

# ISAC Newsletter



## Committee News

Out with the old and in with the new. Yes another year has passed and a new committee has been elected. As follows;

- Chairman.....**Paul Swainson.**
- BDO.....**Jim Craig.**
- Treasurer.....**Hugh Hutchison.**
- Secretary.....**Trevor Phillips.**
- Equipment...**Brian McEwan.**
- Compressor..**Martin Brown.**
- Boat.....**Rab Steven.**
- Club House..**Glen Wallace.**
- Expeditions..**Willie Lee.**
- Publications..**Frank Long.**
- Entertainment..**Thelma Black.**

Without portfolio;  
**Jim Barr.**  
**Rosheen Dagleish.**

I know I speak for all when I say good luck and you have everyone's support.

A big thank you must go to **Alan (Junior) McGill** and his committee for taking us through 2001 with great success.



## MESSAGE FROM BDO.

Jim Craig was delighted with the performance of all trainees and trainers last year. He is however, still looking for more lecturers' for the coming year as he is short. The committee felt that more of the 'experienced' divers should offer their services. Please advise Jim when you are available.

## CLUBHOUSE.



Our new club house officer Glen, has made it quite clear where his priorities are ..... forget the hole in the roof, lets get the bar stocked.

### **3 cheers for Glen.**

On a more serious note, he would like everyone to stop paying cash on the night for the drinks and pay in advance using the tab book. **This is so that the club remains within the licensing laws. As a minimum everyone must put the cash paid through the book,** but we would prefer that the tab arrangements are used.

## Who's who in 2002 ????????

### ENTERTAINMENT

Thelma Black has promised us very exciting things as the club's new entertainments officer.

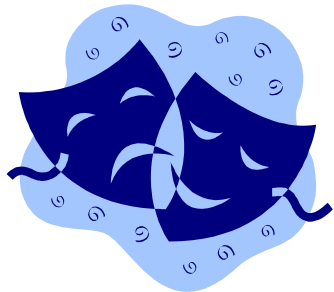
As you are all aware following the annual accounts, the one area that is down on previous years is 'fund raising'. This has to change

Immediately as it is a crucial money making aspect of the club.

Thelma wants everyone of us to be actively involved in helping her to raise more money for the club.

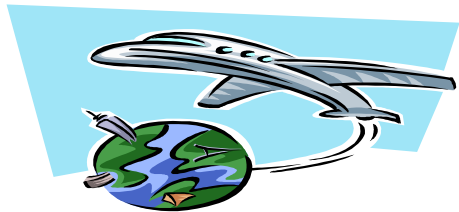
Should anyone have suggestions, please pass them to Thelma.

Thelma would also like to see more attendance at the events when they are organized.



### Expeditions

Once again Willie Lee is the club's Expedition officer, however he would like to see other people organize some new excursions. So if any one of you have some ideas...lets hear them.

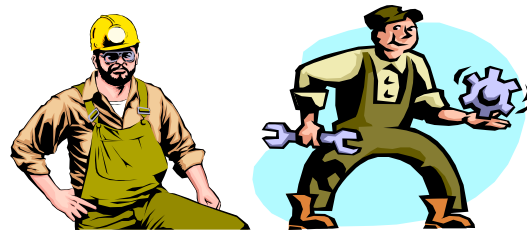


### EQUIPMENT & COMPRESSOR

Brian McEwan and Martin Brown are the new officers in charge of the above.

They are both eager beavers and have asked us all to be a little patient with them.

Brian already has his sights set on some new equipment and Martin has read the compressor manual cover to cover. Ask him anything.....he boasts.

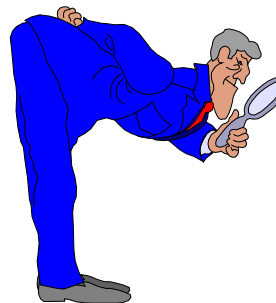


### CHAIRMAN

Paul Swainson is looking forward to his term of office in the 'top job'.

Paul .....good luck.

### £ £ £ TREASURER £ £ £



Hugh Hutchison is the man with the club money and he intends to hang on to it. Chairman Paul has asked for a regular monthly

financial status update from Hugh which will be discussed at the committee meetings.

## The Taylor's Adventure

There is a chain of thought which runs:

*The days are getting longer ....*

*→summer's coming ....*

*→I need a holiday ....*

*→ where is the diving cheap ....*

*→ where are Iain and Sally now*

Well, the story so far....

After they left us in June they took their caravan down through Spain to Portugal. While there was not much luck finding a diving job they did manage canoeing, swimming, wine/port sampling, beach bumming and BBQs on the way to Lisbon.

From there they drove to Barcelona where they were contacted by friends that they met during their PADI course in Florida. They offered the chance to manage a dive school in Italy, south of Naples, for the rest of the summer. Not surprisingly Iain and Sally jumped at the chance and so it was a quick sprint across France to Monaco, through Rome and Pompeii, then on to Salerno Bay in August.



A busy 3 months diving and snorkelling with shoals of damsel fish and octopus, cuttlefish and scorpion fish in clear, warm water shot by. Their dive school was attached to a very upmarket hotel (£1000 per week) and so the real money spinner was their trial dives at £65 per head - makes our vouchers look really good value.



October was another touring month as they made their way from Salerno to Sicily stopping only for a quick hike up to Mount Etna's smoking summit. The trouble in Afghanistan put paid to their plans to head to the warmth of the Red Sea for winter so, since the end of the year, they have been in the mountains of Kalavrita, a Southern Greek island. Here they manage a camp site, when they are not skiing down snow covered slopes although they did go swimming on Christmas Day in "the chilly water" which had dropped to 18 °C!!!!.

During the summer they will be running a dive centre in Kos for the same group that owned the Italian school so, if you are likely to be in the neighbourhood, get their address from me and drop in to say "hello".

(For our new members - Iain was our Chairman and Sally the Publications Officer until last year when they decided to give up their jobs and sell up to tour the world as diving instructors.)

**Jim Craig**

## Boat Officers Instructions

### Rab says:

Here are a few club rules of I SAC to help you to know where to start right through to finishing.

### TAKING THE BOAT FROM THE CLUBHOUSE

For insurance purposes: a current I SAC member drives the towing vehicle.  
Dive Party to include 4 I SAC members; one who is a qualified boat handler and at least one competent boat handling trainee. (i.e. two competent to handle the boat.)

Basic needs now established so its time for the next stage of checks at the clubhouse.

### CHECK

1. Full tank of fuel
2. Engine oil level ok
3. Engine is raised, locked in position for towing and turned to port
4. Propeller is covered by its bag when in towing position behind the vehicle



5. Boat is securely strapped onto trailer one strap on winch at front and two straps at rear.



6. Bung is screwed in.
7. Tyres are not soft and needing inflated.
8. Trailer board is fitted and lights are working
9. Trailer board has correct number plate for towing vehicle.
10. Trailer securely fitted and locked on to tow ball of towing vehicle.
11. Breakaway safety cable correctly



fitted to towing vehicle.

12. Towers dive gear is securely correctly stowed in boat to give good weight distribution (note only tower and passengers gear allowed.)



## MAKE SURE YOU HAVE

1. Boat ignition keys
2. Anchor attached to rope in locker and secured to boat,
3. Paddles
4. Buoy
5. Dive flag
6. Boat tube pump (under seat)
7. Flares,(in yellow containers)
8. First aid kit (under seat)
9. Tools ,(in yellow containers)
10. Spare wheel
11. Wheel clamp or key to lock tow ball
12. Jack
13. Spare propeller bolted to boat
14. Navigation lights working
15. Radio working
16. GPS working.

Now you have completed the clubhouse checks and are ready to go. (Dive gear is each individuals responsibility)

## RETURNING BOAT TO CLUBHOUSE FROM EXPEDITION

- Check fuel tank refilled and full. (to a level 150 or 200mm below cap level. Remember that fuel will expand in hot weather and may spill over when sitting in the dive loft so do not overfill) The side cover on the console may be removed when filling fuel to observe the level through the clear filler tube.



- Run engine through with fresh water to remove salt deposits (ensure water running and hose bayonet fitting covers intake slots on side of propeller housing before starting engine.)
- Put ignition keys in mailbox
- Hose down inside and outside of boat with fresh water. Do not hose brake drums to (minimise rusting and seizing on potential). Turn on bilge pump to empty sump and make sure switched off at end.
- Leave trunk down
- Remove bung to drain any water that may have seeped into hull area.
- Ensure all electrics are off
- Loosen and fold down aerials and navigation sensor to avoid damage when boat is reversed into dive loft.
- Leave trailer handbrake off
- Fill in boat logbook which is kept on workbench in dive loft beside boat resting position



- (enter fuel in litres rather than cost £ and leave fuel receipt,
- name of boat tower,
- hours engine run from gauge,
- Log any faults that had developed during this trip and also phone boat officer as soon as practical to ensure any remedial action is taken.

## SOME TIPS ON ENGINE & CONTROLS

- Once boat is in the water, check engine stays are up
- Check propeller and water intake vents are under the water
- Check throttle control lever is in neutral



- Switch on ignition key (ensure dead man key also in position) : two lights will / should come on.
  - Green one is oil pressure warning light and
  - Red one is the overheat warning light
- Turn ignition key fully and engine should start.
  - If nothing happens a possible cause could be throttle control lever not in neutral.
  - Push / pull lever until clicks in neutral position
  - If still nothing - check battery and connections
  - If engine turns but will not start, check emergency stop lanyard (deadman) is in position. Or check fuel line attached to engine.

- If engine starts or is running and you hear a buzzer – stop the engine immediately.

The buzzer is connected to the green and red light settings and is an indication that something is wrong.

## POSSIBLE FAULTS

- Fuel contaminated – unlikely now that fuel system has a good filtration system so problems are expected to be low.
- Engine – because of computer and fuel management system, the only part you can check is for blown fuses. Each fuse is double banked ie one live and one spare so just change them over if fuse seen to be blown.
- Power trim tilt.

If it fails there is a manual relief valve on the left hand side (do not turn it more than 1 to 1 1/2 turns or the engine cannot be tilted up) Once open you can lift it up or down to best position

These are just a few short notes to help remind you of the best practice and to ensure your days of diving are just that – spent diving and not hanging about slipways trying to get things working or more importantly – to get you back safely.

**So look out for more tips from the experienced members of the club in future newsletters.**

# Rab