Weymouth
October 1997

Trip report by Sam Cockerill

Boat - "Divetime"
Skipper - Paul Pike

Divers:

- Sam Cockerill
- Kenneth Shum
- Jo Bond
- Rob Critchley
- Tamsin Terry
- Guy Hewitt

With only six divers, there was a distinct possibility that this trip would have been unfeasibly expensive but for a last minute concession by Paul, probably sensing a wavering committment, and reckoning that at the end of the season, any money is better that no money even if the boat is half empty.

A consequence of this was that we had a huge deck area all to ourselves, avoiding the usual melee of piled kit and staggering bodies. Combined with the burst of sunshine which neatly spanned the weekend, and a reasonable seastate, this set us up for a promising weekend.

The first planned dive was on a shallow wreck on the west side of Portland. However, Paul's euphemistic description of the "disappointing" visibility translated as 0.2m, blacking out at 10m depth. By the time Guy + I reached the bed at 17m it was clear that this dive was not going to be quite as engaging as we had hoped, and we opted to abort and try again in Portland harbour.

Here the situation was much better, as we had the whole of the Countess of Earne to ourselves. The preceding week's bad weather meant few divers had visited this wreck recently, with the result that the visibility in the wreck was significantly better than outside, allowing plenty of poking around inside the holds.

The conditions being the same all weekend, we took the decision to continue with harbour diving on the Landing craft, Hood and Spaniard which provided some entertaining wreck penetration and the odd artifact (mainly dropped by other divers).

On the ascent from the HMS Hood on DSMB's, it is possible a new adrenalin sport may have been invented, resembling a cross between kite flying and underwater bungee jumping from the deck; although we dived this just after high water, the spring tides soon become quite swift at the surface.

In all, another fine weekend of diving, despite end-of-season visibility.