



WHAT'S BUBBLING?

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C O N G R A T U L A T I O N S

Very best wishes go to Michelle and Craig on the birth of their second son, Rhys Alexander John, on 13th December. He weighed in at a very healthy 9lb 4oz! Mum and baby are in fine fettle. Now she's finished that job, perhaps Michelle can get back to the Minutes . . . ?

Let's just call this one, "the Simon Yardley newsletter" . . . read on!

Oh, What a Night!!

Well ESAC did it again with one hell of a Christmas party. We certainly know how to enjoy ourselves!

Following on from the huge success of the 30th Birthday in May, a hall and ceilidh band was booked for the Christmas do on 7th December. The band, a group calling themselves "Pigzear" turned out to be none other than Judy Dunlop's (aka Judy Fisher) who's back in the UK and will soon be working in Brighton. She now lives with her husband Gary in Lewes. Pigzear were extremely good, with the Caller seeming to understand intuitively that most of the dancers were more used to fins than dance shoes. It was fun when the dances went according to plan (and step!) but when things went wrong it was hilarious. Everywhere you looked people were doubled over laughing trying valiantly to keep in step and/or remain upright.

The star of the evening, as expected, was Mike Howard. This year he had exceeded even my wildest expectations, emerging from an ante room in full Widow Twankey regalia. Even the boobs did him credit, although I think Ann's probably missing a curtain and a couple of cushions from somewhere. With his usual flair for removing money from wallets, he made a staggering £386 on the raffle.

The buffet surpassed anything done before. Each year the Pot Luck supper gets better and better and we now seem to have it down to a fine art as to what food works and what will be eaten. Having said that, there was a lot left over. A veritable feast of a food parcel went Jonathan's way (he looked as if he needed feeding up) and various doggy bags prepared. Several boxes of untouched Mince Pies will be winging their way to the New Year's Day Dive (more on that later), thanks to Bobby.

Richard now has speechifying down to a shrug and a few well-chosen words. With no obvious sign of a script, he just gets up there and insults people. Maggie was mortified with his ramblings at the 30th Birthday and he was left in no doubt about what to say on this occasion. Unfortunately, his words of thanks to Mike were, and I quote "he never fails to let us down"! We know what you meant, Richard.

Thanks must indeed go to Keith and Marguerita, without whom we would not have had the venue, to Judy for a superb band, and to all the helpers who were there from late afternoon setting up and returning the next morning to de-rig. You know who you are.

Natalie

Penzance 2002 – Simon Yardley

Friday the 13th

That ominous date finally dawned and we meet at the boatyard at the highly sociable hour of 9:30am. Richard has allowed all day for us to travel to Penzance, followed by two days diving and then all day Monday to get back. Friday the Thirteenth. Surely a load of old hogwash! In retrospect, perhaps we should have gone back home.

I arrive as Craig, Richard and Jackie are finishing the preparation of the boats for the trip to Cornwall and I get my first glimpse of the new, new boat (the old new one having gone back to Humber). First impressions are good with what seems like 'oodles' of kitting up room in the back (blunt end to use the nautical term).

The old Humber has been patched up for the trip but Richard has got the short straw to take the 'big one'. Final step is to install the battery into the old Humber, soon to be known affectionately as 'Scrappy Doo'. First slight hitch of the weekend, the battery's sitting in Chiswick with the rest of Richard's work tools. Never mind, we can always pick one up on the way down. Not for the first or last time this weekend, Richard realises he's left some vital part of his kit at home, this time being his shower gel.

We set off in convoy down the M4 but Craig soon leaves us to head off into the wilds of Buckinghamshire to pick up Dominic. Our journey down is made easier for Richard as every time he signals to overtake, a little white Jiffy Van pulls out to let him out. Only on arrival at Taunton Deane do we realise that Rob K has been with us in his little white hired van. Craig joins us at the services with the old boat but minus an A-Flag. The driver had forgot to heed the 'ESAC Boat Rules & Operational Procedures' advice to tie things down before leaving.

A few hours more and we arrive in Penzance. Jackie's most pressing problem is solved by a visit to Halfords to pick up a birthday present for Thomas. While there, we invest in a battery for Scrappy Doo and some Gaffer tape, a fortuitous purchase as we would soon learn. Richard has arranged accommodation in a Youth Hostel, a novel experience for me. However, as we can't get in until 3pm, we decide to wander down to Penzance Pier to have a word with Richard's contact here, Bill Bowen. Bill runs a dive boat (Son Calou) out of Penzance and supplies air from his compressor on the pier. The last time I personally saw Bill was the last time we dived the Runnelstone. Sue was with me then but as a new qualified diver, was not allowed to go on it. As we didn't have kids, it was at least 11 or 12 years ago.

Apart from a few signs of ageing, Bill hasn't changed much and over the weekend is extremely helpful to us. His news however is not good. The wind is coming in from the South-East which is driving the weather into Mount's Bay. Waves are bashing against the sea-wall and it's unlikely that we'll be able to get onto the Runnelstone tomorrow. This is confirmed by two old sea-dogs who arrive as



we are speaking and have just rounded the Lizard in a Force 7. Being salty old sea-dogs this had not fazed them, "Just don't look behind you!" being their only comment. And so in the best traditions of ESAC 514, our plans are laid for the morning, Get up, look out of the window. See what's happening.

Of course, before that we've got to get unpacked and prepare the boats. The small bunks in the YHA Hostel are adequate and breakfast and pack-ups are ordered for everyone.

Time to check the boat. It's not good news, metal fatigue and long journeys to the coast have finally done for the A-frame, it's broken right through on one side and in doing so has chopped through the sonar transponder cable. However, with so much practical equipment officer experience around, a semi-permanent fix is designed. A quick trip to B&Q for supplies and the A-frame is made as good as new with a chopped down broom handle and our earlier purchase of Gaffer tape. Chewing gum and elastic bands are discarded as they fall into the belt and braces arena.

An attempt to obtain dinner at the hostel is discarded as it becomes apparent that 12 eating at once can't be coped with at this late hour so we head out to 'hit the town'. Most divers being over 18, the first bar is discarded as not being for the wrinklies and we finally settle on a noisy pub. A large, nay monster meal and a couple of beers and all too soon it's time to head back to the hostel.

And so to sleep, perchance to dream. Or then again, perhaps a few hours of fitful dozing slotted in between the bouts of chainsaw work from across the dorm.

Sat 14 Sep

After an early(?) breakfast at 7:45 and with boxes of sarnies stowed, we head off down to the harbour. A quick look over the breakwater confirms our disappointment that for today at least, the Runnelstone is not to be. Bill suggests the Hellopes but at 38m, it's too deep for some so we fall back on the Alice Marie.

Fortunately, Bill has also chosen this site for his group's morning and is on-site when we arrive. Even more fortuitous, they have pre-buoyed the wreck and there is a choice of blobs to descend. The Alice Marie is a broken up wreck in 25m in Mount's bay with the usual wreck inhabitants of Pouting, Pollack and Congers. My dive with Richard is a nice easy stroll

around the wreck with just a few minutes of planned decompression. Richard is amused at my dismay with his super-safe computer.

Craig's ophidiophobia* would not have been helped by learning that one of yesterday's visitors to this site was bitten on his lip by a Conga. However, our encounters with them were less eventful being limited to views of them deeply hidden in the wreckage.

Trusting soul that Bill is, we have acquired a key to his shed and on our return, pile the bottles in for filling. Sarnies from the hostel are consumed with gusto and we head back out to sea, this time to Low Lees reef, or as Rob hears me call it, Lollies reef. We tie up to the blob suggested by Bill and drop down for our dive. An interesting discovery awaits all down this blob as it is tied to an anchor wedged securely into some rocks! Further down the gulley, Richard and I discover the nature trail which Bill had told us was laid down since our last visit. Unfortunately, the details of the nature trail are published on the internet and my dive computer hasn't got a modem so we have to content ourselves with our own fish identifications skills - Wrasse..... another wrasse,..... Big wrasse,..... crab!.

Most have an enjoyable dive except Jackie who after her normal epic voyage around the reef surfaces feeling unwell. Many anxious faces on the boat are reassured by Jackie that her malady cannot be cured by Oxygen and we return to shore.

Richard's diving plans for the day are not finished with yet. His latest trick is to try something extremely novel, one that I'm unaware has ever been attempted in the club. Richard has planned a night dive. To make it interesting however, he plans to return to Lollies and do a night from the boat. A quick count of those interested revealed 4 definite and a 'would like to if I had a buddy'. Hurried reshuffling of buddies and I volunteer to cox the boat for the dive. The plan is to repeat this afternoons dive by moonlight with a pair and a threesome going down and around the reef again.

We hung around Penzance pier until the light faded and everyone prepared for their dive. Boat loaded and we set off to the reef. As twilight advanced, the wind had fallen and the sea had calmed making the trip to Low Lees both exhilarating and smooth. Halfway to Low Lees and Richard remembers his computer is back in his van. A swift trip back to the harbour and we again set off for the reef. The delay had helped with the light on arrival at Low Lees, the light had virtually gone. Illuminated by the stern lights and the streetlights from shore, the first pair got kitted up. Into the sea and down the shot their lamp illumination swiftly disappeared as they started their circuit of the reef.

Time for the threesome to get ready. Richard's meagre torchlight is overwhelmed by the searchlights carried by Craig and Dominic. No way are they going to gently illuminate the scene. Night will be day as the pair of Oscar-Night beams are cranked up to full power.

Just as they are about to exit the boat, the sea around erupts with air from the depths. Somebody has obviously had a malfunction so I call a halt awaiting the unlucky pair's return. The bubbles cease and I assume their ascent has started and prepare to release the boat. No pair appear and after a suitable wait, assume the problem has been fixed. The threesome drop for their dive.

Crossing on the line, Ian appears and explains that his octopus had free-flowed but he had eventually sorted it out. Unfortunately, a large amount of air had been wasted so his dive had had to be prematurely terminated.

The threesome return with tales of Conga's and backward swimming Boat Officers. Recovering them into the boat, we start the journey back through waft's of 'Wacky-Baccy'

drifting across Mount's Bay. Swiftly recovering the boat, we return to the hostel too late for any food and more importantly, too late for a beer.

The day's activities taking their toll, I drift off to sleep to the accompaniment of someone sawing some wood in the dorm'.

Sun 15 Sep

The wind has dropped and apart from the overcast, the weather looks good for the Runnel stone! Richard arranges land transport of most to Lamorna Cove with the boats being launched from Penzance and driving round to pick up there. The large swell necessitates a pick-up from the pier steps and a treacherous leap into the boat. Out to the Runnelstone where it appears that every man and his dog diving it. Richard and I drop in swiftly and descend to the wreckage of the 'City of Westminster'. Swimming over the wreck which peters out at about 30+ meters we circumnavigate some large colourful boulders very reminiscent of the Manacles. Back to the pinnacle and spiralling up the rock we end up doing our deco stop in the Kelp forest. Deco stop over, Richard and I then do another deco stop to satisfy his computer.



Rob leaves the hostel in a hurry!

Recovered into the boat, Richard takes over handling Scrappy while I play with Scuba Doo, eventually managing to run over the blob line while playing with the electronics. The Scrappy is now starting to play up consistently and eventually refuses to start. I'm none too sympathetic when radioed back to help. Richard manages to coax Scrappy back into life and



An atmospheric Lamorna lighthouse

is sent ahead with a light load to make sure it gets back. Bad Call! Scuba-Doo is now so overloaded, she can't plane and limps back to Lamorna. The long journey back is punctuated by a three-way conversation between Scrappy, Bill Bowen and Scuba-Doo. Lamorna attempt to call us from the enclosed cove.

Richard and Craig managed to defeat the sea-bed's attempts to release the anchors and everyone regroups in Lamorna for a long lazy lunch outside the café. Considerable sympathy is felt for someone whose car has broken down in the car-park. Just when he thinks things can't get any worse, while away presumably calling for help, he is clamped by the parking patrol!

'The Bucks' has been chosen as the site of the afternoon dive. This consists of the Inner Buck and (surprise, surprise) Outer Buck which I remember from previous excursions as large deep gullies with a sandy bottom, covered in Sole. Richard and I plan to traverse a route between the Outer Buck and the Inner Buck. Unfortunately, we found Buck all. Our dive mainly in kelp, the others are warned off and dive further out where the best diving was to be found, more in keeping with my memories of the site.

Returning to Lamorna, the divers are dropped off and I run Scrappy back to Penzance at high speed. Her other nickname of 'The Slammer' is justified as the high speed return is more like a bounce back. While offloading bottles for filling, Scrappy starts to complain in a dramatic fashion by ejecting boiling water from her tell-tale. The last 100 metres to shore are covered in tow by Scuba-Doo. Looks like we could be seeing the end of Scrappy.



Scrappy-Doo is towed in

Our last evening in Penzance and out for a celebratory meal. Craig brings forth all his negotiating skills to haggle the Chinese restaurant down on a meal for twelve. His considerable skills allow us all to eat at the same table as long as we organise it ourselves. Suitably replete with pancakes, we retire to the hostel for much needed rest.

Jackie's ear-plugs which seemed such a strange choice to bring on holiday become more of an essential item as the Penzance chainsaw massacre starts up overnight.

Mon 16 Sep

Monday dawns and still people want to dive! Is there no end to their enthusiasm? All sites are rejected as too far or not challenging enough so for our final dive, the Hellopes is selected. My enthusiasm is only slightly dampened when I find my bottle has been neglected to be filled. Jackie's enthusiasm is only slightly dampened when she finds out it's to be a wreck dive (sigh!)

For a change, we set off with all kit on board.

Oops, no, spoke too soon! Somebody's forgotten his dive computer again. Apart from losing some buoys and a free swimming conga, I can't remember very much about this dive. I remember thinking on our long decompression stop that these new dive computers with games would be damned useful right now. I also found it's difficult to blow air rings while wearing full kit.

Returning to Penzance, the boats are washed out and prepared for the trip home. A swift lunch and an even swifter wee and we're off for the long trail home. All too soon and it's time to stop..... to pick up the broken



Richard and Craig (post-Superman phase) with 'Frameless' Scrappy

tailboard. Gaffer tape to the rescue and once more we're off. A few hours motoring and Taunton Deane services hoves into sight. Scrappy makes one final stab at immortality as the A-frame makes another break for freedom. Craig plays Superman and with a mighty leap, bounds across the boat and rends the A-frame from the boat. One more, Mr. Gaffer-Tape makes a reappearance to bind the frame into the boat.

Despite Craig's threats, no reports of Viking funeral's of Humber boats are heard and both boats are finally homed at 9:30pm.

And what can we learn from this sorry tale? Well certainly with our experience, never leave home without your trusty reel of Gaffer tape.

Simon

p.s. Thanks must go to Richard for organising a very pleasant weekend away and for putting up with my underwater tutting! Apologies to anyone who takes offence with my meagre attempt at a humorous slant on the weekend's events.

* ophiciophobia = Fear of Snakes

Musings of a Grumpy Old Git – Simon Yardley

For some reason, our bullying WB editor thinks that the ramblings of one of us old timers might be of interest you new young whippersnappers.

Back in the dark distant days of 1984 BC (Before Children), I had an interesting holiday in the Algarve - interesting in ways you wouldn't believe and that I won't expand upon at the moment but suffice to say, it involved a gay chef on roller-skates(!).

While lounging on the golden Portuguese sands I borrowed a friends snorkel and splashed around in the sea for a while chasing fish in the rocks. It struck me that childhood memories of Jacques C on the Calypso and this messing about with snorkels might be fun to pursue as a hobby.

On return to England I kept mentioning to my flat-mate and drinking buddy that I wouldn't mind taking up this diving lark. Eventually he got bored with my procrastination and suggested I did something about it. Scanning the local paper, I noticed an advert for Diving at Northolt and duly turned up on the Tuesday night to have a go. "No you young fool", I was told, "we do highboard diving, but come down on Thursday night, I think a club meets then".

I duly went down, and having taken the dreaded A-Test, proved I could float for 3 minutes with both hands above my head (always useful in diving), was immediately sent away to get a medical and chest X-ray done. Back to the club and having crossed a palm with silver, I was enrolled on the next trainee course and assigned together with my buddy (whose name now escapes me) to my new found fount of all diving wisdom, namely Mike (I'm useless with names) Howard. 4 or 5 months of arduous training and I was ready to try open water. In my case, this baptism of fire was to be in Black Park on Boxing Day 1984. I quote from my dive log for that dive:-

"Great dive! All the way across the lake and back. Would have enjoyed it more if I had put some air in my lifejacket". I guess I just liked crawling along the bottom in mud!

And so onwards and upwards through the rigours of Sports Diver, Dive Leader and that exalted position of (pause for fanfare), Advanced Diver. Memories of these times are:

- Arriving at the launch site and having to build the boats before we could go diving - they were stored rolled up on a box trailer.
- Mike Jessop turning up for a dive with his goody-bag (onion bag) and crab-hook (coat hanger). We also transported the engines to a dive site as best we could. One particularly memorable occasion Mike took the engine down in the boot of his Metro. We were all waiting to dive but couldn't leave as Mike had disappeared with the engine to have breakfast!
- Because the boats and engines travelled separately, the boats were built and then the engines attached at the dive site, the reverse process of course occurring at the end of the day. No longer do we have to suffer by hauling a 40hp Mariner up the shingle beach at Black Rock car park in Brighton with an engine between us.
- Black rock car park was also the location where I first got changed for a dive while it snowed on us. Brrrrr! My eagerness to dive in chilly April waters seems to have now deserted me!
- I'm sure Richard, our esteemed Chairman (at that time Equipment Officer), will be happy to relate the tail of the trailer breaking down in Wales. It snapped in half but a kindly farmer took pity on us and re-welded the trailer back together, in the process blowing every fuse in his house.
- Having reached the dizzy heights of Dive Leader, I was allowed to take Novices in for their first sea dives. For some reason (which escapes me now), I ended up taking a Novice diver in and we ended up needing to do decompression. Unfortunately, this being before the days of safety stops and planned decompression, I wasn't weighted heavy enough to stop at 6m. I ended up doing the stop by standing on my heading and finning down for the 1 minute duration. Gawd knows what the Novice thought of it all!
- My early days of diving were done using the BSAC decompression tables, a variation of RNPL table 11 if I remember correctly. These were not designed to do more than one dive a day so BSAC had introduced a rule that allowed them to be used for 2 dives. I can't remember the exact way it was applied but it was something like: If you less than 9m, you can stay there all day, over that and there was some penalty you applied to the second dive depending on how deep you planned to go. I had many happy hours arguing with one of the instructors about how these tables worked. Those of you who know me will not be surprised at this. After many successful dives on these tables, the BSAC 88 tables arrived. Suddenly, multiple dives on a day at multi-levels became a lot easier although at the time I remember thinking that there were going to be a lot more incidents as the new tables seemed 'too generous' compared to the existing fudge method on table 11. Others shared these views at the time. It seems we have been proved wrong and the tables (or perhaps the change of mindset that they provoked) have made diving a much safer sport.
- Perhaps the biggest change to the sport came at about the same time as the introduction of the BSAC 88 tables, that being safe, reliable, true multi-level dive computers. The first of these was the Aladin, closely followed by the Suunto. Unless you were there, you cannot believe the impact these had. Unfortunately, like the girl with the curly lock of hair, 'When they were good they were very, very good but when they were bad they were horrid'. Turn them on and they wouldn't turn off. Get them wet and they wouldn't turn off. Come up from a dive and they wouldn't recognise that the dive had ended. I took mine

back to the dive shop and was given the memorable advice, 'well take a towel with you and dry the contacts'. An interesting proposition on an inflatable being bounced across the sea together with all on board. Rob Willin was with me on board out of Kimmeridge when I uttered the memorable line, 'This bloody computer won't switch off, I wish I could lose it and do an insurance claim'. Well stone me if that is not exactly what happened. And to this day, people still believe I did it on purpose.

- More kit upgrades happened about this time and we moved to new brand new boats with virtually brand new engines. We also acquired an engine trailer. It also taught me one of the first rules of towing - always check the trailer is attached. We were diving in Wales and I was taking the engine trailer. Hooked up by someone else, I set off back to the campsite. A quick glance in the mirror revealed the trailer heading off eastwards. Fortunately, its solo journey was soon over with only minor damage to the electrics.
- I'd always been taught that the inherent buoyancy found in an inflatable made them one of the safest diving platforms. With new inflatables we proved it in Wales. Heading out of Milford Haven one morning with a heavily loaded boat and too much weight in the bow, we hit a large wave and briefly became a submarine. Even with 6 divers, their kit, and the boat toally full of water, we still managed to float AND the engine continued to run. Turn back from the swell we managed to empty the boat through the drain holes and went back to the haven and dived in there on the Dakotian.
- Ever onwards and to the latest set up, RIB's with GPS, Sonar and radios. Centre console was a major innovation. We used to steer the boats by sitting in the rear of the boat and manually turning the engine via a tiller, the throttle working rather like a motorcycle throttle. As soon as you throttled up, the bow raised and all sight of where you were going was obscured. Suddenly, perched up in the comfy seat, visibility was excellent and you got a comfy ride. GPS and sonar gave another new dimension to our diving. No more dragging the anchor to guesstimate depth and location, with these tools we could accurately tell where we were, how deep it was, what the bottom was like and how big the fish were. I know some would say that we still couldn't locate wrecks but I would ask these Thomases to ask Jackie about her dive on the Gascony; 10 miles travel from Bracklesham and we zoomed into the spot located on the GPS. As we arrived, the sonar showed a large object sitting on the sea-bed. Disbelief all round so we spent 20 minutes searching for it. Back to the GPS mark and there it was. In we plopped for an excellent wreck sitting in deep water off of Selsey.
- The O'Dowd family also appear in another incident off of Challaborough and another almost sinking. John will relate the story of the dive boat that came back (probably from the Persier) with amongst others, John on one of his early dives. Rounding the entrance to the bay, the cox steered the boat over the sand bar at the entrance. Mistiming the entrance, a wave caught the back of the boat, lifted it up and emptied the divers into the briny. Poor old John was left aboard as the sole member of the diving party with no idea how to drive a boat. Fortunately all were recovered and no equipment was lost.

This being my BC period, exotic foreign diving holidays were the name of the game, all of which have their tales to tell, including the honeymoon with 12 other divers. Space pressing and aware that I'm starting to bore you, I'll close on the description of what I consider to be the best dive I ever had.



Not very clear but a memorable dive feeding sharks in Thailand

We flew to the Maldives, got a small boat to an island in the middle of nowhere for 2 weeks diving. The dhow-like boat took us back to the airport island to dive the Victory. This was a freighter that had rammed into the island in the mid-70's and then gracefully slipped back and ended up lying upright against the side of the island. We dropped down to the top of the wreck at 20+m, some went to the seabed at 30+m but were soon back to the deck which was covered in soft-corals and sea-fans. We swam through the wreck in crystal clear water. The wreck was so recent, even the ghetto-blaster radios were still lying on the beds which even had bedding. Onwards and upwards all through the wreck and up to the bridge. It even had the binnacle in place. Out through the window to find the whole of the wreck bathed in blue, Indian Ocean hues. Totally covered in anemones with all manner of reef fish, Sergeant Majors, Cardinal fish, surgeon fish, parrot fish, Morays - you name it, they were there. All too soon, a return to the surface was called for and after a quick safety stop at 5m, back to the boat where the boys took off you kit, fed you fresh coconut and the dancing girls started their sensual massage....oops, no, that last bit was somewhere else....or was it in my dreams?



Me with Angel fish and Marigold - BC

Hope this hasn't bored you too much, safe diving,
Simon Yardley
CI5913 ASO and bar

Medical forms..a reminder

As the new diving season looms large over us, and the revals will start soon, can I please remind everyone that you must be in possession of a current medical form before you get in the water (pool or otherwise).

There are two types of medical form in use in the club. New members will have self certified on a form that is valid for one year only. Answering 'yes' to any of the medical questions means that you have to consult a diving medical referee before you can go diving. Older members of the club are likely to be in possession of a 5 year medical form obtained by a visit to a doctor (probably for a fee).

In either case, your medical certificate is only valid if there has been no change in your health status. Copies of everyone's medical certificates must be held by the club.

This year, as part of the revals, all members will be issued with a self-certification medical form, whether they are in possession of a current medical or not. Please take time to read the form and check that you can answer 'no' to all the questions. The completed forms should be returned to the treasurer, Dominic Watts. In this way we hope to ensure that everyone starts the dive season with a clean bill of health.

We would like to remind you that continuing to dive with an undeclared medical problem can be hazardous not only to yourself, but also to your buddy. Furthermore, your BSAC third party insurance is invalidated. If you have any queries or problems please discuss them with the Diving Officer, Nigel Ealand.

Norway Trip

I am looking to fill places on a trip to Norway this summer. Would anyone in your club be interested? If you could pass or forward this, I would be grateful.

Thanks
Joe Burnell
Chiltern Divers BSAC 1590
01525 384533
0773 4059009

Details

Boat Jane R (Liveboard see DIVE)

Location Norwegian fjords from Bergen

Diving Wrecks - intact and almost undisturbed. There is a policy of no taking of artifacts in Norway. The wrecks have not been clipped or wired to remove obstructions to shipping either. Lots of marine life and great vis 20+ metres. Most sites were sitting on a bottom of 30m or sitting on their sterns at depth (60m possibly more) but with their bows at 10m. (similar position to the Ronda, Sound of Mull).

Nitrox available on board

Cost includes bed, all food, diving, air (nitrox extra), cylinders (6 15litre and 6 12 litre cylinders on board), weights. Bergen round trip £500/week Sat to Sat

More details contact myself

New BSAC Diver Training Programme, commencing September 2002

As you will all be aware BSAC have been working for a number of years on updating the training programme. This programme has now been issued for implementation within the Branches. All the new training materials (both diving manuals and instructor notes) have been received and are available to view from Craig. He will attempt to answer any queries you have. Please bring your blue Qualification Record Book with you to help us plan out what your training requirements are.

Diver Training within ESAC

Having reviewed what we think are everyone's current training requirements, and discussed the issue within committee, it has been decided that we will be embracing the 2002 diver training syllabus with our new intake of trainees this winter. All members currently training under the old scheme will only be encouraged and supported under the old scheme until 1st September 2003. The following timetable has hence been established:

Sports Divers

There are currently no members under going sport diver training. The Club will therefore only be supporting the New Sport Diver scheme.

Dive Leaders

Those people who have started Dive Leader training and wish to continue with the old Dive Leader scheme will have the Club's support until 1st September 2003, after this date no further Dive Leader training, under the old scheme will be supported. This will mean that those members who have failed to gain the required skills by this deadline will have to swap to the new Dive Leader scheme, and commence training from scratch.

Advanced Diver

Those people who have started Advanced Diver Training and wish to continue with the old Advanced Diver scheme will have the clubs support until 1st September 2003, after this date no further Advanced Diver training, under the old scheme will be supported. (Note BSAC will only be running the SDC's in the current format for the next year). This will mean that members who have failed to gain the required skills will have to swap to the new Advanced Diver scheme.

What do you have to do?

1. A grid detailing everyone's current qualifications has been prepared. Please check that this is an accurate reflection of the training that you think you have done. Please talk to Jackie or Craig if you think that this table is wrong.

2. If you hold an existing Club, Sports or Dive Leader qualification, you will have missed out some elements of the equivalent new qualifications. These 'transitional' requirements will be picked up as you progress to the next grade. Some of the components are theory lessons, and some are small parts of the open water practical skills. On the good side, there are some skills that you get credited for at the next step, so you don't have to repeat them (although refreshing your skills is never a bad thing). The transitional lectures will be held on 18th January, 15th February and 8th March 2003. At the end of this document is a detailed list of transitional arrangements. Please check which elements you require.

3. Members progressing on to the new training programme with an existing BSAC qualification will have to purchase a new Training Pack that contains the relevant materials for that grade. The Pack will also contain a new Qualification Record Book and specific pages, which allow the transition training to be recorded. Training packs cost £30 for Ocean Divers and £20 for other grades. Subsequent training notes for higher grades can be purchased at £8 per set. These will be available for you to look at on Thursday 17th October. Packs can either be purchased or ordered on that date.

Detailed Transitional requirements

With the introduction of the Revised Diver Training Programme in 2002 it is recognised that existing BSAC members already qualified as Club/Ocean, Sports or Dive Leaders will not have covered all the content of the new Programme. Where they decide to continue training to the next higher grade it is important to ensure that the balance of the components are completed, as the new course will depend on building on these skills. In some cases existing skills may also provide credit for elements of the next or higher grade. For each diver grade these elements are detailed below.

Old Club/Ocean Diver to New Sports Diver

Transitional training requirements to be included when continuing training on the 2002 Sports Diver training syllabus:

1 Part of Ocean Diver Theory 0T5 — Going Diving
(The Dive Marshal's role, Before the Dive, Post Dive, Underwater Pilotage)

2 Part of Ocean Diver First Open Water Dive 001
(Weights/weight belt jettison.)

3 Part of Ocean Diver Second Open Water Dive 002
(Dry suit related aspects including initial use of drysuit, including inversion recovery, suit inflator release and reconnect. Pilotage)

4 Part of Ocean Diver Third/Fourth Open Water Dive 003/004
(Demonstration and do — Dive Leading)

5 Part of Ocean Diver Fourth Open Water Dive 004
Casualty weights/weight belt jettison.

Credits carried forward to Sports Diver training on the 2002 syllabus and not requiring repetition:

1. Use of SMB
2. Compass use.

Old Sports Diver to New Dive Leader

Transitional training requirements to be included when continuing training on the 2002 Dive Leader training syllabus:

1. Part of Sports Diver Theory ST1 — Sport Diving
Assessing diving conditions
2. Part of Sports Diver Theory ST3 — Equipment & Techniques
Shotlines, DSMB, Additional Surface Aids, Distance Lines
3. Part of Sports Diver Theory ST4 — Deeper Diving Reference
Nitrogen narcosis
4. All of Sports Diver Theory ST6 — Going Diving
Dive Leading, introduction to Nitrox & Rebreathers, Assistant Dive Marshalling.
5. Sport Diver Open Water Lesson S03,
Practical demonstration and use of distance line.
6. Sports Diver Open Water Lesson S04
Practical demonstration and use of DSMB.
7. Sports Diver Dry Practical Lesson SPI
Assistant Dive Marshal.

Credits carried forward to Sports Diver training on the 2002 syllabus and not requiring repetition:

1. Dive Leader Open Water Lesson D07, element 4
Controlled buoyant lift, AV and CPR

Old Dive Leader to New Advanced Diver

Transitional training requirements to be included when continuing training on the 2002 Advanced Diver training syllabus:

1. Dive Leader Theory & Practical Classroom — Oxygen Administration Lessons
Alternatively this may be signed up if the student holds the Oxygen Administration Award.
2. Part Dive Leader Theory DT8 — Dive Planning
Alternatively this may be signed up if the student has attended a Dive Planning & Marshalling SDC.
3. Dive Leader Theory DT9 - DT11 inclusive — Practical Rescue Management
Alternatively this may be signed up if the student has attended a Practical Rescue Management SDC.
4. Dive Leader Theory Lesson DT12 — The Role of the Dive Marshal
Alternatively this may be signed up if the student has attended a Dive Planning & Marshalling SDC.
5. Dive Leader Open Water Lesson DOI - Practical demonstration and use of DSMB midwater
Alternatively this may be signed up if the student has attended an Advanced Diving Techniques SDC or holds the Advanced Nitrox Diver qualification.

6. Dive Leader Open Water Lesson - D04 Practical demonstration and deployment of shot — lift, shift and recovery

Alternatively this may be signed up if the student has attended a Search & Recovery SDC.

7. Dive Leader Dry Practical Lesson – DPI Dive Planning & Marshalling

Alternatively this may be signed up if a student has attended a Dive Planning & Marshalling SDC.

Credits carried forward to Advanced Diver training and not requiring repetition:

1. Diving and Rescue Skills Lesson A01, element 9

2. Rescue Skills and Management Review Lesson A02, element 4

Recommended revision

DT1 as a lead in to the practical dive marshalling elements of the Dive Leader course.

Old Advanced Diver to New First Class Diver

Transitional training requirements to be included when continuing training towards the First Class Diver qualification:

None - but it is recommended that if an Advanced Diver is going to advance towards First Class Diver, as initial preparation, they review Advanced Diver Theory Lessons AT1—4 and Advanced Diver Open Water elements 1—8.

New Advanced Diver Qualified on the 2002 syllabus to New First Class Diver

For divers who qualify under the new training syllabus as Advanced Divers, training and competency at rescue skills will equate to the current Advanced Lifesaver Examination and thus this element of the new Advanced Diver training can be carried forward towards the First Class Diver exam.