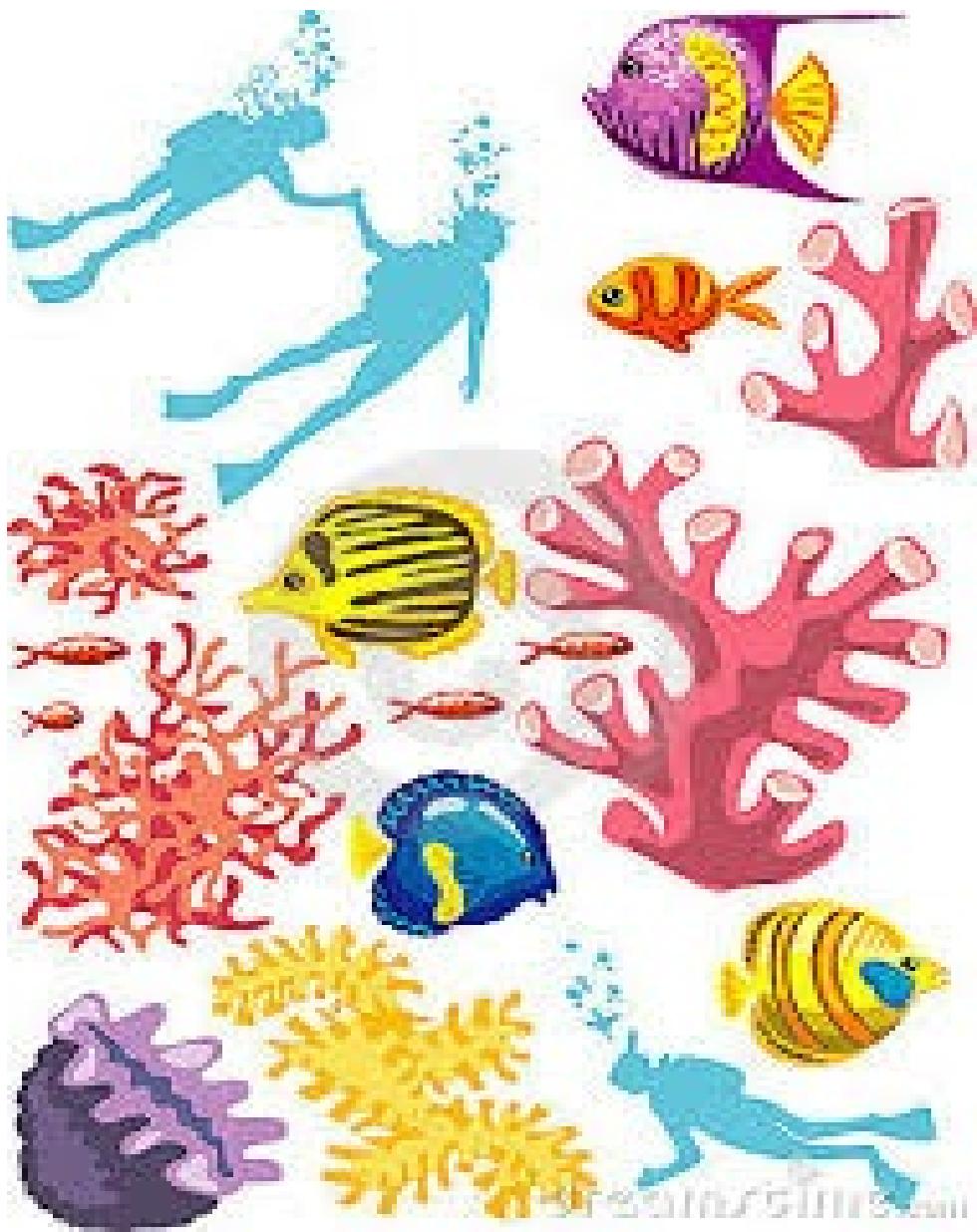


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HULL BRANCH No 14
BRITISH SUB-AQUA CLUB
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BOAT HANDLING COURSE

In my early days of diving, I, with three others from the Burton Club decided to attend a boat handling course which was to be run at Swansea college.

So, on a Friday night, after work we all set off from Derby and Burton in John's Landrover towing Playboy, a fibre glass skiing boat that we used for diving.. As usual, all of our heavy kit, cylinders etc. was carried in the boat.

As we passed around Birmingham, in the dark we approached an island and, suddenly we had a puncture in one of the boat trailer's tyres! We eventually realised that we normally overloaded the boat and its trailer by carrying too much inside the boat.

We pulled into the first available spot, the central reservation.

What to do now? It was getting late.

We removed the defective wheel and two of our number carried it across the road, under the island and into Birmingham to find some-

where where a repair could be made.

A long time later, the wheel with a new tyre arrived and we were on our way again.

We got to the camp well after midnight and started to pitch our tent. We had Lilo beds but when we tried to blow them up we found that there was no plugs to stop the mouth pieces, so I cut twigs from the hedge and carved plugs.

We eventually got to sleep about two o'clock in the morning.

At six o'clock we were up and after a breakfast we drove to Swansea College for the first day of the course.

In the tiered lecture room we had to nudge each other to keep ourselves awake.

On Sunday morning we all went to The Mumbles where the sea was crashing in!

We were told that all groups would be split up so that experience could be gained in all the different boats..

One of the instructors would be an eighteen year old lad from Atlantic College who would come across the bay in his boat. He was a qualified RNLI lifeboatman.. Because it was so rough he came by road. To my delight I was appointed to share his boat with him.

The boat was one of the very first RIBs. It had a plywood bottom. No transom and a thirty Horse Power engine. There was only room for the driver and a passenger perched in the vee between the sponsons right at the front of the boat.. (So I can claim to be one of the first to drive a RIB).

We launched the boats with great difficulty because of the surf. A chap trying to launch a sailing dingy eventually gave up. I sat in the bow of the RIB whilst the Atlantic guy demonstrated.. After a while it was my turn to drive and with glee shot from wave to wave.

I met up with John in Playboy who had so many passengers that it could not plane and was just chugging along. I whizzed round him at high speed several times and he called across

“You’ll learn f – – ll like that!

Don

Akranes Weck

Akranese: 1929 Chochrane & sons Ltd. Selby Royal Navy: 358 tons. 42.77 x 7.52 x 4.01m, 3 cylinder triple expansion @ deck gun @ the fishing trawler Akranese originally registered at Grimsby , and originally owned by Consolidated Fisheries Ltd.hired by the Admiralty as a mine sweeper from August 1939, which foundered after an attack by a German aircraft. After being taken into Royal Navy service. She was made command vessel of a group of three mine sweeping trawlers employed in sweeping the channel between Flamborough Head and Sheringham.

The trawler was at anchor of Danes Dyke of Flamborough Head at night, with the trawler Sandringham and Almandrin following the days minesweeping work. The Almandine was guard ship for the night. Shortly after midnight a german aircraft approached very low, the gunner assumed to be an allied plane returning from a raid , they soon discovered otherwise the plane dropped two bombs neither of which exploded but cannon fire ripped through Akranese deck and caused her to sink leaving the wheel house swash. The crew escaped in their lifeboat

END OF AN ERA

Those were the words of Paul Field as he relinquished his job as Webmaster after seventeen years.

Paul did a great job and has now handed it over to Sarah Clinch who has already produced the new version.

You can use the old address to bring up the site. bsac14.org
Try it.

Paul said that he used to keep a record of the number of hits, thousands! Apparently the American military used to keep an eye on us.

The club wants to thank Paul for all of his work and wishes him well for the future.

