were very good. The last run to Ag. for Companion in long 3-4, was a bit more interesting.

3) Do you find the settings for the drive were adequate? (Traffic + Comments)

The settings in general were adequate but it would have been good to know what I was doing the next day before I went to bed on the previous day.

4) How did you rate the situation? (5 - excellent, 1 - poor + Comments)

5 - it seems a bit better to observe, but everyone was better than us.

5) Are there any aspects which you thought were worse?

No.

6) How do you rate the accommodation? (5 - Excellent, 1 - Poor + Comments?)

5 - very good considering we were on a remote island with limited facilities (would have been a bit better though).

7) Were the arrangements for food adequate? (Traffic + Comments)

Yes, more than adequate. I think we were well looked after in the long movement, and also today. And I thought the last bit in the Post office was an excellent and quite unique event. I am glad this wasn't missed.

8) Do you find the expedition was well organized? (Traffic + Comments)

Yes, I think the way it was broken down into smaller tasks, and I think some of the people organizing these tasks did very well. I have already mentioned Henry. And I thought Steve did a really good job with the transport. The DOC's I discussed were well organized and appropriate, and although the separation (waiting) seemed long, I think it would have been better if more people were well informed (as I also think the payment structure for the yard was fairly decent, as it made paying for the trip easier. The fact we got some DOC's funding must count for something. I would have probably changed).

- Expertise: numbers, either lower down or more local. The shore thing was limited as there were a few days when most divers only got 1 shot in the day.
- Meeting minutes. I think if we had some official minutes of the organizational meetings some people may have had a clearer idea of their responsibilities and we may have avoided some confusion at later meetings.
- Finally schedules should make the Summer take closer to 3 days, so that we don't have such a long journey home.

8) Did you enjoy the expedition and what did you learn?

Enjoyed it very much. It was good to be so self-reliant. My main learning was refreshing my basic handling, self救助, what-when and position-finding skills. Most of the time we managed to do what we planned to do, with only one occasion going to plan B.

10) Would you recommend a similar expedition to others?

Yes. I had a good time and made some new friends from a different diving club.

6) How do you rate the accommodation? (5 = Excellent, 1 = Poor + Comments)?

4.5 Stars

Great value, excellent and spacious for the purpose it was built

There was only one dry cell shower - a good hot shower

2 sleeping quarters and kitchen (which we have needed)

The kitchen having no sink it was found that the only sink was the one in the shower. This was not a big deal as we had a sink in the kitchen.

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

The kitchen having no sink it was found that the only sink was the one in the shower. This was not a big deal as we had a sink in the kitchen.

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

7) Were the arrangements for food adequate? (Yes/No + Comments)

The kitchen in one of the houses was a bit of a mess

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

The kitchen having no sink it was found that the only sink was the one in the shower. This was not a big deal as we had a sink in the kitchen.

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

The kitchen having no sink it was found that the only sink was the one in the shower. This was not a big deal as we had a sink in the kitchen.

8) Do you think the expedition was well organized? (Yes/No + Comments)

Yes. During the meeting, meeting points and dates were made, information was given to everyone

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

The kitchen having no sink it was found that the only sink was the one in the shower. This was not a big deal as we had a sink in the kitchen.

There was a hot water tank that was not connected to the shower. It was not a big deal as we had a hot water tank in the kitchen.

9) Did you enjoy the expedition and what did you learn?

Really enjoyed it

It was a great experience and I learned a lot about the world of biology and the world of the future

10) Would you recommend a similar expedition to others?

Yes, definitely

Really enjoyed it

Really enjoyed it, really enjoyed it

The expedition was a great experience and I learned a lot about the world of biology and the world of the future

The expedition was a great experience and I learned a lot about the world of biology and the world of the future

The expedition was a great experience and I learned a lot about the world of biology and the world of the future

The expedition was a great experience and I learned a lot about the world of biology and the world of the future

Emergency and local contact information.



Emergency - HM Coastguard

At sea: **VHF CH16**, (*DSC Channel 70*)
On land: **Dial 999** and ask for "Coastguard"

"The coastguard will advise course of action to take."

Recompression Information

Call **0845 408 6008** (24 hours) Hyperbaric consultant (Aberdeen Royal Infirmary)

Nearest Recompression facilities

Seafeld Recompression chamber, Strathcarron **Tel: 01520 722221**

Dunstaffnage Marine Laboratory, Oban **Tel: 01631 563721**

Nearest Hospital with accident and emergency department

Raigmore Hospital. Perth Rd, Inverness Tel **01463 704000**

For non emergency

Ullapool Health Centre: North Rd, IV26 2XL, Tel: **(01854) 602015** or **612595**

Or **Scottish NHS 24**, Tel: **08454 24 24 24**

Local Information

Police Ullapool **(01854) 615017**

Marine Call: (recorded message) Tel: **0906 8500 464** when prompted dial **area code 6468**

(**Area** - Ardnamurchan to Cape Wrath and the Western Isles)

Equipment Servicing Creag Ard Charters - Helena & Richard Ross - phone **01854 633380**

Boat Chandlery Watt Marine Ltd. 10 Latheron centre, Ullapool – phone **01854 612491**

Gas supplies: Atlantic Diving Services 01854 622261

Receiver of Wreck Southampton 02380 329474

Appendix: 20

Confidential Emergency Contact Details

Please complete & return to Mike Rickard in a sealed envelope, with your name printed clearly on the front. Envelopes will only be opened and details used in the case of an emergency.

Expedition Member Details:

Name

Address.....

.....

Postcode.....

Who to Contact Details:

Name

Relationship.....

Address.....
(if different from above)

.....

Postcode.....

Tel. No

Mob. Number.....

GP Details:

Name.....

Tel. No.....

Appendix: 21 Risk Assessments

Risk Assessments - Transportation of Equipment & Personnel

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Injury from heavy lifting and loading/unloading heavy items	All	Occasional	Major Injury	Medium	Ensure that personnel are made aware of proper lifting and carrying techniques and that this is monitored	Provide First Aid initially and then refer for emergency treatment
Tiredness or feeling unwell whilst driving vehicle	All	Rare	Fatal	Medium	Ensure rota of experienced and qualified drivers. Keep driving times to a minimum. Inform drivers that they must inform passengers if feeling tired or unwell. Ensure there are regular and frequent stops and changeover of drivers.	Exit at nearest safe exit and park vehicle. Driver to exit the vehicle ensuring own and others safety. Take fluids i.e. water and walk round to get fresh air and exercise. Change over drivers Provide first aid as required or refer to medical emergency
Stowing of heavy equipment	All	Rare	Fatal	Medium	Ensure all heavy equipment is secured safely using appropriate equipment for stowage. Personnel to be informed of using proper lifting techniques when stowing equipment. Check that items have been stored and secured safely before the vehicle is driven. Carry out regular checks of stored equipment when vehicle is stationary	Assess damage – take photos as necessary and make a record for insurance purposes etc. Provide First Aid. Medical to personnel if required. Contact Insurance and vehicle hire company
Heart Attack	All	Rare	Fatal	Medium	Self declaration/Medical Screening	Provide First Aid and CPR as required Contact Emergency Services
Injury whilst attaching trailer and boat to vehicle	All	Occasional	Minor Injury	Medium	Experienced personnel to co-ordinate the trailer and boat is properly attached and in a safe manner. Have sufficient personnel to help guide and attach trailer and boat safely. Ensure all personnel are aware of lifting techniques as required and the potential trips and falls hazards with a moving trailer loaded with a heavy boat and attachments	Secure trailer so it is in a safe and stationary manner. Remove any injured personnel without putting self or others at risk. Provide first aid as needed Contact emergency services as required
Trailer becoming detached whilst moving	All	Rare	Fatal	Medium	Ensure trailer is correctly secured to tow bar and emergency break cable is connected and working properly to vehicle towing trailer. Double check that all necessary fittings, safety and securing equipment are properly attached, connected and in working order. Ensure drivers of towing vehicle are aware of speed limits and motorway restrictions appropriate when towing. Ensure trailer is loaded correctly and tyre inflation appropriate to load carried.	Inform the Emergency Services immediately if there is any potential danger to other road users. Ensure vehicle and all personnel are removed to a safe place. Retrieve trailer and load if this can be done safely and with no further risk of injury to personnel or damage to vehicle/trailer. Administer First Aid if needed. Note time and details of incident. Inform Insurance company as required

Risk Assessments - Diving

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Slips and trips Hazards (shore and boat diving)	All	Occasional	Moderate Injury	Medium	Check if entry and exit site suitable and safe. Warn of any potential hazards. Buddies to help particularly whilst kitting and de-kitting	Provide First Aid and refer for Medical treatment as necessary
Entanglement	All	Rare	Fatal	Medium	Diver training Dive planning. Appropriate equipment	Buddy to assist in first instance. Call for help using agreed signals. Take appropriate and agreed action Call Emergency Services
Decompression Illness	All	Rare	Major Injury	Medium	O2 kit to hand and in working order. Have sufficient suitably trained personnel to administer O2	Dive Marshall to co-ordinate assistance Administer O2 Contact Emergency Services
Diver missing/ separation	All	Rare	Fatal	Medium	Diver training Dive planning Buddy checks Surface cover for divers	Note position, times etc. Contact Emergency Services. Carry out immediate search techniques with no further risk to self or others Note information from dive buddy
Injury from boat propeller or other surface craft	All	Rare	Major Injury	Medium	Diver training. Dive planning. Use A flag to warn other crafts of divers in water. Use shot line for entry and exit. Use SMB when surfacing	Provide First Aid Contact Emergency Services

Risk Assessments - Diving (continued)

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Hypothermia	All	Occasional	Major Injury	Medium	Training/dive planning Suitable and appropriate clothing to be worn. Personnel trained as first aiders. Buddy monitoring	Exit water and provide warm clothing and shelter. Provide First Aid. Refer for medical assistance if necessary.
Failure of boat equipment (i.e. navigation, engines, communication)	All	Rare	Minor	Low	Dive planning to include course to safety and provide shore cover. Two boats operating and maintaining communication. Ensure boats fitted with secondary steering (i.e. paddles). Use of anchor etc. if appropriate to stop further drifting. Identify problem and resolve if possible	Advise coastguard of action – updating as appropriate
Injury from sharp objects	All	Occasional	Minor Injury	Low	Training. Suitable and appropriate clothing to be worn. Dive planning to warn of potential hazards	Provide First Aid Refer to Emergency services if required
Injury from loose objects/equipment (i.e. boat diving)	All	Occasional	Minor Injury	Low	Ensure all kit secured and deck area kept tidy. Dive planning Dive Marshalling	Provide first aid and refer to Emergency Services if required

Risk Assessments - Diving (continued)

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Ear Damage	All	Occasional	Moderate Injury	Medium	Dive training for ear clearing Do not dive if suffering from a cold or sinus problems	Provide First Aid and refer to Emergency services if required
Mask Squeeze	Trainees	Rare	Minor Injury	Low	Provide specific instruction in mask equalisation	Assistance from Instructor or buddy
Running out of air	All	Occasional	Fatal	High	Suitable cylinder pressure gauge fitted and working. Diver training. Buddy checking	Divers have AAS Assistance from Buddy Provide First aid – 02 Contact Emergency Services if needed

Risk Assessments - Transporting and Operation of Portable Compressor

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Injury from heavy lifting of machinery	All	Occasional	Major Injury	Medium	Ensure that personnel are made aware of proper lifting and carrying techniques and that this is monitored. Ensure sufficient number of personnel to lift specific weight. Make all aware of potential slip and trip hazards when moving machinery between vehicles/craft	Provide First Aid initially and then refer for emergency treatment
Injury from unsecured cylinder(s)	All	Occasional	Minor Injury	Low	Ensure that all cylinders are laid down whilst waiting to be filled and when being stored.	Remove injured personnel. Administer 1st Aid. Refer to hospital if appropriate
Injury from Cylinder exploding	All	Rare	Fatal	Medium	Ensure cylinders are in test. Inspect 'O' ring and pillar valve before connecting to charging hose. Only trained personnel to manage use of compressor	Turn off machinery so long as it is safe to do so. Remove any injured personnel without further risk to self and others. Provide First Aid Treatment. Contact Emergency Services
High Noise Levels	All	Very common	Major Injury	High	Machinery to be stored away from built up areas. Personnel are made aware of potential noise levels. Provide appropriate training. Ear defenders to be used at all times. Keep area clear from bystanders	Turn off compressor. Remove injured personnel from machinery. Provide First Aid as appropriate. Refer to Medical Emergency
Injury from Burns	All	Rare	Major Injury	Medium	Ensure appropriate fire extinguishers are to hand. Personnel are aware of procedures in case of fire. Keep oils and other flammable materials away from compressor area.	Evacuate Area. Shut down system and contain fire if possible without further risk to self and others using appropriate extinguishers. Contact Emergency services. Provide first aid to any injured personnel. Refer to Emergency Services

Risk Assessments - Launching Boat

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Potential crush injury	All	Occasional	Minor Injury	Medium	Co-ordinate and ensure personnel are not stood behind trailer when vehicle reversing. Have sufficient personnel to help guide trailer and boat down to the water ready for launching. Ensure all personnel are aware of lifting techniques as required	Secure trailer so it is in a safe and stationery manner. Remove any injured personnel without putting self or others at risk. Provide first aid as needed Contact emergency services as required
Slips and Trips Hazard	All	Occasional	Moderate Injury	Medium	Ensure personnel are made aware of any slippery surfaces and trip hazards particularly when preparing to launch boat on and from slipway . Suitable footwear/clothing to be worn	Provide First Aid and refer to emergency services if needed
Entrapment/Drowning	All	Rare	Fatal	Medium	Ensure personnel are aware of water depth and to keep within appropriate depth and to stay clear of any potential trip hazards and entanglements from boat and/or trailer	Provide First Aid Contact emergency services
Rope Burns	All	Occasional	Minor Injury	Low	Wear gloves	Provide first aid Refer for emergency treatment as required

Risk Assessments - Loading and Unloading from Boat

HAZARD	WHO	FREQUENCY	RISK	EVALUATION	CONTROL	MEASURES
Injury from heavy lifting	All	Occasional	Major Injury	Medium	Ensure that personnel are using proper lifting and carrying techniques and that this is monitored. Ensure sufficient number of personnel to lift any particularly heavy weights. Make everyone aware of all potential slip and trip hazards.	Provide First Aid initially and then refer for emergency treatment
Slips and Trips Hazards	All	Occasional	Moderate Injury	Medium	Ensure personnel are made aware of any slippery surfaces and trip hazards. Suitable footwear/clothing to be worn	Provide First Aid and refer to emergency services if needed

