

TYNESIDE 114 BSAC
EXPEDITION DU ARTACH 2014
(RETURN TO SW MULL)
EXPEDITION PLAN



Issue 2: Draft

Contents

Contents	2
Purpose.....	3
Main Dive Sites	3
Backup Plans.....	3
Dates	4
Cost	4
Boat	4
Food	6
Pre-requisites.....	7
Skills	7
Application procedure.....	7
Non-diving partners.....	7
Personal Equipment Required.....	8
Daily Timetable.....	9
Expedition responsibilities	10
Daily Rota	10
Dive Plan.....	11
Dive Management	11
Tidal Information	12
Dive site information	13
Navigation Plans	14
Anchorage	14
Appendix 1: Locations of Dive Sites	15
Appendix 2: 3D Bathymetry Data.....	16
Appendix 2: Location of Backup Sites	16
Appendix 2: Emergency and Local Information.....	17
Appendix 3: Application Form	18
Appendix 4: Detailed cost breakdown.....	19

Purpose

Some excellent, adventurous, exploratory and interesting diving.

Background

Tyneside BSAC visited SW in 2009 on a mission to find the Cathcartpark but were beaten by the weather. In hindsight and with better information, we would have dived the Cathcartpark as it became clearer where on Sheep Island we should be looking. This expedition build on an earlier REDS expedition organised by Andy Hunt where we again looked for the wreck but dived the Nyland instead.



Main Dive Sites

The Torran Rocks and Du Artach offer many opportunities for drop offs and scenic dives. The trick will be to try to choose the best ones from the chart. The wrecks of the Cathcart Park and the Nyland also lie in the vicinity of the Rocks.

There is a particular desire to find the Cathcart Park. The expedition leader is certain this has been dived and another diver was given information from a local fisherman about rusty coloured lobsters. However, the position remains a closely guarded secret and although we have better information than last time, it remains to be seen whether it is accurate.

On a previous BSAC REDS expedition we dived also what we believe is the wreck of the SS Nyland which lies in about 45m of water and is completely upside down.

The wreck of SS Ostende lies in very shallow water off Bunessan. The vessel was carrying ammunition and exploded at her mooring. Wreckage is strewn over a wide area both underwater and above! Despite the condition and the fact it has been reasonably well dived in the past. It provides a good opportunity to conduct a wreck survey and a Seasearch aswell.

A chart showing the location of the main sites is contained in Appendix 1.

Backup Plans

The prevailing direction of weather is one reason why this area is not well dived. Sheltered water to the north side of the Ross of Mull however offers many opportunities for exploratory diving but being generally less tidal, it is not expected to be as exciting although a number of MFV's are reported to have sunk in the area and we may attempt to find these using a side scan sonar. Even in the most inclement weather we should be able to the SS Ostende. If weather is especially poor, the boat may need to move anchorage to Tobermory and we would be faced with a long commute each day.

Dates

May/June: Ensure compressors serviced. Book ferries (if Oban to Craignure). Planning. Final Accommodation Payments.

Departing Friday evening 20th June 2014 and commencing journey to Mull.

Those with the longest trips are aiming to find a stop somewhere overnight e.g. Tarbet on shores of Loch Lomond.

Saturday 21st: Travel to Mull either via Oban ferry or Lochaline Ferry. Drivers to decide based amongst themselves based on budget, timescales and length of journey.

Diving from Sunday 22nd to Friday 27th

Returning Saturday 28th June 2014

Cost

See Appendix for cost breakdown. Final cost per head depends on how many people we have going and also whether or not the Club is successful in winning a BEGS grant.

Given the various places people are travelling from I have left that estimate out of the equation this time.

Final price will be determined on the expedition itself and bills settled at the end. An account for everyone on the expedition (and partners) will be maintained. If on behalf of the expedition you make a purchase (e.g. boat fuel, group food etc) please keep a receipt.

If anyone drops out of the expedition the dive club etiquette is to offer to pay your fair share of the costs unless some else can be found to take your place.

Boat

We are chartering Fyne Pioneer. The vessel's Skipper Simon Exley will be joining us and going diving aswell. <http://www.fynepioneer.co.uk/>

MCA Cat4 coded to accommodate 12 divers and 2 crew members. This latest 33ft (10m) RIB, is the perfect vessel for diving. The Fyne Pioneer is purposely designed with a spacious, diver-friendly deck and 4 separate rack systems for equipment storage with plenty of kitting-up space on each side. The hull sits low to the waterline enabling easy entry and exit to and from the water. To make life even easier for divers, it also has a dive ladder to allow easy egress from the water, should you want to pass anything up first, not a problem, just let us know (even twin 15's but you had better have a good excuse for diving them).

The Fyne Pioneer is powered by twin 200 HP Evinrude 2 stroke engines which comply with the latest environmental standards and provide smooth, effortless power when it is needed most. The Fyne Pioneer has the latest in electronics and many safety features including life jackets and raft, thermal protective aids and emergency positioning devices.

RIB diving continues to be popular throughout the west coast of Scotland, with the Fyne Pioneer allowing safe quick access.

Accommodation

As usual a couple of luxury self catering cottages will be rented. Be prepared to share rooms. We stayed at one of the properties Ach-Na-Brae previously (<http://www.isleofmullholidays.com/ach-na-brae.asp>). The other Erisgeir is nearby and has been recommended (www.mullrentals.com).

They appear to be within walking distance at 500m apart.. Closer cottages to Ach-Na-Brae were unfortunately booked. We will assess when we get there the best one to use as the base for compressing and dining. Erisgeir given the nearby anchorage and remoteness may be best placed for being the base.



Ach-Na-Brae

Gillian MacNeil: 01681700260/07739012837
We have one of the two identical cottages located 1 mile outside Fionnphort off the A849. Keys are available from Ardness House which is 2 Miles outside Bunessan enroute to Fionnphort.



Room Allocation:
TBC

Erisgeir

Fiona Gibbs: 07789515493
Ardfenaig, Nr Bunessan, Isle of Mull PA67 6DX
Erisgeir is situated in half an acre of private, fenced and gated grounds with outstanding views.



Room Allocation:
TBC

Food

Self catering in general, to keep costs to a minimum. Please advise if you do not like anything (& suggest an alternative) or have a particular allergy for which special plans may need to be made.

As a guide:

Breakfast: Cereal, Toast, Bacon, Sandwiches, Fruit Juice

Lunch: Packed lunch comprising sandwiches (Ham, Cheese, with/without pickle), biscuits, apples, oranges.

Evening Meals:

Menu being devised by our Portuguese member: Tiago.

DAY	MAIN COURSE	PUDDING
Saturday, 21 June	Spaghetti Bolognese with garlic bread	Tray cake
Sunday, 22 June	Pollo alla cacciatora and rice	Baked fruit and cream
Monday, 23 June	Turkey Schnitzel, fries and tomato salad	Apple and berry crumble and custard
Tuesday, 24 June	Portuguese fried pork, potatoes and	Fruit Salad +Yogurt
Wednesday, 25 June	Fish Pie AND/OR Forage	Ice cream
Thursday, 26 June	Fish Pie AND/OR Forage	Portuguese Rice Pudding
Friday, 27 June	Chicken Biryani, nans and cucumber raita	Ice cream

It appears we will need to forage for food (scallops, crab etc) on at least two days!

Transport

To keep transport costs to a minimum, lifts will need to be shared. Would all drivers please that they have filled vehicles full of fuel prior to departure and once again on arrival on Mull. Please advise fuel used as it will be used in the calculation of round trip costs.

Car: Andy and Fiona: From the IOW

Van: Tom and Hubert: Tom's van with club compressors

Car: Richard Booth and Tiago:

Van: Simon and Becky. Simon's van with Compressor and J cylinders.

Other: TBC

Other: TBC

Ferry: Oban/Craignure – Single £49.50. See website for details. Need to book in advance. <http://www.calmac.co.uk/timetables/summer-timetables.htm?id=summer-mull--oban-craignure.png>. There is an 11.45am Ferry from Oban on Saturday. Return following at 6.45am.

Alternative Route: Corran Ferry: £7.60 Single, Lochaline/Fishnish: £14.45 single.

Pre-requisites

For diving you must be a full diving member of the BSAC and should hold a diving qualification of BSAC Dive Leader or equivalent. You should also have a minimum of 100 cold water dives, 4 of which should have been completed immediately before the expedition to check that you are dived up and your equipment is in good working order.

You should be able to competently and confidently launch a delayed surface marker buoy unaided, midwater.

Skills

To simplify management of dives it will be useful to have more members of the dive team with the following skills:

Diver Coxen, Marine VHF DSC operation, Video/Photography Skills
Cooking Skills, Compressor Operator

Application procedure

There is a core team of divers already committed to the expedition. There are still some places to fill which will help keep costs to a minimum.

Contact Andy Hunt via andyandfionahunt@hotmail.com

Aswell as the usual review of your diving logbook, you may be asked to go for a check out dive prior to the expedition.

Note that the expedition leader reserves the right to refuse applicants a place on the expedition but the expedition leader with clearly advise for the reason for refusal if unsuccessful.

Non-diving partners

Originally was planning to go with divers only but there may be space for non-diving partners to come along and have a normal holiday alongside. They should be prepared to help out with non-diving tasks (washing up, cooking, shopping etc.).

Personal Equipment Required

(This list is not exhaustive but lists the main items required.

Your diving kit

Cylinders for gas for 2 dives per day (plus bailout)

Alternative air source (pony, stage, twin set etc.)

Delayed surface marker buoy*

Spare delayed surface marker buoy (to signal distress)

Collapsible flag*

Torch and backup torch

Knife or underwater shears

Woolly hat

Ski mask (for keeping driving rain and wind out of eyes when on boat)

Sunglasses, hat and sunblock (just in case)

£10 worth of £1 coins for the electricity meter (re-funded from expedition funds if spent)

Anti-midge protection – heat net or Avon skin so soft

Some of the diving is remote so please make sure you have items labelled * on every dive.

Equipment Provide by the Expedition

RHIB

Three compressors (Bauer Junior – 1 from Simon Exley, 2 from Tyneside 114)

Oxygen (therapeutic) x 2

Oxygen (for rebreathers and nitrox blending, 2 x J cylinder)

Defibrillator

Portable blending equipment

Decompression station

Logsheets and clipboard

Daily Timetable

We'll try to complete one of these most days.

	Day 1: _____	Dive 1: _____	Dive 2: _____
Breakfast and make packed lunch			
Briefing and depart for quayside			
Load and launch boats			
Depart for and location of dive site 1			
Arrive at dive site 1			
Dive 1			
Lunch, transit and locate 2 nd site			
Dive 2			
Set off for slipway			
Arrival at slipway and recover boats			
Return to accommodation			
Charge tanks, plan for next day			
Evening meal			

Expedition responsibilities

So far:

1. Andy Hunt (FCD,NI): Expedition Leader – Overall organisation – Tyneside 114
2. Fiona Hunt (DL, OWI): Accounts – Tyneside 114
3. Simon Exley (ADV/AI): Fyne Pioneer – Boat Charter and Skipper, O2 J Cylinders – Lancaster Uni
4. Libby Anderson (SP) Official Boat Crew –Lancaster Uni
5. Tom McCrikerd (FCD, NI): Transport for Tyneside Compressors – West Cumbria, DO
6. Richard Booth (DL): Service Tyneside Compressors – Tyneside 114
7. Tiago Moriera (DL): Head Chef – Tyneside 114
8. Hubert Desgranges (FCD, AI): Diver Officer – Chef's Mate - Tyneside 114
9. A.N. Other
10. A.N. Other
11. A.N. Other
12. A.N. Other

Daily Rota

For once, we'll see if we can get one of these to work!

We'll complete it once we get there!

Day	Dive Manager	Assist DM/ Navigator	Helmsman /Cox	Logistics (Compressing/ Refuelling)	Cooking
Sunday					
Monday					
Tuesday					
Wednesday					
Thursday					
Friday					

Dive Plan

A maximum of 1 hour has generally been allowed for each wave of divers. It is expected typical dive times will be of the order of 45 to 50 minutes for most site.

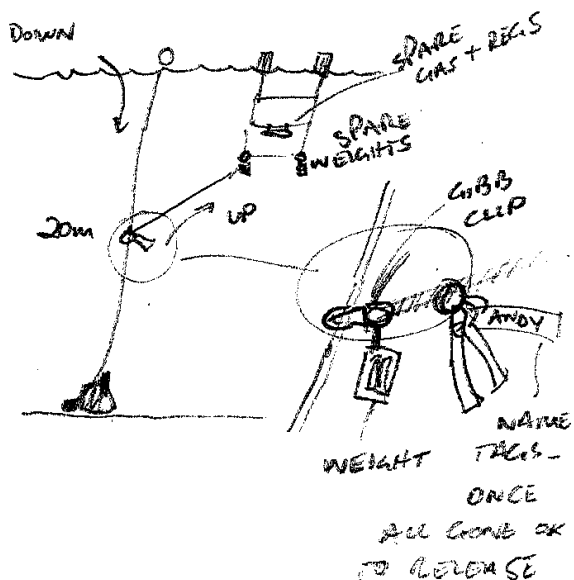
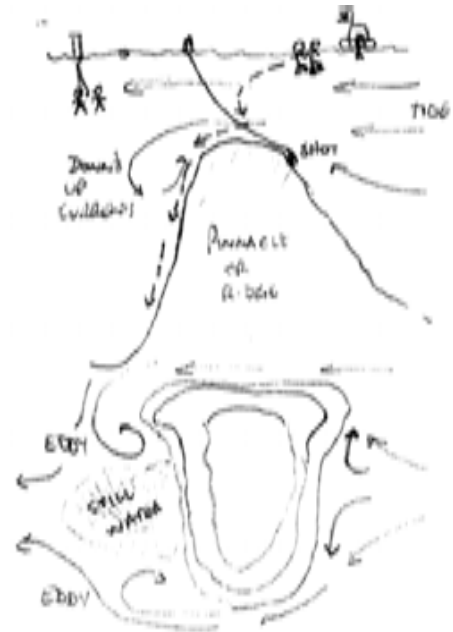
Offshore pinnacle / wall

Shot the tidal swept face of the pinnacle or wall.

Deploy divers uptide.

Divers use knowledge of the current flow around the wall/pinnacle to find shelter.

DSMB deployed at end and drift off in the tide.



Deep Wreck

A trapeze system will be deployed with spare gas (air).

Trapeze system to be released if all divers are on it or tide is too strong during stops.

Each diver will have a tag to attach to the line.

Underwater search

We may need to search in the tide for some of the wreck sites.

A shot will be deployed to position the start accurately and for divers to descend.

Dive Management

This is RHIB diving so we will be diving in waves. The aim is to have a minimum of a buddy pair left in the boat.



Tidal Information

Admiralty Total tide Software is available be used to help predict slack water. However, we will expect some tide on all dives. Unfortunately the tides around these parts are likely to be complicated by the landmasses and underwater topography.

OBAN

21/06/2014			22/06/2014			23/06/2014			24/06/2014		
	Time	Height		Time	Height		Time	Height		Time	Height
High	01:17	3.2 m	High	02:38	3.2 m	High	03:44	3.2 m	High	04:38	3.3 m
	13:52	2.9 m		15:06	3.0 m		16:03	3.1 m		16:48	3.3 m
Low	07:34	1.3 m	Low	08:44	1.4 m	Low	09:48	1.4 m	Low	10:43	1.3 m
	19:59	1.3 m		21:14	1.4 m		22:23	1.3 m		23:20	1.3 m
25/06/2014			26/06/2014			27/06/2014					
	Time	Height		Time	Height	●	Time	Height			
High	05:22	3.4 m	High	06:01	3.5 m	High	06:38	3.6 m			
	17:28	3.5 m		18:07	3.6 m		18:44	3.8 m			
Low	11:28	1.2 m	Low	00:07	1.2 m	Low	00:49	1.2 m			
				12:09	1.1 m		12:48	1.0 m			

Tidal Diamond north of Colonsay.

Ref Port: Oban

Time	Direction	Spring Rate	Neap Rate
-00h	229°	0.5 kn	0.2 kn
-05h	233°	0.6 kn	0.2 kn
-10h	238°	0.8 kn	0.3 kn
-15h	246°	0.9 kn	0.4 kn
-20h	253°	0.7 kn	0.3 kn
-25h	023°	0.5 kn	0.2 kn
-30h	050°	0.5 kn	0.2 kn
-35h	081°	0.5 kn	0.2 kn
-40h	119°	0.5 kn	0.2 kn
-45h	146°	0.6 kn	0.2 kn
-50h	166°	0.5 kn	0.2 kn
-55h	187°	0.5 kn	0.2 kn
-00h	219°	0.5 kn	0.2 kn

Tidal Diamond near Skerryvore

Ref Port: Oban

Time	Direction	Spring Rate	Neap Rate
-00h	225°	0.6 kn	0.2 kn
-05h	235°	0.3 kn	0.1 kn
-10h	250°	0.5 kn	0.2 kn
-15h	038°	0.9 kn	0.3 kn
-20h	014°	1.0 kn	0.4 kn
-25h	021°	0.9 kn	0.3 kn
-30h	041°	0.6 kn	0.2 kn
-35h	030°	0.3 kn	0.1 kn
-40h	151°	0.5 kn	0.2 kn
-45h	161°	0.7 kn	0.3 kn
-50h	146°	0.9 kn	0.4 kn
-55h	126°	0.8 kn	0.3 kn
-00h	220°	0.7 kn	0.2 kn

Tidal diamond in Sound of Iona

Ref Port: Oban

Time	Direction	Spring Rate	Neap Rate
-06h	030°	0.4 kn	0.2 kn
-05h	020°	0.2 kn	0.1 kn
-04h	057°	0.2 kn	0.1 kn
-03h	160°	0.2 kn	0.1 kn
-02h	230°	0.7 kn	0.3 kn
-01h	038°	0.3 kn	0.1 kn
-00h	030°	0.4 kn	0.2 kn
-01h	210°	0.5 kn	0.3 kn
-02h	237°	0.3 kn	0.1 kn
-03h	045°	0.2 kn	0.1 kn
-04h	018°	0.5 kn	0.2 kn
-05h	019°	0.9 kn	0.3 kn
-06h	020°	0.4 kn	0.2 kn

Dive site information

Charts, details and GPS position are given in Appendices 1 and 2. Diving will be a mixture of scenic and wreck. One of the wreck target is the SS Cathcart Park for which we did some extensive research last time:.

SS Cathcart Park: According to the Oban times Report dated 27th April 1912: "On Tuesday last week, eleven members of the ship wrecked crew of the steamer named Cathcart Park were landed at Oban by Messrs MacBrayne steamer Dirk and afterward despatched to Greenock by train. The Cathcart Park of 840 tons gross and owned by the Denholm Line Steamers Ltd was carrying a cargo of salt from Runcorn in Lancashire to Wick and in the darkness on the morning of last week she ran onto Sheep Island one of the Torran Rocks near Iona, with the results that the fore part of the vessel was seriously damaged. Fortunately the men escaped in two of the ships boats, one of which landed at Iona and the other at Mull. In addition to those who were despatched from Oban of Thursday last week, Captain Thomas Blair and four other members of the crew were landed from the Dirk at Oban on Saturday and travelled by train on the same day to Greenock. Firmly fixed on a sharp rock and lying at an angle of 45 degrees it is feared that it will be impossible to save the damaged vessel which is full of water."

The wreck has almost certainly been dived by a very few divers but the location is a closely guarded secret. Sheep Island is widely believed to be what is now known as Soa Island.

However a partial search conducted in 2005 found nothing but with more time and good conditions a fuller search should be possible. Another position according to the RCAHMS Online Database puts the vessel at 56 14.0 W 6 23.0 which is the location of a submerged reef on Torran Rocks.

The vessel accordingly to Argyll Shipwrecks was 208.2ft x 29.7ft x 13.6ft and built by Carmichael and McLean, Glasgow. Image of the vessel is taken from this book.



Nyland: During the last expedition we dived a steamship we believed to be the Nyland in about 45m of water. The wreck is completely upside down on a sandy bottom. The exact location is not known to the team at the moment. We are seeking the actual numbers to dive this site again. A rough search area is shown in Appendix 1. It sank on the Torran Rocks 6th Dec 1940 with the loss of its crew.

Other site positions will be revealed in the fullness of time if weather permits.

Navigation Plans

From chart variation = 8deg 10W (1994) 8E. In 2009 the variation should be approx 5 deg W.

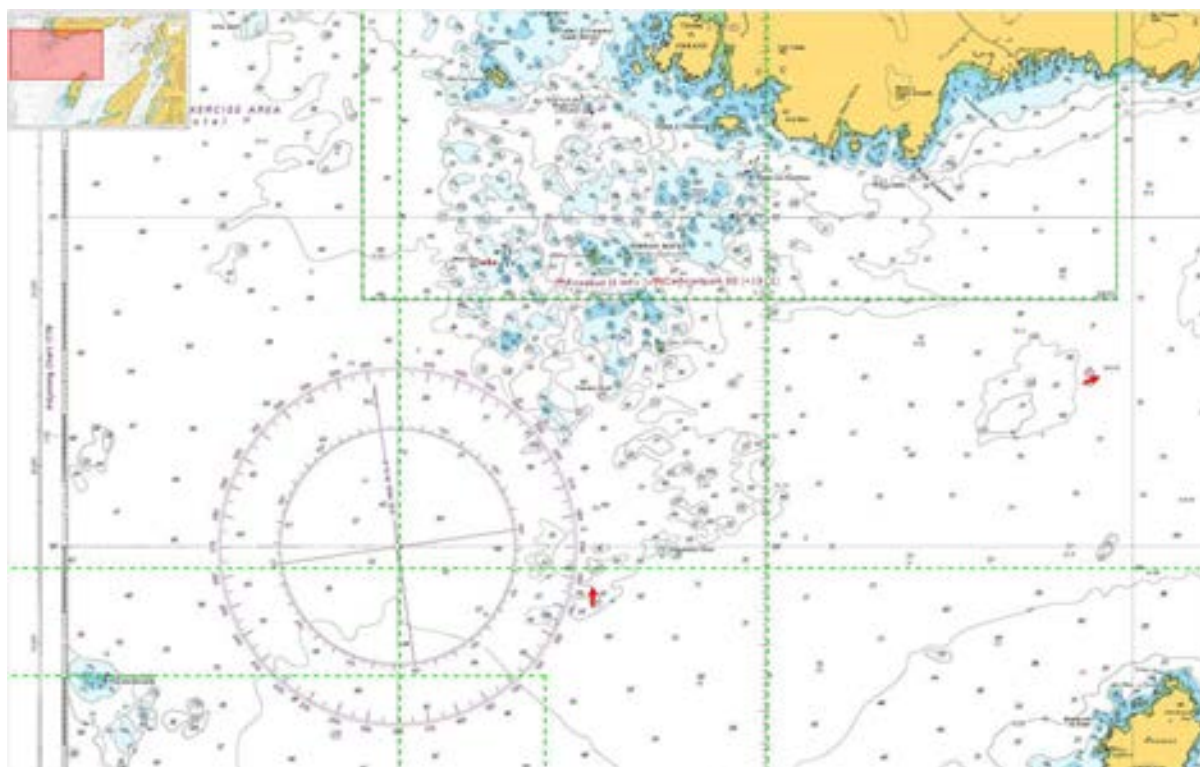
Time assumes a RHIB speed of 18knots. Tides in the area run up to about 1.3knots according to the charts. Sound of Iona is very shallow. Kelp may well cause a problem aswell as uncharted rocks.

Anchorage

Loch Lathaich aswell aswell hosting the wreck of the Ostende also offers an anchorage. There is a boatyard nearby which we should be able to use for access if difficulties at low water.



Appendix 1: Locations of Dive Sites



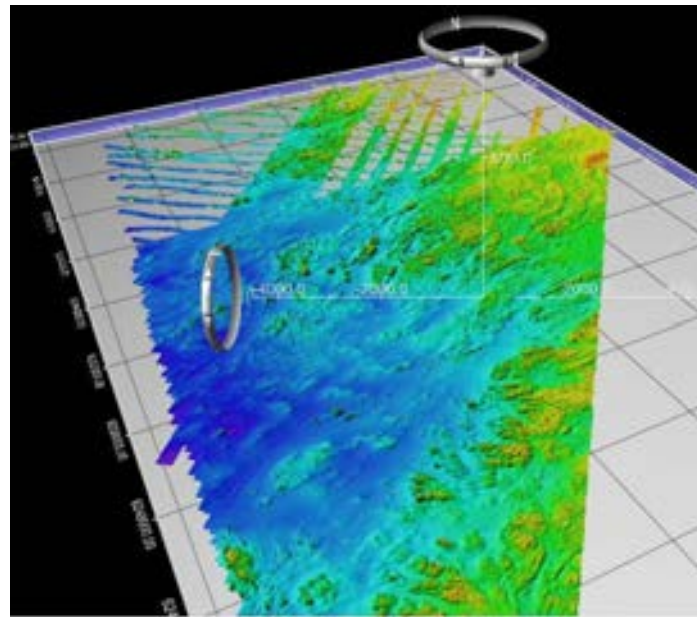
Du Artach – 14 NM SW of Sound of Iona. Torran



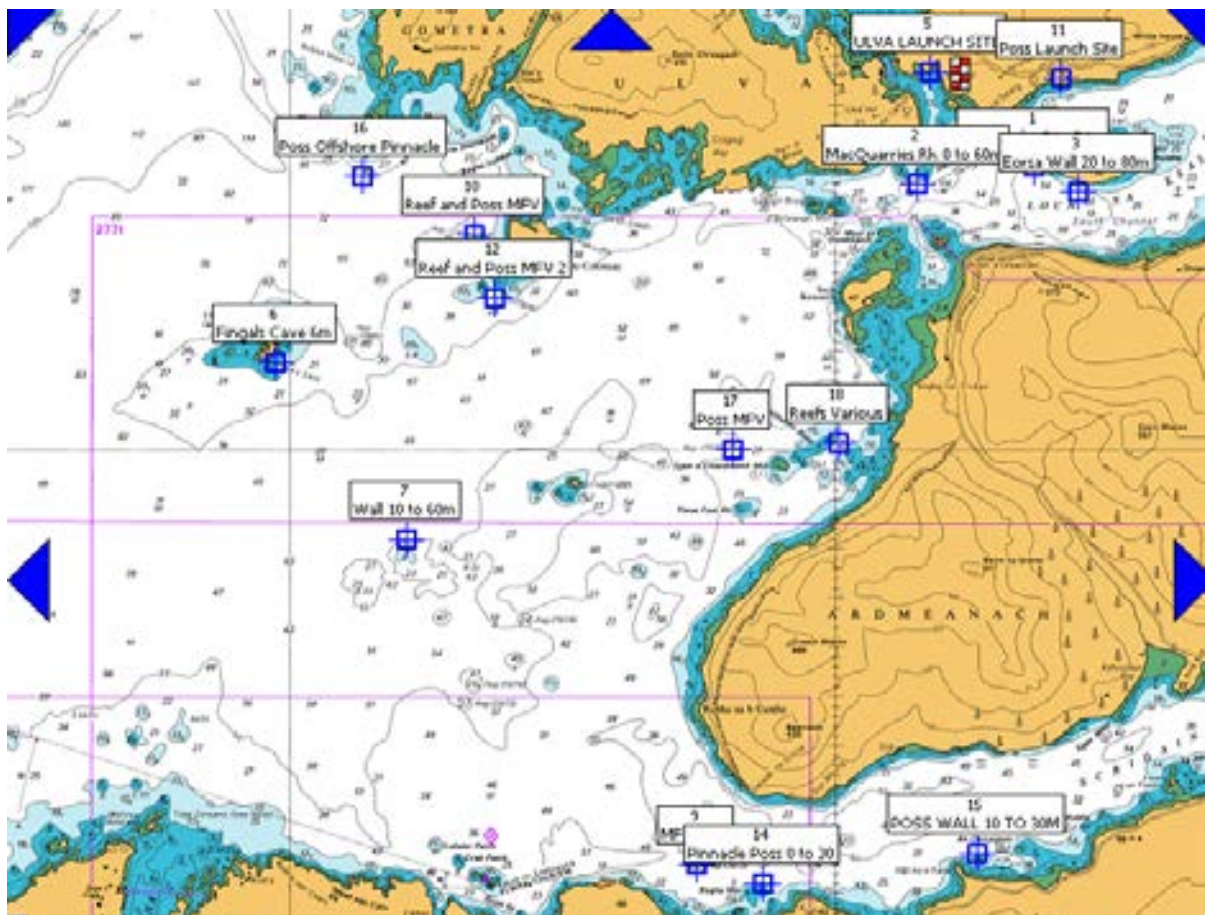
Skerryvore Reef – 22Nm Approx, West of Iona.

Appendix 2: 3D Bathymetry Data

Covering Skerryvore Reef. Numerous pinnacles and ridges to investigate.



Appendix 2: Location of Backup Sites



Appendix 2: Emergency and Local Information

In case of diving or boating related emergency contact Belfast Coastguard.

At sea VHF channel 16.

On land dial 999 and ask for Coastguard.

Phone number for BHA Diving Accident Helpline in Scotland 0845 4086008

Note although in open sea the VHF radio reception is good, in some of the backup sites the reception is quite poor. Mobile phone reception is variable around the island but improving and may well be better than VHF up the sea Lochs.

STORNOWAY COASTGAURD: Operational Area: 01851 702013/4 Cape Wrath to Ardfarn (Mainland) including South to and including Isle of Mull, Luig and Scarba

BELFAST Coastguard: 02891 463933 Operational Area: Mull of Galloway to Ardfarn including the islands (North to and including Jura and Colonsay)

Nearest Hospitals with Accident and Emergency Department

Dunarrois Hospital, Salen, Mull 01680 300392 – Small hospital, anything major likely to require evacuation to Oban A&E.

Oban, Glengallan Road, PA34 4HH Mainland

Nearest recompression facilities (in order of proximity)

Category 2 Chamber: Dunstaffnage, Oban, 01631 559211

Category 1 Chamber: Aberdeen Royal Infirmary, Fosterhill, AB25 2ZN. 0845 4086008

Weather forecasts:

Navigation:

Admiralty Chart 2167 Sound of Iona, 2169 Approaches to Firth of Lorn, 2171 Sound of Mull and Approaches. OS Landranger map 81 applicable

Local gas supplies:

We will be taking our own 100cfm compressors x 2 and Simon will also be bringing 1.

Otherwise air is available in Tobermory (1hr drive) from Seafare.

Contact Anne Flavel 01688 302277

Other:

Local engineer, Adi based in Tobermory

May be able to help with mechanical problems - 01688 302887

Local Churches

Iona is birthplace of Christianity in Scotland as well as being the burial place of Kings (and more recently some re-known Scottish politicians). Bunessan has Baptist and CofS churches.

Appendix 3: Application Form

Title: Mr/Miss/Mrs/Other :

Name:

Permanent Address

..... **Postcode**

Telephone Number (Home):

Telephone number (Mob):

E-mail address:

BSAC Membership No **No of UK Dives**

Diving qualifications

.....

What Skills or resources can you bring to the Expedition?

- | | |
|--|--|
| <input type="checkbox"/> Oxygen Administrator | <input type="checkbox"/> Side scan sonar operator |
| <input type="checkbox"/> First Aider | <input type="checkbox"/> Can draw wreck layouts |
| <input type="checkbox"/> Underwater photographer | <input type="checkbox"/> Prepared to help write report |
| <input type="checkbox"/> Underwater videographer | <input type="checkbox"/> Diver Coxen |
| <input type="checkbox"/> Marine biologist | <input type="checkbox"/> Access to 4 x 4 |
| <input type="checkbox"/> Wreck research | <input type="checkbox"/> Access to RHIB |

Other

Your equipment configuration (e.g. single 12lt + pony, rebreather, twin 10lt etc)

.....

Next of Kin (and relationship e.g. Wife, Husband, Father, Mother):

Name: **Relationship**

Telephone Number (Home):

Telephone number (Mob):

**THIS APPLICATION FORM IS SEALED IN AN ENVELOPE AND TAKEN ON THE EXPEDITION FOR
OPENING IN CASE OF EMERGENCY.**

I confirm that the information given in this application form is correct, to the best of my knowledge, that I am fit to dive & that I will dive in accordance with the BSAC Safe Diving Practices.

Signature: **Date**

Appendix 4: Detailed cost breakdown

Current estimate is below.

Worst Case: £510 per person if only 8 people and no grant.

£385 per person if 8 people only and Expedition wins a full BEGS grant

£315 per person if we get 10 people and Expedition wins a full BEGS grant

Excludes Oxygen (for fills), Transport Getting there.

COST ESTIMATE		
Number of Divers	8 Assuming full boat	
Number of Days Diving	6 Saturday and Sunday Only	
Number of nights in accommodation	6 Saturday 21st to Friday 27th	
Boat Charter and fuel	£2,400.00	
	£2,400.00	Charter Cost
		£300.00 Per Diver
Boat Fuel	£0.00 Included in Charter Fee	
Towing allowance	£0.00 N/A	
Additional towing fuel	£0.00 N/A	
Instructor Expenses	£0.00 N/A	
Private Member Boat Costs	£0.00 N/A	
Charts and total tide software for area	£70.00 Latest license for admirtalty total tide	
Air	£0.00 Exped paying	
Mooring & Launch Fees	£0.00 N/A	
Oil	£0.00 N/A	
Compressor Filters etc	£360.00 Maximum budget to cover Tyneside Servicing and Consumable for All Compressors	
Fuel Running around	£20.00 For compressors	
Food budget	£280.00 Assuming £30 per head. Eat in all nights.	
Accommodation	£1,200.00 Ach-Na-Brae and Erisgeir both £600 each for the week	
Cost Estimate of Other Costs	£1,930.00	Other Costs
		£241.25 Per Diver
Income		
Donation to expedition by Andy Hunt	£250.00 For compressor repairs	
Grant Funding (if successful)	£1,000.00 Club may wish to apply for BEGS / Other funding	
TOTAL	£1,080.00	
		Total
		£385.00 Per Diver
	Excluding Transport Costs	