

CamBSAC



CAMBSAC 240 NEWSLETTER

DECEMBER 2004

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MERRY CHRISTMAS AND HAPPY NEW YEAR !!!

This year has been a tough year for the club. With the loss of the pool, the temporary loss of our training officer, the loss of the pool, the damage to the boats and also not forgetting the loss of the pool, our intake of trainees has been low in quantity. However, we did manage to get two intakes successfully through (well, almost. The last lot are still finishing up). And we also managed to get some pool time at the leys.

Still, we managed to get a fairly successful trip to Challaborough even though we didn't have access to Camdiver. However, we were given use of deep blues RIB and some of us became slightly more one with the boat than others.

In an effort to try and save on some paper, the newsletter will be periodically sent out using electronic medium. If you are unable to receive e-mail or internet, or would prefer to have a hard copy, please contact me at:

newsletter.editor@cambsac.com

Or leave a message on a Thursday pub meet.

While we're on the subject of e-mail, the CAMBSAC web/mail service has the ability to provide an @cambsac.com e-mail address for everyone.

You can either have an alias (forwards to a current e-mail address) or a dedicated account that can be accessed through a website or sent to a client on your computer.

For further details, contact:

Postmaster@cambsac.com or leave a message on Pub Thursday.



Website:
www.cambsac.com

LANKAYAN ISLANDS 2004



By Ben Pemberton

At the beginning of this August I was lucky enough to dive in warm water, as I went on honeymoon with my wife Tracy to Borneo. We travelled around the Malaysian part of the island, spending 4 nights on the tiny Lankayn Island, a 90 minute boat ride off the coast in the Sulu Sea. The island is covered in trees and only takes 15 minutes to walk around. The island has coral all

they way round it and is in a marine reserve. There are 20 chalets with a central restaurant area.

The diving was excellent, visibility was only 5 to 10 metres, but there was lots of coral, fishes and other marine life to look at. It took quite a time after each dive to look up everything I'd seen! Most of the sealife was fairly small; the whale sharks visit the area between March and May. Leopard sharks, blue spotted rays, lionfish, jawfish, butterflyfish, batfish and moray eels were just some of the fish I saw. Then in the last minute of my last dive one of the others pointed to a large green turtle which was lying on the see bed. It got up and swam off, a perfect end to the diving.



We could also snorkel around the island; the coral was shallow and became exposed at low tide.

Diving was simple, 15mins before the dive we turned up at the end of the jetty, picked our kit up and hopped in the boats which took a maximum of 5minutes to reach the site. We all went in at the same time, so when we finished our dive, it was straight back to the island. The only concern was the diving discipline wasn't as strict as I am used to with the club. As Tracy wasn't diving, I had

to be paired with other divers. Buddy checks weren't that thorough and I got funny looks when I started waving my DSMB about.

There was also a Malaysian Navy presence on the Island. They had a speedboat and 20 soldiers at look out points around the island. I didn't find out if it was to protect the tourists or guard the marine reserve.

The other highlight of the stay was seeing the baby turtles. The adult hawksbill and green turtles had laid their eggs at the end of June/beginning of July. Two batches of hawksbill turtles hatched on consecutive days, they were released at the top of the beach at 5.30pm and set off on their life's adventure. On the morning of our departure a batch of green turtles hatched.



“Freedom!”

SEA PALLING 2004

Due to the driver of the launch tractor at Weybourne withdrawing his services, we looked for a new North Norfolk venue. We decided to try Sea Palling and ended up organizing 4 trips to this location. These were in June, July, August & September 2003.

Location

On the North Norfolk coast, just south of Haisborough ... roughly half way between Cromer & Yarmouth. Best route from Cambridge is A14/A11 then A47 around Norwich then the A1064 at Acle, then the B1152, Finally the A149 to Stalham where Sea Palling is sign posted. Journey time from Cambridge is 1.5hrs or 2 – 2.5 hrs if towing a boat.

Facilities

Unlike Weybourne ... there are public loos! Parking either in the council car park near the beach or Beach Rock leisure is cheaper at 2 pounds/day although this is for boat towing vehicles, it is usually possible to buy a parking ticket.

Most important ... there is also a café & pub so no problem here for food & drink either. Unfortunately ... no local compressor, so take enough full cylinders.

Launching is easy There are 2 tractors so even when it gets busy, there is not too long to wait. Cost is 15 pound/boat launch & recovery. The tractor drivers don't seem to mind early starts or late finishes provided you let them know. (Phone numbers at the end of the article). The tractors have hydraulic lifts so no more winding jockey wheels!

There are offshore breakwaters, so launching & recovering boats is fairly easy for most wind directions. East & West cardinal top marks show the correct opening for entering and leaving the shelter of the breakwaters. Note – the next opening to the North should never be used as a sand bar runs from the shore to the breakwater! Buoys mark off the boat/jet ski areas from the swimmers, so please stay in the area designated for boats ... this avoids ugly rows on the beach! Yes .. and we do have to share the beach with jet skiers too!



**Chunerbird off on
another whirlwind
adventure**

SEA PALLING (CONT)

All wrecks but there are loads at depths from 18 to 40 meter plus. One club that we met claim to have dived over 100 wrecks from this location! Last year, we dived 5 wrecks over the 4 trips, these were :

Small unknown at xx.xx.xxx N xx.xx.xxx E, max depth 25 meters.
 The Artemesia at xx.xx.xxx N xx.xx.xxx E, max depth 25 meters
 The Ems at xx.xx.xxx N xx.xx.xxx E, max depth 35 meters
 The Corchester at xx.xx.xxx N xx.xx.xxx E, max depth 28 meters
 The Walkure at xx.xx.xxx N xx.xx.xxx E, max depth 26 meters

Slacks depend upon location but approximately HW Immingham + 4.5 hrs and – 1.5 hrs. Currents are strong on Springs, so all our trips were planned for Neap weekends. Slack duration is only around 1 to 1.5 hrs on neaps.

Wreck information

Small unknown	This has a single boiler and is well flattened. We did retrieve the remains of a door with brass lock. The door was obviously burned in a big fire on the ship. There is also a large steam gauge but this has no inner bits so we left it for future visiting divers.
Artemesia	This was a big steamship, 6500 tons, built in 1920 she sank in 1941 after being bombed. Although flattened there is plenty to see. It has 3 boilers and lots of remains around the engine room. There are also miles of pipes along the length of the wreck. There was lots of fish life with many big cod & ling hiding inside the wreck. This is an excellent dive. The wreck is also festooned with fishing lures ... loads of nice stainless steel bass perks to salvage if anyone is interested!
The Ems	Roll on – roll off ferry, built in 1978, sank in 1981 after a collision. This is a big wreck with the top at 17 meters, seabed at 35 meters. It is a big structure & extreme care must be taken if you dive this one especially in low viz. I would recommend using a distance line if you venture to the bottom. The ship was being used as a freight transporter & the cargo was containers and lorry trailers.
The Corchester	Steam collier, built in 1927, sank 1956 after a collision. She was 2374 tons and has 2 boilers. She is now well flattened and spread over a large area but there is a lot of fish life and interesting bits to explore. She must have been one of the last if not the last steam ships to be wrecked off this coast.



Chunderbird preparing to depart

SEA PALLING (CONT)

The Walkure

We saved the best until last. What a fantastic wreck dive this is. She was built in 1896 on the Clyde and was launched as the 'Conway'. She was a 1900 ton steel hulled sailing ship which then became the Walkure. She ran aground on the Haisborough sand bank and sank in 1911. Her cargo is interesting – general household goods, motor cars (yes – motor cars), sewing machines, tinned food and paint. The hull of the wreck is fairly intact and is an amazing sight. The bow section is wedged into the sand bank, the stern section is clean. The rudder is still there .. so is the bowsprit. The wreck is covered in barrels and we found stacks of rusty enameled cookware, old baths and some bottles. Viz was around 8 meters. Mast posts and some deck timbers have survived. Most of the wreck is at an average depth of 16-18 meters, the top is at 13 meters, so you can descend to the stern to inspect the rudder and the magnificent counter stern then ascend and spend the rest of the dive inside the hull.

Organising a trip

For launching, phone Beach Rock leisure on 01692598000. There are several campsites nearby, we stayed at Waxham Sands Holiday Park near Horsesey. phone 01692598325. This has lots of space

We learned the following :-

- * Only takes 2 hrs from Cambridge (bit longer if you are towing)
- * The tractor driver really is grumpy but reliable!
- * Facilities very good ... parking, loos, hot food and amusement arcade
- * Breakwaters shelter the launch/recovery area
- * Slack water approx 1 hr before calculations from tide diamonds
- * Currents are stronger here than off Weybourne, 1.5 knots on neaps ... so slack is essential for wreck dives.
- * Good diving..... viz mysteriously went from 0.5-1 meter on first dive to 3-4 meter on second dive. We found 2 wrecks from chart, successfully located & dived them & evryone had a good time!

We now have accurate GPS marks for 3 wrecks hope to extend the list over the next few months.



Camping at Waxham sands holiday park

CAMBSAC 240 AGM 10TH FEBUARY 2004

The next AGM has been set, and all are welcome to attend. In fact, please turn up and place nominations and vote for the next committee. The posts and current members are listed below.

The CamBSAC 240 Elected Committee for 2004

Chairman	Suzie Wenham
President	Dennis Wenham
Treasurer	Chris Scott
Secretary	Jon Schneider
Diving Officer	Dave Smith
Training Officer	Mike McLaren
Boat Officer	Pete Willey
Compressor Officer	Ben Pemberton
Equipment Officer	Neil Burgess
Newsletter Editor	Cormac O'Connell
Assistant Diving Officer	Simon Parker
Publicity Officer	Stephanie Riach

CHALLABOROUGH 2005

Challaborough 2005 is Saturday 28 May to Saturday 4 June

The holiday park is run by Parkdean Holidays. Brochures are available in most travel agents or by phoning them on 0870 420 2005. Check the location on Multimap with post code TQ7 4HU

Several people have already booked chalets for the week. The chalets only sleep 4 people maximum, but it is possible to book a caravan elsewhere on the park, close to the chalets, which will sleep 6 or 8 people. Contact Chris Scott for more information if you want to book a chalet or caravan for a group of people. Members who have already booked a chalet may have sleeping spaces left in their unit or may have already filled it with family or friends.

Chalet Leaders to date are:

Chough Chalets (no pets allowed)

- 1) Neil Burgess
- 2) Emma Faid
- 3) Jim Scarff
- 4) Chris Scott
- 5) Dave Smith
- 6) Kim Stevens

Gull Chalets (with a dog each (Not supplied with the chalet!))

- 1) Simon Parker & Lyndsay Smith
- 2) Dennis & Suzie Wenham
- 3) Pete & Chris Willey

COMPRESSOR ROTA

Thu 02-Dec-2004	Ben Pemberton
Mon 06-Dec-2004	Cormac O'Connell
Thu 09-Dec-2004	Iain Smith
Mon 13-Dec-2004	Gawain Edwards
Thu 16-Dec-2004	Ian Gregory
Mon 20-Dec-2004	Ben Pemberton
Thu 23-Dec-2004	Christmas-air by appointment
Mon 27-Dec-2004	Christmas-air by appointment
Thu 30-Dec-2004	Christmas-air by appointment
Mon 03-Jan-2005	Ian Thorburn
Thu 06-Jan-2005	Jon Schneider
Mon 10-Jan-2005	Josh Robinson
Thu 13-Jan-2005	Michael McLaren
Mon 17-Jan-2005	Philip Clegg
Thu 20-Jan-2005	Simon Parker
Mon 24-Jan-2005	Stuart Moore

Compressor Opening Times

Monday 7:30pm to 8:00pm
Thursday 7:30pm to 8:00pm

Please note operators are normally happy, to fill cylinders after 8pm, if they are delivered before 8pm. If you need to arrive after 8pm, please telephone the operator on duty to make arrangements for them to wait for you, if they can.

BANK HOLIDAYS, As there is most likely to be a club trip at bank holidays, an operator will be allocated nearer the time, if any members require cylinders to be filled.

NO filling after 9:30pm
Only operators on the compressor authorised list may use the compressor

If any members wish to discuss the operation of the compressor, or go on the rota, or any any other matters relating to gas filling, then please don't hesitate to contact

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