

Port Gaverne Dive Plan



Saturday 22nd September
Sunday 23rd September

Aims:

1. to provide safe, enjoyable diving for TSAC members
2. to cater for a range of individual preferences
3. to meet the Advanced Diver training requirements for expedition planning, dive planning and dive management

Nick Booth, Advanced Diver Trainee

Contents

Contents	2
1. Safety	3
2. Emergency Phone numbers	4
3. Divers	4
4. Diving	4
a) Weather forecasts	4
b) Launch Sites	4
b) Tides - Port Isaac (BST)	5
c) Dive sites - Port Gaverne.....	5
5. Accommodation	6
a) Campsite.....	6
b) Bed and Breakfast.....	6
6. Air/Gas Fills -.....	7
7. Information Sources.....	7
8. Report.....	7

1. Safety

Safety will be of paramount concern and will be informed by the TSAC Generic Open water Risk Assessment. Standard control measures will be applied:

- Divers shall dive within the restrictions of their training and experience and all diving shall be carried out in accordance with BSAC Safe Diving Practices and TSAC Branch Rules.
- It is the responsibility of each individual diver to undertake personal risk control measures as befits their level of training and experience and, if appropriate, the Dive Marshal/Instructor shall brief the diver/trainee on the risks associated with the dive.
- As part of the risk control measures the Dive Marshal shall ensure that there is an oxygen kit and first aid kit available on every boat dive. The Dive Marshall or designated boat tower shall ensure that the boat is properly equipped (refer to the boat checklist on the back of the boatshed door for equipment list).
- It is the responsibility of each individual diver to advise the Dive Marshal if they are using a mixed gas, and to state the limitations/constraints that this imposes, to enable the Dive Marshal to plan the dive and dive pairings accordingly.
- Anyone marshalling a branch dive must obtain the Diving Officer's consent to the planned dive. On completion, the Diving Officer shall be advised of the safe return of all divers, or of any accidents or incidents, at the earliest opportunity.
- A detailed log sheet/slate will be kept during diving operations. The Dive Marshal, or Assistant Dive Marshal on that boat, where more than one boat is used, shall be advised of any planned decompression schedules.
- An approved boat handler must be present in the boat at all times, and only persons having undertaken a recognized boat handling course and subsequently satisfied the Diving Officer of their competence may handle the boat unsupervised. The boat handler shall wear a lifejacket while operating in that role. The engine kill chord should be attached to the boat handler at all times when the boat is underway.
- All persons in the boat must be in possession of a buoyancy device and if a dry-suit is to be relied upon in this role the zip must be completely closed before leaving shore.
- The A flag should be flown at all times that divers are in the water and should be taken down once all divers have been recovered.
- All divers must have completed a medical self-declaration form.
- All divers shall carry an alternative air source, i.e. Octopus, Air II, pony or twin-set.
- Divers to use SMB/DSMB as appropriate, and at the direction of the boat handler.
- Divers should ensure that their equipment is properly maintained and functional.
- Divers to carry appropriate surface detection aids and a knife/tool for cutting.
- The Dive Marshall shall include diver separation procedures in the dive briefing as appropriate.

- All Oxygen kits contain an Incident Procedure Sheet which should be completed to accompany a diver requiring evacuation by the emergency services.

2. Emergency Phone numbers

Devon and Cornwall Police - Penzance 0845 2777444

HM Coastguard / Maritime Rescue Centre, Falmouth Tel: 01326 - 317575 or on VHF. Channel 16.

DDRC:01752 209999

Diving Officer, Richard Knights, 07974 913262

Nick Booth 07769 730763

3. Divers

Name	Grade	Tow?	Boat Handle?	Other	Comment
1.Nick Booth	DL				
2.Natalia Passynkova	OD				
3.Richard Knights	AI		✓		
4.Johnny Gowdy	AD	✓	✓		
5.					
6.Paula Jones	DL				
7.Will Stubbs	DL				
8.Richard Wood			✓		
9.					
10.Rosemarie Longfield	AD		✓		
11.					
12.Andy Pedrick	SD	✓	✓		
Guest Steve Hutchinson	ATM				
Guest Andy McKnight	ATM				

4. Diving

a) Weather forecasts

- Radio 4 Coastal weather forecast 92.4-95.6 - at 0.48, 5.35; LW 198 - at 0.48, 5.35, 12.00, 17.54
- Pirate FM VHF 102.2 / 102.8, BBC Radio Cornwall Redruth VHF 103.9, MF630 Throughout the day
- Bodmin 95.2 657 Mon - Fri 7.25, 8.25, 12.25, 16.55, 17.25; Sat 7.25, 13.10; and Sun 7.25, 13.10 including small craft warnings
- BBC TV Spotlight: West country:
- Cornwall weather (<http://www.destination-cornwall.co.uk/index.html>)

b) Launch Sites

Port Gaverne Just to the north of Port Isaac. Follow signs for Port Isaac then right to Port Gaverne. Parking in Port Gaverne is limited so it may be necessary to off load kit then park in main car park in Port Isaac, a couple of minutes walk away.

C) Tides 0544A Port Isaac

50°35'N, 4°50'W England 22 September 2007 GMT Daylight Time
(UTC + 01:00)

Data Area 1. Europe, Northern Waters and Mediterranean Version 3

22/09/2007

23/09/2007

High 03:05 5.8 m High 15:30 6.3 m

Low 09:25 2.3 m Low 21:58 1.8 m

High 01:52 5.3 m High 14:27 5.7 m

Low 08:15 2.8 m Low 21:01 2.4 m

Predicted heights are in metres above Chart Datum

Printed by TotalTide

Rule of twelfths

+1 hour = 1/12

+2 hour = 3/12

+ 3 hour = 6/12

+4 hour = 9/12

+5 hour = 11/12

+6 hour = 12/12

d) Dive sites - Port Gaverne is a new area for the club and we will therefore be doing exploratory diving, although there are 4 wreck sites I intend to visit, reef dives will be much more a case of going in and seeing what's there.

The intended wrecks are:

SS Milly Latitude : 50 40'.579 N **Longitude** = 004 51'.478 W Sunk by a U boat in 1918, 100m in length 3000 tons GT General depth 38m

SS Empire Otter: Charted position out by 12 miles Sunk in by a mine in 1941 112m in length 4600GT General depth m

SS Germaine Latitude : 50 36'.841 N **Longitude** = 004 55'.840 W Sunk in 1918 by a U boat, 75m in length 1500GT General depth 40m **Not dived**

SS Sphene : **Latitude** = 50 36'.152 N **Longitude** = 004 53'.176 W Sunk in 1946 after hitting Moul's Island, 60m in length 800GT General depth 18m

5. Accommodation

Port Gaverne Accommodation

Headlands Hotel over looking the beach

Headlands Hotel

[1]Port Gaverne,
Port Isaac,
North Cornwall
Tel: 01208 - 880260[2]

Bed and Breakfast £48pppn

Dinner Bed and Breakfast £60ppnn

Port Gaverne Hotel on the beach

[3]The Port Gaverne Hotel
Graham and Annabelle Sylvester
Port Gaverne, Nr. Port Isaac,
North Cornwall England PL29 3SQ [4]
[5]01208) 880244[6]

Bed and Breakfast £52.50pppn

Lanarth Hotel about 5 miles from launch site

St Kew Highway

Telephone 01208 841215

Bed and Breakfast £25pppn

Lanarth Campsite as per hotel above

St Kew Highway just off A39

Telephone 01208 841215

Other accommodation available in and around Port Isaac

6. Air/Gas Fills

Steve Hutchinson

Harlyn Dive School
Harlyn Sands
Lighthouse Road
St Merryn
Padstow
North Cornwall PL28 8SQ

By Telephone:

Mobile: 07890 671225

Compressor at St Columb capable of 300 bar and Nitrox available

7. Info sources

100 Best Dives in Cornwall	Hood C	Circle	2003
Dive South Cornwall	Larn R	Underwater World	1996
Dive the Isles of Scilly and North Cornwall	Larn R & McBride D	Underwater World	2003
Cornish wrecks online	http://www.psac.dsl.pipex.com/wrecks/wrecks.html		
UK Hydrographic Office	http://catalogue.ukho.gov.uk/wrecks.asp		

8. Report

To say that we had a successful weekend would be a little modest we had an excellent weekend thanks to the help of all those who took part and a great venue.

Due to circumstances beyond our control only one RIB was available so we collected Humber 2 bright and early on the Saturday morning and had a very easy run up to Port Gaverne about 90 minutes including a fuel stop. Ifracombe Divers where already there but we had enough space for all. With 11 divers and 1 boat waves where required so preparations where made for trip out to the Spheue for the first wave. Launching is straight forward with a very gentle slope on the beach once below shingle beach. Sand is very firm and there is a mooring line laid down the middle of the bay. Launch fee is £15 for the year and the trailer can be left on the beach. Vehicles must be removed. Car parking is limited but there is a large car park a couple of minutes up the hill.

Weather conditions where very good and a slight swell running offshore. Using the coordinates from the Hydrographer cross check against D I S N C we failed to find the site, more of that later. So we moved to the backup reef dive off the Moulds, a small island just off Rumps point. The first 3 pairs reported having a good dive with a little swell coming around the island and vis at about 5m in 15 to 20 metres. On returning to the beach I was told that Steve Hutchinson from Harlyn Dive School with a colleague from Fowey Divers would like to join us for a dive on the Milly. As Steve was sorting out our air for us and prepared to share his marks it seemed only polite.

One of the dives we had hoped to do was the Empire Otter Steve was able to tell us that the marks we had where in fact some 12 miles out as it had been miss identified. However as soon as the 6 divers for the Milly where ready we set out leaving the first wave to have their surface interval. Only 4 of us where doing the Milly so our first stop was the Sphene with Steve's excellent transits we found her straight away, some distance from the charted position. Richard K and Johnny rolled in and completed a 50 minute dive at the end of which Sphene was declared "a fantastic dive if it wasn't for all the fish!"

Steve's marks where spot on and we found the Milly in 47m within a couple of minutes of arriving on site. Once shotted and after confirming we where at slack, Steve and Andy rolled in followed by Richard Wood and I. The shot was just on the bow of the wreck with both anchors still in the hawses and the chain in the chain locker behind. Having had a good brief from Steve and Andy we made our way along the wreck which lies upright on a white sandy bottom, with vis at about 15m it was superb. Her foremast lies off to starboard and much of the wreck is buried in the sand however the 3 boilers make a prominent feature. We met Andy and Steve returning at this point and decided we should leave the rest for next time. A gentle swim back to the shot, a little air in the bag and we had done 20 minutes of bottom time so began a long ascent.

Once back on the beach the 3rd wave where ready to get going, so a quick change round and cylinders to Steve and off we went again. This time to a cliff edge site west of Port Isaac, mainly for the reefs but also for the Castor I in about 15m. Having dropped the divers in on a beautiful late summer evening, I was tidying the boat when I heard a whoosh between me and the shore, some 50m away, looking up I saw a whale (probably a Minke) rise up, take a breath and slip back under the water. It must have passed right over my divers so when they surfaced I asked excitedly what it had been like. No-one had seen it! Nor did they believe me until we got back to the shore and Ilfracombe divers said they had seen a whale in the bay during their dives.

During a great meal at the Port Gaverne Hotel Steve arrived back with all our cylinders filled and returned for the princely sum of £3 per fill. Fabulous service. Following dinner we separated for our various accommodations, with the RIB heading to the Lanarth Hotel at St Kew Highway a slightly complicated drive but not out of the way, where a warm welcome awaited. Lanarth Hotel makes a good base, it's not expensive at £25pppn and has a 60 pitch campsite so caterers for all tastes, with no shortage of space to park the boat. After a good nights rest and a fortifying breakfast, we embarked on day 2. The weather had turned somewhat and a fresh southerly was blowing in lots of drizzle and low cloud so with fewer divers for the day we settled for 1 dive on the Sphene, which again thanks to Steve's marks we found with ease despite surface visibility almost obscuring the marks. Although we had low light due to the cloud the dive was really enjoyable due to the huge numbers of fish shoaling around the wreck, the Sphene is fairly broken up having been wire swept but still rounded off an excellent weekend.

Port Gaverne proved to be a great place to run dives from and there are many more sites to be explored, I know we will visit again. However always check the weather!!



Port Gaverne 24th June 2007