



## *Banstead Underwater Diving Club*

### **THE FROG ON THE BOG NEWS BUMPER SUMMER EDITION 2017!**

Fellow Bubblers,

#### **What's been happening?**



Norman delivered his lecture on the history of decompression on the 27<sup>th</sup> June, he obviously put a lot of time and effort into the presentation and delivered some facts of which I was totally unaware. Many thanks to him for his keen support of the monthly Tuesday night meetings.



Statler and Waldorf (Alan and Norman) headed out to the Red Sea on the 30<sup>th</sup> June for a week's diving with Blue O Two for one of their 'Best of Wrecks' safaris, what a great itinerary and a good time was had by all apart from a rusty stage cylinder blowing debris into a regulator and Norm losing his top set (teeth!) after a tough dive on the Rosalie Muller!



Jules and Bryan ran an ADP course with 4 members attending; the open water session was conducted at Vobster and all passed (eventually!) Thanks to the instructors for giving up their time and it is hoped to run another in due course if there is sufficient interest from the membership.



Charlie has been working hard as training co-ordinator to ensure all those in the programme are surging forward with their skills. Mark has been a real asset also spending time in both the pool and open water with the trainees.



Several try dives have been run but did not lead to new members, the main hurdle seems to be the kit cost although this has been no deterrent to Derek and Jenny who have nice new dry suits from Hammond and believe further purchases have been made. Don't we all remember that terrible compulsion to buy kit only for it to languish in our bags/boxes gathering dust!



We have however enlisted some new members from the ranks of the already qualified; let's welcome Dave Carter and Andrew Bradford into the happy world of BUDC!



The boat hull sustained some damage during the boat handling course due to a problem with the trailer rollers – a crack team of BUDC engineers worked tirelessly to rectify and repair, note our noble chairman dispensing helpful advice to Tim and Jules!



In between trailer repairs on the 4<sup>th</sup> June, 8 hardy souls went in search of the bottle wreck, which had either moved or the shot went wandering as all we achieved was a dive on HMS Seabed! The weather was deteriorating so ran for home (no chips! ☹)

## Let's go Diving!

Here are the Littlehampton tide predictions for August 2017 – Diving possible every week-end subject to weather :

Date	Day	Sunrise	Sunset	Range	Slack	C	B	D	E	Notes
05-Aug	Saturday	0530	2041	3.66	LW	1330-1630	1430-1630		0900-1045	Best Day
06-Aug	Sunday	0532	2040	4.24	LW	1430-1700			1000-1100	C or E
12-Aug	Saturday	0542	2028	5.76	HW	1215-1415		1330-1445		C or E
13-Aug	Sunday	0543	2026	5.35	HW	1300-1500		1430-1545		C or E
19-Aug	Saturday	0553	2013	4.86	LW	1300-1600	1400-1600			B or C
20-Aug	Sunday	0555	2011	5.38	LW	1400-1700	1500-1700			B or C
26-Aug	Saturday	0605	1958	5.58	HW	1215-1415	1300-1415			B or C
27-Aug	Sunday	0607	1956	4.90	HW	1230-1500	1400-1500			B or C

## Postcards



Dear BUDC,

Having a lovely time at Wraysbury with George and Mark doing skills and drills! Midweek so viz good and plenty of life. Wish you were here!

Lots of love

Jenny. Tracev and Derek x



Dear BUDC,

In the Florida Keys diving the Spiegel Grove, humid, cloudy and a bit rough, strong surface currents and horizontal on the safety stop just like 'Old Glory' still flying from the top of the bridge! Wish you were here!

Alan and Alex

## Featured Wreck – RMS Alaunia (Courtesy of Divernet)

The Sussex Titanic! The largest wreck off the South East coast is within easy reach of the average Sports Diver with the seabed at 35m. This is not one we would tackle from Littlehampton given the distance but there are a number of charter coats running out of Eastbourne to the wreck 7 miles from Sovereign harbour.



The Alaunia was launched in 1913 for the Cunard Line, plying her trade across the Atlantic. After a brief career as a passenger liner, she was requisitioned by the Ministry of Defence as a troopship to help with the war effort. Her war service was cut short in 1916, when she hit a German mine just south of the Sovereign light vessel.

After considerable efforts by other ships to save the passengers, she sank stern-first, with the loss of two crew.

The Alaunia wreck lies on its port side, the bow being the most intact part, standing almost 12m high with a covering of white and orange dead man's fingers.

Exploring the bow, you will find the wooden decking, mooring bollards, railings, winches and the anchor-chain for the starboard anchor still in place.

Following the anchor-chain over the edge of the bow you come across an impressive sight, because there in mid-water, hanging from its chain, is the 10-ton starboard anchor.

Moving back past the bridge area and first-class accommodations, you can see the effects of the explosives used by commercial salvors in the 1960s and '70s.

As you continue towards the stern there is little to be seen of the engines, but there are two massive boilers, and it is clear that during the salvage attempts at least one of them has rolled away from its original mountings.

If a wreck's a liner, you know that there will be a promenade deck with easily accessible portholes.

The Alaunia is no exception, and there are even a few portholes left, having survived the attentions of early divers' attempts to rid the ocean of anything non-ferrous.

Swimming past the boilers towards the stern, you come across a row of portholes with glass in them – all firmly attached, and covered in jewel anemones.

The stern is much flatter than the bow, and although the propellers are long gone the steering mechanism is clearly visible, and well worth spending a few minutes looking around.

Amazingly, with a nitrox mix in your cylinder it is possible to see this entire liner wreck in one dive, with few or no decompression penalties.

Definitely one for the bucket list!

## Traveller's Tales

A number of our members have been fortunate to go diving at the Earth's extremities this year; Philippines, Galapagos and Aruba! – would be great to get a report on their experiences for our website. The Kennedys have returned from Trumpland and their trip report is on the website, thanks!

## What's on the horizon?

### Portland – 24-28<sup>th</sup> July 2017

Nearly time for 12 of us to head down to Portland, fingers crossed that the weather improves!

### South Africa/Mozambique – August/September 2017

Pikey and Pikelet (Jordan) Burgess are off to swim with sharks on the Aliwal Shoal 5km of the coast of KwaZulu Natal and if they survive the ravaging's of the indigenous grey nurse sharks (raggies) they will then venture North into Mozambique to cuddle Mantas, whale sharks and more bitey things. No doubt we will be regaled with many photographs of their oceanic encounters upon their return!

## Club Events

These are run by member, for members and your attendance at these events is always appreciated especially if we have external speakers.

- Nothing in the programme – ideas?

**Please note the timings for the monthly Tuesday events will be 8pm for an 8.30 pm start**

## Non-Club Events

- Dive 2017 – Birmingham – 21<sup>st</sup>-22<sup>nd</sup> October
- BSAC Diving Conference – Birmingham - 21<sup>st</sup> October
- Nautical Archaeology Society – Various courses – <http://www.nauticalarchaeologysociety.org>
- Marine Conservation Society – Beach Clean 15<sup>th</sup>-18<sup>th</sup> September
- Seasearch – Various courses – <http://www.seasearch.org.uk>

## Wet Humour







### **The Walrus Reports**

A little known piece of diving etiquette is that if you are diving on a wreck where lives were lost you should always take the time to touch the propeller (if still there!) as a mark of respect for the dead, do pause for a moment.

### **FOTB Medical Facts – Alcohol and Diving ( Courtesy of DDRC)**

In dive training, most of the emphasis regarding the effects of alcohol on diving is placed on dehydration, and the theoretical increase in risk of decompression illness (DCI) that this may cause.

Dehydration happens because alcohol is a diuretic that makes you want to urinate more frequently, thus accelerating fluid loss from the body. This in turn leads to side-effects such as muscle cramps, dizziness and fainting. But this is only part of the story. In the UK, 33 to 66% of drownings in swimming and boating accidents involve alcohol.

Alcohol impairs cardiac function and cognitive ability, affects reaction times and judgment, and increases heat loss. Visual function is also affected. Hangovers affect cognitive performance in addition to the more obvious signs and symptoms, such as headache and nausea. Recreational scuba-diving requires information-processing, recall, reasoning, decision-making, attention and the ability to take control of a situation under any number of scenarios – onshore, in the boat, at the water's surface or under water. In all these situations, areas of behaviour and performance may be affected by inappropriate use of alcohol within a given time-frame prior to diving

According to a recent survey by DDRC Healthcare (previously the Diving Diseases Research Centre)

- Divers' drinking habits were representative of the national drinking population
- Older divers were more inclined than younger divers to drink more than the recommended weekly limit.
- Younger divers were more likely to binge drink than older divers
- More than 18% of divers said they had gone diving when over the drink-driving limit (80mg of alcohol per 100ml of blood is the UK legal content for drivers)
- A significant number of that group consumed more than the recommended weekly limit
- 34% of the divers had consumed alcohol 6 hours to 30 minutes before diving
- Nearly 40% of that group said they had dived when they felt unfit to drive a car
- 23% said they had witnessed a diving incident that they felt might be alcohol-related
- Divers felt that their group had a less responsible attitude to alcohol when away on a diving holiday/weekend

### **FOTB Antique of the Month - ABLJ**

When I were a lad we didn't have these fancy BCD's and wings but had to make do with an ABLJ (adjustable buoyancy life jacket) There wasn't a huge variety and the Fenzy was perhaps the most used back in the 70's and early 80's,

This was a horse collar jacket with a crotch strap which if too tight when donned could cause considerable discomfort to the mail user when fully inflated! You will see from the pictures on the

left that these examples did not have a direct feed but relied on a crack bottle or oral inflation (yes underwater!) to compensate at depth. The Fenzy (believe a Mk1?) also does not have a dump valve so used the valve on the mouthpiece to expel air! These two early examples were made of Hypalon (like the tubes on the RIB)



You can see the Spirotechnique evolved and had a separate dump but still no direct feed!

Then our old friends at AP got involved and created the Buddy Pacific which had a nylon outer shell and an inner bladder which could be replaced if punctured, direct feed and dump valve, however this was basically a copy of the jackets coming out of the USA who at that time were leading the way with dive kit design.

The first time I dived with what we would deem a 'jacket' BCD was in Canada in 1981 – it was a Scubapro as per the below picture – a bit of a revelation at the time and nearly killed me! Did a buoyant ascent from 55ft when I dropped the weight belt I had gone to recover (another diver had dropped it) and couldn't find the dump valve (note to self, always familiarise yourself with rental kit!)



Let's be grateful for the development of this vital piece of dive kit which now are robust, well made, hold you perfectly in the water (if your cylinder is in the right place!) and reliable.

Used to be very common for divers to jump in without charging their crack bottles!

Dive Safe!