



British Sub-Aqua Club

Expedition Plan

For BSAC One Day
Expeditions
'4-40m' off NE Coast

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Purpose

The aim of these expeditions is to dive and survey wreck sites off North East Coast near Amble, in anywhere between 4 to 40m of water. Where relevant any survey information will be reported to Hydrographic Department.

The expedition is building on the expedition run in 2005 where some of the sites were dived and surveyed.

This document contains the outline plan for the expedition. The risk assessment is a separate document. To keep arrangements flexible accommodation, food, travel and gas arrangements have been left to individual members of the expedition to arrange for themselves.

The expedition is aimed at experienced Sports Divers, Dive Leaders or rebreather divers gradually building experience on their units. There are a maximum of 10 to 12 spaces available depending on equipment configurations used.

Diving will be a mix of wreck and scenic, old sites as well as exploring new sites. The main sites are included in this expedition plan. Other potential sites for exploration will be revealed only on the day itself to those on the expedition if conditions permit.

Diving activities will be carried out in accordance with BSAC Safe Diving Practices.

Backup Plans

There is very little in the way of back up sites on the North East coast. Last year bad weather which caused the cancellation of 50% of the dates, but it was a particularly bad summer from this point of view.

The expedition has been planned over two weekends, so that in the event of bad weather causing cancellation of one weekend we can attempt another weekend.

Dates

Weekend 12/13th August

Weekend 26/27th August

Divers can choose which days they wish to attend.

Cost

Boat costs will be £30 per diver, per day (including lunch, see 'Food' later)

Deposit is payment in full.

Other food, accommodation, travel costs and any holiday insurance and gas costs are not included.

For non-divers

It is appreciated that non-diving partners and family may be brought up to the area for a weekend. Nearby attractions include Hauxley Marine Reserve, Warkworth Castle, Coquet Island, Amble Marina, Sunday Market, Boat Trips to Coquet Island and sandy beaches. For further information see <http://www.amble-town.co.uk/>.

Accommodation

There is plenty of accommodation available. However, because these dates are in the summer holidays and the latter weekend is also a bank holiday weekend, advance bookings may be necessary.

However, because of the nature of the expedition and the limited choice of alternative sites off the North East coast in event of bad weather, please ensure that your accommodation arrangements are flexible or that you take out insurance to cover last minute cancellations.

Food

The hardboat skipper provides water, tea, coffee, hot chocolate and biscuits. He also provides a hot meal (usually curry or pasta, but choice is essentially completely random). Please bring a packed lunch if you prefer to be guaranteed something that you like.

Please advise if you want the hot meal so I can advise the skipper of numbers for catering.

No arrangements have been made for other meals. If there are sufficient numbers i

Transport

Please arrange your own transport. The expedition leader may be able to

Pre-requisites

To take part in these expeditions you:

- Must be a Full Diving Member of the BSAC
- Should hold a diving qualification BSAC Sports diver or equivalent
- Should have a minimum of 50 cold water dives, 4 of which have been in the month immediately before the expedition to ensure that you are dived up and your equipment is in good working order.
- Should be able to competently and confidently launch a Delayed Surface Marker Buoy unaided.

Application Procedure

Contact Andy Hunt, Email: expeditions@bsac.com or call 07900 898569 to provisionally book your place.

Upon verbal confirmation of a place complete the application form in Appendix 3 and together with a deposit of £30 for each days diving payable to "Spellbinder", proof of current BSAC membership and qualification, a copy of your current medical self-declaration or medical post this back to the Expedition leader within 1 week to confirm your place.

You may be asked to go for a check out dive prior to the expedition.

Note: The Expedition Leader reserves the right to refuse applicants a place on the expedition but will clearly explain the reason.

Personal equipment required

(This list is by no means exhaustive but lists the main items required).

- Your full diving kit (mask, snorkel, fins, drysuit or wetsuit if you've brave, computer, gloves etc.)
- Gas for 2 dives plus appropriate bailout
- Alternative air source (pony, stage, twin set etc)
- Delayed Surface Marker Buoy
- Spare Delayed Surface Marker Buoy (to signal distress)
- Collapsible flag
- Knife or underwater shears
- Woolly Hat
- Sunblock (yes, sunshine is occasionally known in the North East)

Please contact the expedition leader if you need to hire cylinders or weight belts because of your travel arrangements. Local clubs or dive shops may be able to assist providing sufficient notice is given.

Equipment provided by the expedition

- Hardboat Spellbinder 2 which has appropriate MCA certification with oxygen and first aid equipment onboard. The Skipper has many years of experience as a fisherman and has been operating as a dive boat skipper for a few years now.
- Drop tanks
- Tape measure
- Logsheets

Typical Plan*Thursday Evening:*

Contact the expedition leader after 8.00pm in the evening to check that weather is looking acceptable.

Friday Evening (after 5pm or before you set off):

Weather forecast will be checked for final go/ no go decision.

Have your kit fully assembled and tested ready for diving.

A social meeting on the evening will be arranged depending on numbers and whether any last minute problems are being resolved.

Saturday:

Meeting early is for too reasons 1) the tides 2) the car parking 3) early finish

6.45 Meet at the Amble Pier (See map in Appendix)

6.50 Brief introductions and load kit

7.00 Skippers Safety Briefing

7.05 Expedition Leaders briefing on route.

7.50 Onsite – Locate Wreck, Deploy shotlines

8.00 Kit up and buddy check

8.30 Dive (max time 60mins)

9.30 Surface interval – record details of wreck, locate 2nd wreck

11.30 Kit up and buddy check

11.45 Dive (max time 60mins)

12.45 Lunch

13.45 Search for optional 3rd dive or return to base

14.30 Option 3rd dive. Max time 30mins

15.00 Depart for Amble. Debrief and pack kit on route

15.30 Arrive Amble. Offload

Timings will vary +/- half and hour depending on the actual time of slack water.

Dive Plan

A shot line is to be deployed to mark the wreck.

All divers are to operate in buddy pairs and descend down the shotline. Divers may enter the water with some tide still running. This will depend on surface conditions, the depth of dive and strength of the tide.

The primary objective of each dive is for it to be safe and enjoyable.

Secondary objectives are to try and memorize the layout of the wreck and what wildlife is in the area so that the group can put a very basic wreck map together.

Later dives on the same wreck may require more detailed measurements to be taken but not at the expense of safety and enjoyment!

Ascend either up the shotline or under a delayed SMD.

Two delayed surface marker buoys up the same line will be taken as an indication for more gas or distress.

A time limit may be set by the Expedition Leader which is expected to be between 45mins to 1 hour, depending on conditions, so that the day finishes at a reasonable time.

Dive Marshalling

To help ensure the day runs smoothly and efficiently buddy pairs will be given responsibility for organised certain tasks. A typical task list is below.

Buddy Pair 1: Ensure kit is loaded properly and secured

Buddy Pair 2: Prepare the shotline

Buddy Pair 3: Ensure logsheets are completed prior to dive and afterwards

Buddy Pair 4: Fill the mask rinsing bucket with boat

Buddy Pair 5: Ensure boat is kept tidy during diving operations

Buddy Pair 6: Manage offloading of the boat in an orderly and efficient manner.

Volunteers are sought for helping prepare an expedition report (half a paragraph or so, similar to what you'd put in your logbook) and also others for providing some half decent photographs.

Tidal Information

Dates unfortunately coincide with spring tides. Competition for Alan's boat is fierce in the North East and the neap tides had already been booked by BSAC divers from Darlington.

Chart 156, Tidal Diamond C indicates tides up to 1 knot.

It is anticipated that some of the shallower sites (15m or less) are feasible off slack due to their location in Druridge Bay.

Slack indicated by the tidal diamond is 3 to 4 hrs before HW Tyne and 2 to 3 hrs after HW Tyne. Max tide strength indicated by tidal diamond = 1 knot on Spring tides. The tide floods roughly south and ebbs roughly north.

The 'Princess Maud' site was relatively easy to dive off slack. There is plenty of wreckage to hold onto and gulleys to shelter in. Some of the other shallow 'secret' sites are less easily dived off slack.

The deeper sites past 15m require slack water.

Spellbinder draws 1m approx. Charted depths given in Reed's Almanac are 1.2m but the skipper indicates there should not be a problem. Return is planned after lunch at the moment on the incoming tide.

Note that HW and LW Amble are roughly 10 to 20 minutes before HW and LW River Tyne.

River Tyne/North Shields

August 12 Saturday	GMT	m	HW Slack: 7:55 AM to 8:55 AM BST LW Slack: 2:40 AM to 3:40 AM BST
	04:55	5.47	
	11:38	0.10	
	17:40	5.14	
	23:45	0.75	
August 13 Sunday	GMT	m	HW Slack 8:40AM to 9:40 AM BST LW Slack 3:23PM to 4:23PM BST
	05:40	5.45	
	12:20	0.23	
	18:23	4.97	

August 26 Saturday	GMT	m	HW Slack: 7:35 AM to 8:35 AM BST LW Slack: 1:35 AM to 2:35 AM BST
	04:35	4.99	
	11:03	0.74	
	17:03	4.73	
	23:03	1.14	
August 27 Sunday	GMT	M	HW Slack 8:04AM to 9:04 AM BST LW Slack 3:23PM to 4:23PM BST
	05:04	4.96	
	11:31	0.81	
	17:33	4.67	
	23:31	1.20	

Wreck information

It is recommended that expedition participants conduct their own research to find what wrecks lie between latitudes 55 10' N and 55 20' N and up to a distance of 3 miles offshore. This need not be exhaustive library research, but certainly a read of 'Dive North East' and 'Shipwreck Index of East Coast of England' are worth a look. Kendall McDonald's guide to wreck research (on the internet on DiverNet) provides guidance on carrying out more in-depth research if you are interested. Details of what might be the 'Princess Maud', an unknown wreck and the Bullger have been included:

HMS Bullger

Hydrographic Department Report:

55 15 182N, 001 32 410W

Side scan size: 38 x 7 x 2.2m

Dive North East:

270ft long tug mined March 14th, 1941 in approx position 55 16 00N, 001 33 00W which places it about 1/2mile offshore, roughly due east from Widrington Church GR254956.

Shipwreck Index of British Isles, Vol 3:

Lost 13/3/1941 in position 55 15 19N 001 32 34W

Foundered and lost after hitting German laid mine. Wreck has a general depth of 8m with no part of wreck standing more than 4ft off the seabed. Her 2 boilers which stood more than 3m having been removed. Length 82.29m long.

Unknown Wreck

Hydrographic Department

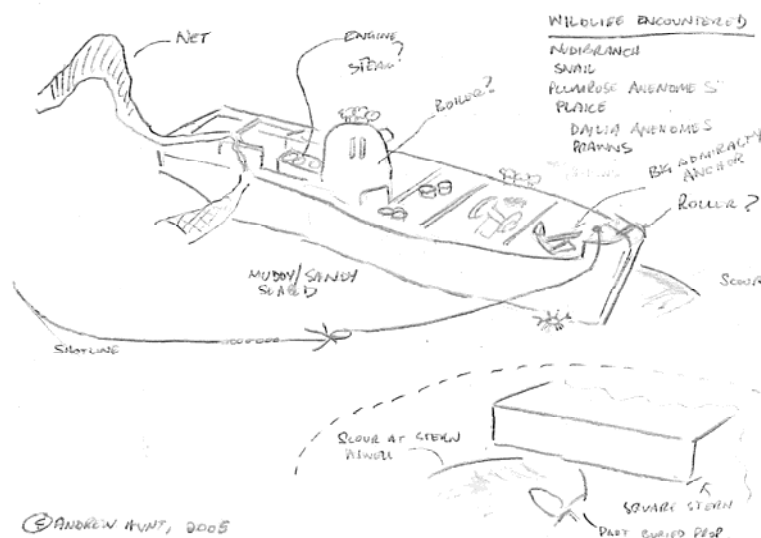
53 14 740 N, 001 29 847 W

Side scan size 17.0 x 6.0 x 2.5

Lies with bows pointing north and so more in-line with tide) in a depth of 28m.

Information from last year

Muddy seabed. Wreck however although silted up inside is covered in life, fantastic for photography. There is a large trawl net caught off the rear starboard quarter.



Unknown / Princess Maud?**Hydrographic Department Report 4348:**

55 18 115N, 001 31 669W

Side scan size: 16 x 5 x 3.4

Lies approximately bows east and stern west.

Records diver D. Cox diving the site in 1989.

Hydrographic Department Report 58018:

55 17 332N 001 32 000 W

Side scan size: 27 x 20 x 1.6

Dive North East, Dora and Princess Maud:

Torpedoed by German sub on June 10th 1918 and lie 160m apart. Dora was 1526 gross tonnes Swedish Steamship, 270ft long and 34ft beam. Princess Maud was a British armed Steamship of 1565 tonnes gross. She sank in 45 minutes after being hit, following a 30minute towing attempt by two nearby trawlers. Both vessels lie in approximately 48m of water on a seabed of mud and sand.

Shipwreck Index of British Isles, Vol 3:

Sank 10th June 1918. Carrying general cargo. Torpedoed in stbd engine room. Confusion in positions given by MOD(N) and IDNS (7 miles apart). Either 55 17N 001 24W or 55 15 11N, 001 31 43W. Size 78.5m x 11.14 x 4.97m. 2 Boilers. 1x 12 pounder gun. Single screw, triple expansion steam engine.

Information from last year:

Nothing located on sonar on Princess Maud 4348 co-ords from hydrographic office. However on diving unknown wreck at 58018 wreckage found that covers a huge area, much more than indicated on the Hydrographic reports. Well broken but still lots to see and find.



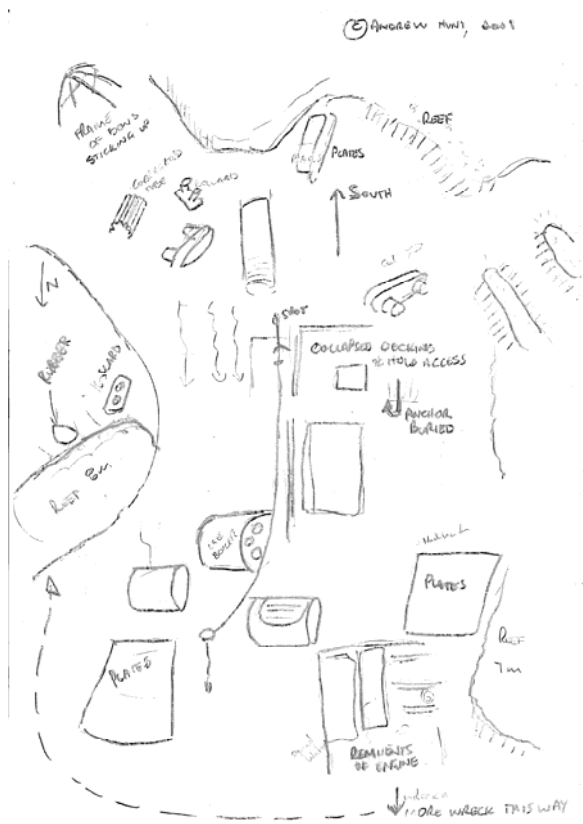
The boiler



Remnants of engine



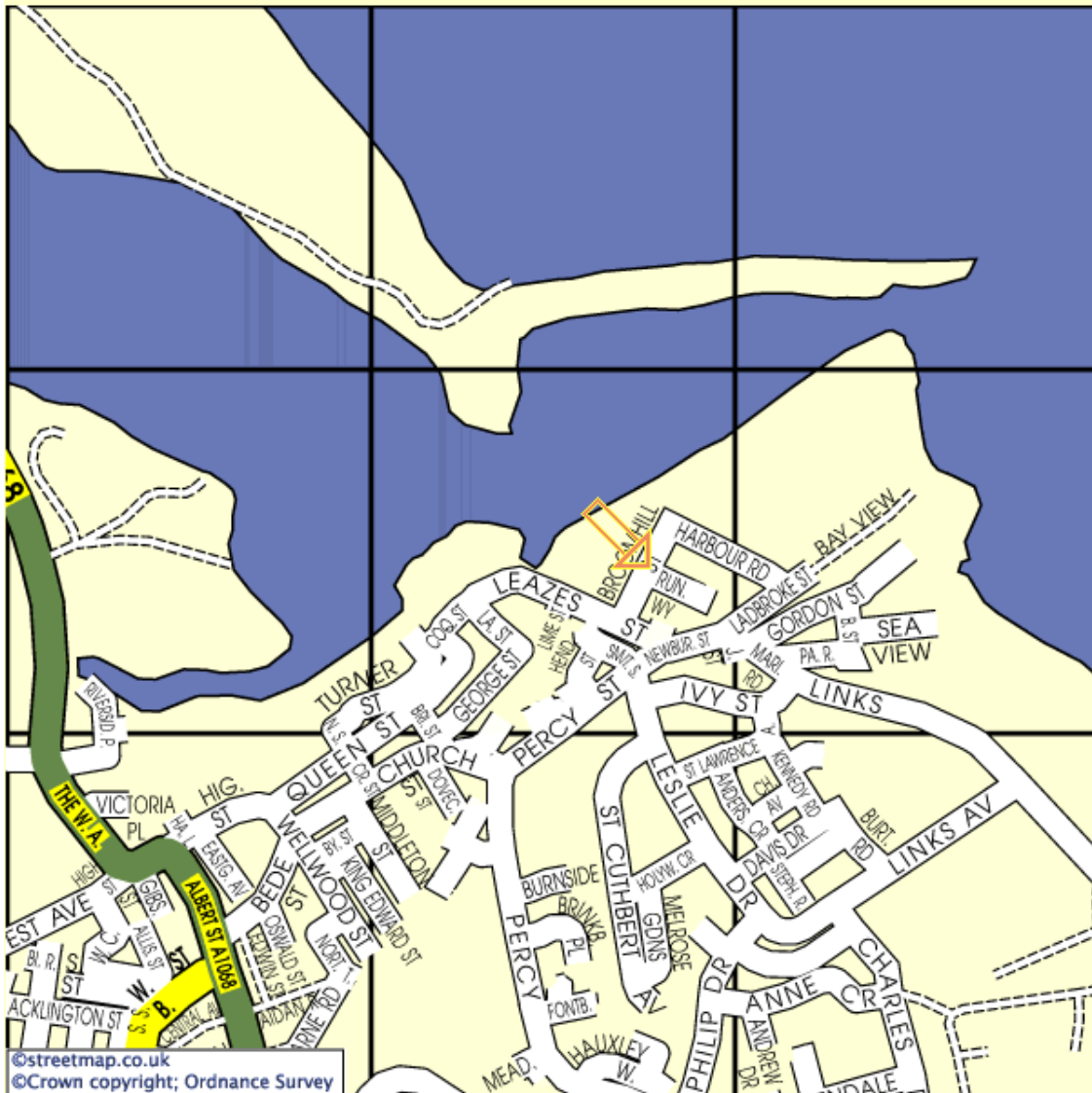
One of the huge mooring bollards



Navigation

A typical expedition route plans is a follows. Time assumes a hardboat speed of 10knots. Approximately 45mins steam to the furthest site in 30m.

Wpt No.	Waypoint Name	Lat/Long	Brg (Mag)	Dist (Nm)	Time (mins)	Comment
1	North Pier	55 20.40 N 001	47	0.45	3	Shallow! Boat draws 1m.
2	North of Pan Bush	55 20.80 N 001 34.60 W	95	0.75	5	Dangerous shoal to S
3	North of Coquet Island	55 20.80 N 001 32.40 W	148	0.90	6	
4	East of Coquet Lighthouse	55 19.10 N 001 31.40 W	185	1.10	7	
5	East of Hauxley Radio Mast	55 14 74 N 001 79.85 W	171	4.20	25	
6	Unknown Wk	55 14 74 N 001 29 847 W	290	1.6	10	
7	Bulger	55 15 182 N 001 32 410 W	8	2.1	13	
8	Unknown	55 17 332 N 001 32 000 W	23	1.0	6	Pass over northern hill
9	Princess Maud?	55 18 115 N 001 31 669 W	23	0.7	4	
10	East of Hauxley Radio Mast	55 14 74 N 001 79.85 W	5	1.10	7	
11	East of Coquet Lighthouse	55 19.10 N 001 31.40 W	327	0.90	5	
12	North of Pan Bush	55 20.80 N 001 34.60 W	275	0.75	5	
13	North Pier	55 20.40 N 001	227	0.45	3	
			TOTAL	16.0	96	

Appendix 1: Directions to Amble Marina

Rendezvous at the Bloomhill Quay opposite where all the fishing boats moor up.
Spellbinder II has a red hull and white cabin.

Parking is nearby but ensure your car is locked and any valuables are taken with you onboard the boat.

Appendix 3: Local Information

Emergency and evacuation procedures:

**In case of Emergency contact Humber Coastguard.
At sea VHF Channel 16. On land dial 999 and ask for 'Coastguard'.
The coastguard will advise course of action to take.**

Radio reception is generally good in Druridge Bay as there are a couple of nearby radio masts at Hauxley, Cullercoats and Newbiggin. Coastguard Rescue Teams based at Amble and Blyth have some BSAC divers as part of their crews. RNLi stations are at Amble (Mersey Class), Newbiggin (Atlantic 75) and Blyth (D-Class)

Humber Coastguard (01262) 672 317

Alnwick Infirmary

South Road, Alnwick, Northumberland, NE66 2NS
Telephone: (01665) 626700 <http://www.northumbria-healthcare.nhs.uk/ai/>

Nearest Hospital with Accident and Emergency Department: Wansbeck

Wansbeck Hospital, Woodhorn Lane, Ashington, Northumberland, NE63 9JJ
This has a heli-pad but no recompression facility.
Tel: 01670 521 212 <http://www.northumbria-healthcare.nhs.uk/wgh/>

Nearest Recompression Facility: Hull

Category 1 chamber with mobilization time of 60 minutes
BUPA Hospital, Lowfield Road, Anlaby, **Hull** HU10 7AZ
Emergency phone numbers 01489 659471

Weather Forecast

Shipping Forecast: Tyne Radio 4 at 0048, 0536, 1201 and 1754 (local time). All broadcasts are on LW on 1515m (198 kHz).

Inshore Waters, Berwick to Whitby <http://www.met-office.gov.uk/datafiles/inshore.html>
Marine Call - Berwick – Whitby: 6-hour + 5day outlook by phone 09014 737 463

Navigation

Admiralty Chart 156 applicable, OS Landranger Map 81 applicable.

Local Dive Clubs

Blyth, Secretary: Mr R Cooper 0191 2523675 <http://www.blythdivers.com/>
Morpeth Dolphins, Training Officer: Mr Neil Fraser 07958 067985 <http://www.morpeth.co.uk/>

Local Gas Supplies

BSAC Premier School, Cormeton Fire Protection Ltd

Unit 12, Delaval Trading Estate, Seaton Delaval, Whitley Bay NE25 0QT, Tyne and Wear. Tel: 0191 237 0790

Other

Amble Marina

VHF Channel 80, Operations Tel: 01670 357027

Boat Chandlers

Amble Boat Company, The Boatyard, 14 Coquet Street, Amble, Morpeth, Northumberland, NE65 0DJ, UK
Contact: Katie Spurr 01665 710267 katie@ambleboat.co.uk

Appendix 4: One Day Expeditions 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 researcher# | <input type="checkbox"/> Access to RHIB |

Other

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

.....

<p>Next of Kin (and relationship e.g. Wife, Husband, Father, Mother):</p> <p>Name: Relationship</p> <p>Telephone Number (Home):</p> <p>Telephone number (Mob):</p> <p style="text-align: center;">THIS APPLICATION FORM IS SEALED IN AN ENVELOPE AND TAKEN ON THE EXPEDITION FOR OPENING IN CASE OF EMERGENCY.</p>

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

Signature: **Date**