

BUBBLING UNDER



Banbury Sub-Aqua Club Newsletter

September 2009

What's on Calendar		
September	2 nd and 16 th	Night Dive 
	3 rd	Compressor Rota: Rob Gericke Pool Marshal: Shaun West <i>Fursdy Skillz</i> - Thursday Night Training Sessions
	5 th	Dive Leader Training covering DSMB & Rescue Skills (Chelsea & Fulham)  Contact Frank Betts
	7 th	BANSac Committee Meeting
	10 th	Compressor Rota: Mike White Pool Marshal: Axl West
	12 th	International Plastic Bag Free Day - The Marine Conservation Society (MCS)
	12 th to 13 th	West Wales - Dave White
	17 th	Mary Rose Talk - 8pm in the Crèche
	17 th	Compressor Rota: Dave Singleton Pool Marshal: Graham Barber
	19 th to 20 th	MCS Beach watch Big Weekend 2009 - Marine Conservation Society
	19 th to 20 th	Practical Rescue Management (Chelsea and Fulham) at London &  Contact Frank Betts
	24 th	Compressor Rota: Jeff Carvell Pool Marshal: Dave White
October	1 st	Compressor Rota: Graham Barber Pool Marshal: Duane Knight
	3 rd and 4 th	Wreck Appreciation - Chelsea & Fulham London & 
	5 th	BANSac Committee Meeting
	8 th	Compressor Rota: Axl West Pool Marshal: Ken McDougal
	7 th and 21 st	Night Dive 
	W/C 10 th	Whirlwind - Northern Wrecks of the Red Sea - Rob Allen
	15 th	Compressor Rota: Dave Merry Pool Marshal: Ken McDougal
	17 th	Dive Leader Training covering DSMB & Rescue Skills (Chelsea & Fulham)  Contact Frank Betts
	22 nd	Compressor Rota: Clare Barber Pool Marshal: David Spencer
	24 th to 25 th	DIVE 2009 NEC Birmingham 
	29 th	Compressor Rota: Duane Knight Pool Marshal: Clare Barber Annual General Meeting
November	2 nd	BANSac Committee Meeting
	4 th and 18 th	Night Dive 
	5 th	Compressor Rota: Doug McLennan Pool Marshal: Brian Crockett Deadline for BANSac photo competition digital submissions - More Details to follow
	12 th	Compressor Rota: Dave White Pool Marshal: Martin Cook BANSac Annual Photo Competition
	19 th	Compressor Rota: Ian McLennan Pool Marshal: Shaun West
	26 th	Compressor Rota: Ken McDougal Pool Marshal: Axl West
	28 th	Dinner Dance 2009
December	2 nd and 16 th	Night Dive 
	3 rd	Compressor Rota: Brian Harris Pool Marshal: Graham Barber
	5 th	Diving Officer's Conference - Institute of Education, London
	7 th	BANSac Committee Meeting
	10 th	Compressor Rota: Paul Crooks Pool Marshal: Dave White
	17 th	Compressor Rota: Martin Cook Pool Marshal: Duane Knight
	24 th	Compressor Rota: Shaun West Pool Marshal: TBA
	29 th	Compressor Rota: Rob Gericke Pool Marshal: TBA
January	7 th	Compressor Rota: Mike White Pool Marshal: TBA
May	1 st to 3 rd	Dive Fest - Pentewan Sands, Cornwall



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- o £1000 - Thank you very much!

Marine Conservation

This month I have included a couple of articles on the activities of the Marine Conservation Society (MCS). The articles are related in their attempt to point out what we can all do to help the marine environment we all enjoy so much.

Ken entertains us with his antics on the boat-handling course and BSAC instructor Richard Trevithick gives us an overview on the practicalities and advantages of the club boat.

In the diary this month, thanks to Frank, you will find details of another collaboration between Banbury and "Cheltenham and Fulham Sub-Aqua Club" with a series of Dive Leader training covering "DSMB" and those essential "Rescue Management" skills. I would encourage both those budding and rusty dive leaders to join us, for this will be an excellent learning opportunity.



Safe Diving **BUBBLING UNDER** Editor *Shaun West*

International Plastic Bag Free Day



The world's first Plastic Bag Free Day will be on the 12th September 2009. We are asking shoppers to ditch plastic bags for good! Just take a reusable bag with you when you shop.



There are many ways you can support Plastic Bag Free day. Leave plastic bags at the checkout, help to make your town Plastic Bag Free or join in the celebrations at town's that have already stopped using plastic bags. You could also write to shops and supermarkets asking them to support the day.

Why should we all go Plastic Bag Free?

Each household in the UK uses 300 plastic bags every year. Even when we dispose of them correctly, plastic bags often get blown out of bins and landfill sites and end up littering our land and oceans.

In the sea plastic bags look very similar to jellyfish. Many marine animals, such as whales and turtles, accidentally eat the plastic bags but they can block their digestive systems and may cause them to starve to death.



MCS organises beach cleans and litter surveys and plastic items are the most commonly found items. Plastic litter has increased by **146%** since 1994. In 2008 our volunteers found 8,174 plastic bags on just one weekend.

This has to stop, and it is easy to change. Join in on Plastic Bag Free day and ditch the plastic bags for good!



Reverse's And A Figure-Of-Eight In The Sun

With a description of tight turns, and figures of movement, you would think that "Dancing on Ice" had come to BANSac; or at least that's what my wife thought when I described THE BOAT HANDLING COURSE.

Grand Day Out

On a hot week-end, Phil Gulliver (and his dad) and I, under the instruction of Frank Betts and Dave Singy, proceeded to spend a Saturday in the boat house, listening to theory and inspecting the boat, while others frolicked and generally "made hay" in the adjacent park. Now I understand how the boat actually is organized, and the checks and work needed before Ginge One heads for the briny.



On to Southsea on the Sunday, just the sort of really hot sunny day that I looked forward to spending in a dry-suit. After an early start from Banbury we arrived, just as the local boat club was launching their member's' fishing craft, on a rising tide; with the flow along the channel increasing, we soon learned the need to hold on to Ginge's bow, or we would have been running along the bank shouting "stop that boat"!

Once out to sea, we all had a good time roaring around, running up to buoys, swerving to avoid debris, and generally getting experience of boat handling, although the flat calm sea did help.

After all the necessary practice, we roared over to Cowes on the Isle of Wight, where lunch was served and Mums were phoned to say what a great time we were having. Sitting in the sunshine at Cowes, you could see how driving boats is good fun, and necessary if we are to run dives at sea.

Back to the Southsea inlet for the necessary "Dancing" manoeuvres and jetty practice, and then out of the water.

Definitely a GRAND DAY OUT, and necessary if we are to retain a boat in the Club – YOUR TURN NEXT?

Ken McDougall

Thanks to Frank and Dave for their organisation and congratulations to:

- o Phil Gulliver
- o Paul Gulliver
- o Ken McDougall

On completing the boat handling course

MCS Beachwatch Big Weekend 2009

19th and 20th September



Help to turn the tide on litter!

The Marine Conservation Society (MCS) needs your help to halve the amount of litter on UK beaches by 2015. Surveys have shown that litter on our beaches has more than doubled over the last 15 years.

Join MCS over the weekend of 19th - 20th September at any beach around the UK, and help make Beachwatch Big Weekend 2009 the biggest ever!

The tide of litter washing up on our shores can kill some of our best-loved marine wildlife. Over 170 species including turtles, whales and seabirds are known to have mistaken marine litter for food resulting in starvation, poisoning and fatal stomach blockages. Animals such as seals and dolphins can get caught up in discarded nets and other plastic packaging and drown. Thousands of volunteers take part in Beachwatch Big Weekend every year, making the event the biggest and most influential project in the fight against beach litter in the UK.

If you want to make a difference and help us turn the tide on litter, register on-line now at:

www.adoptabeach.org.uk/pages/beachwatch.php?title=beachwatch%202009

Or call the MCS litter team on 01989 567807.

You can also sign MCS's petition calling for a Government Action Plan on marine litter

www.adoptabeach.org.uk/pages/beachwatch_petition.php

The Marine Conservation Society (MCS) is the UK charity dedicated to caring for our seas, shores and wildlife. MCS campaigns for clean seas and beaches, sustainable fisheries, and protection for all marine life. We are celebrating our Silver Jubilee in the year 2008/09, 25 years of groundbreaking work to protect our sea life - from whales, dolphins, sharks and turtles, to fish, plankton, corals and crabs. You can support MCS in our vital work to save our seas, by joining MCS as a supporter, making a donation, or taking part in projects about mcs. MCS also has dedicated marine conservation programmes for Scotland and Wales.

Gozo Trip June 2009



by Robert Gericke

This year the trip to Gozo was organised by Dave White to sort of coincide with his big 40 birthday and what a trip it was! Some of us left from Gatwick on Friday the 12th and the rest joined us the following day. The trip to Gatwick on a Friday afternoon was as you can imagine, but was made much more enjoyable by trying to see who could get the most waves or smiles from the ladies on the other side of the M25 while crawling along. The game was rightly called Motorway Dating. I think Jeff was the winner, not sure the final positions for Andy Dave and Myself?

Flights and the transfers from Airport to apartments were very efficient perhaps made quicker by the cab driver wheel spinning his taxi through the quiet villages in the middle of the night!! Pretty much a white-knuckle ride from the airport to the ferry terminal. A short hop on the ferry from Malta and we were safely on Gozo for a more controlled taxi ride to the apartments in Marsalfon Bay, after a short stop to collect the keys to the apartments. We arrived at the apartments at around 4am (I think) and decided to stay up as the sun was rising and our apartment balconies looked straight out to sea where the sun was shortly going to rise!

“Sir Allen Key”

After fiddling with dive gear getting prepared for the day ahead we walked into town to take possession of our rickety modes of transport for the week. Two clapped out Suzuki 4x4 jeep type things. Both had hardly any breaks, lacked power, but got us all round the Island all week safely and even after a spot of 4x4ing, racing through the streets and surviving a rear ending by One-Pablo- Simon-Meredith!!

Once all the cylinders were sorted and loaded it was off for the first shake down dive at Xwieni Bay to check everyone's gear that had arrived so far. All went well for about two of the divers, the rest had various issues with kit so after an aborted dive it was back to the dive shop to buy new bits, borrow bits, swap bits and even have whole sets of gear service and tested. The issues weren't all down to lack of kit maintenance but also dodgy inserts in the cylinders. Which meant the rest of the trip was spent continually removing the good inserts and transferring to refilled cylinders every time. This exercise led to the purchase of an Allen key by Mick who was named “Sir Allen Key” a few days into the trip, so if you see him, you now know his new name!!! Once all the gear was in operation it was back to Xwieni Bay for the first Proper dive.

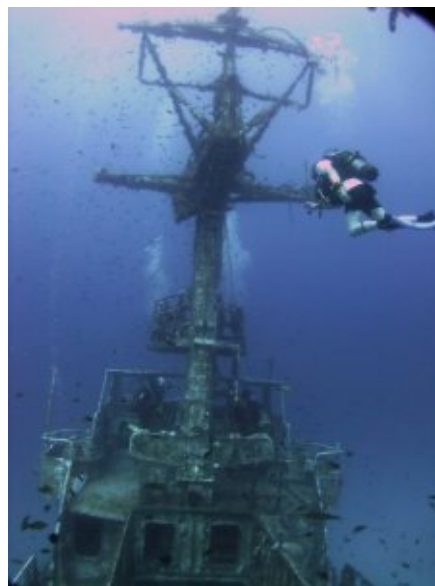


After the days diving it was back to base for showers and into town for a meal. Brian very strategically sourced a restaurant offering free starters, beer and wine with just the mains and desserts needing paying for. What a bargain, not only was it just about for free the portions were massive and the food fantastic. After our mains the rest of the party joined us for a few drinks after arriving on Gozo. We ate there every

night except two, of which the owner was most disgusted and at one point was even gesturing to us, literally across the bay that we were mad in the head for eating at a competitor's restaurant! He did later explain to us that no one in the village liked or trusted him... The other was a BBQ!

Some of the other dive sights we did were

- Mgar Lx-Xini (4 dives where some of us saw our first ever Sea Horses.)
- Blue Hole (1 dive)
- Inland Sea (1 dive)
- Night dive at Xwieni Bay
- Reqqa Point (2 dives)
- The P-29 (1 dive)
- Comino Caves (1 dive)
- Middle Finger (2 dives)



P25 By Rob Gericke

Mgar Lx-Xini was done four times as it is set in a beautiful valley and also where the Sea Horses were. We were lucky enough to find them on the first dive but never seen again after that ☹. After the 3rd dive here we had a BBQ down on the beach before heading home for the evening. One of the best dives of the week (and I think everyone felt the same) was at Reqqa Point. It was just one of those dives where everything just went right, the vis was ridiculously fantastic. I could see Andy and Jeff as if they were 3 meters away, doing some depth progression at 50 meters and I was at 20 meters!!

“Zorro's Cave”

On the 17th we chartered a boat to dive the P-29 and Camino Caves. Both excellent dive sites. Camino caves have some good swim throughs in the pitch black, masses of schooling fish. Also, through a cave called Zorro's Cave. Called this as you swim through a hole in the rock that is in the shape of a “Z”. Pretty dramatic as you near the opening as you approach the Z and peer out into the blue after going through the pitch dark! Time between dives was spent having lunch on the boat that was prepared on board by the skipper and crew. BBQ spare ribs, prawns, fresh Snapper, breads and salads which were had while moored up in Blue Lagoon.

Middle finger was another good dive. It did take some getting to as directions were a little confusing but after making our way down the hill, past the local sewerage plant we finally arrived at our dive site. A simple shore entry, head out to sea a bit and suddenly this massive pinnacle looms out of the blue. Rising from 60 meters plus to just 4 or 5 meters below the surface. A few circuits round the finger and back to shore for a very enjoyable dive, not to mention sighting of a rare Slipper Lobster!



Zorro's Cave By Rob Gericke

We did end up at the local A&E (wouldn't be a trip without one) after Jeff managed to break his toe on Reqqa point when his foot slipped out of his flip-flop. It did take him a few days to eventually visit the doctor after many dives spent in excruciating pain and going through air as if he had twin 12's and a few stage tanks strapped to him!

The second to last day saw some of the party leave for home while others stayed on an extra night. The night was followed by a fantastic meal yet again at our local, followed by a 2am trip to the biggest club on Gozo by some of us. Next morning it was time to pack up and head home. The trip home when smoothly until we landed and none of us had bothered to note where the car was parked. In the end after first ending up in the wrong car park all together and having to go back to the Airport to catch the correct bus, we still ended up with the bus driver driving up and down the lanes looking for our car.



Morey Eel By Rob Gericke

All in all, a fantastic trip with a great bunch of guys. Thanks to Dave White for arranging it and to Jeff Carvell, Andy Guyver, Ian Burke, Simon Meredith, Mick White, Brian Crockett and Gary Anderson for making it worthwhile!

Rob

Flying the flag on Thursdays

Ernie Lester and Colin Miller established Banbury Sub Aqua Club back in 1958. Now with over 50 years of tradition and diving excellence behind us, we should advertise the fact we are still around and still diving. We pride ourselves on catering for a wide range of divers from total beginners to those with extensive experience.

What we can all do is dig out the BANSac T-shirt, Sweatshirt, Fleece or hat and wear it on a Thursday night when you come to club – simples!



Whatever design you have, there is no need to disguise yourself, be proud of your club and help us advertise "Banbury Sub Aqua Club". Dig out your club clothing and fly the flag:

I would like to say a special thanks to all my models for being great sports and leading the way.

Did you spot them all, answers on a post card please.



See you and be seen on Thursdays!



Making the most of your club boat



By Richard Trevithick

A dive club's most costly asset is often its boat, but shared ownership of a RIB also brings responsibilities. BSAC instructor Richard Trevithick provides some advice for clubs hoping to get as much value as possible from their boat

The club boat is at the very heart of any branch that's lucky enough to have one. With proper planning and organisation, they provide a passport to adventure, widening the scope of diving undertaken by the club and at great value for money. However, they do come with overheads, in terms of the cost and the time that has to be spent to keep them seaworthy.

Having your own boat opens up a whole new dimension to diving - the thrill of finding sites under your own steam and the associated seamanship skills that are developed enrich the diving experience. The club boat gives you the freedom to go where you want to dive, allowing exploration of the more unusual sites or those for which you have a particular interest. It is a key facet of the freedom that lies at the heart of diving culture.

When conditions allow, an inflatable or RIB is ideal for moving in close to sites right up against the rocks, giving access to some great walls and wrecks. Finally, for participating members, the club boat should work out significantly cheaper than a commercial charter.

However, running a club boat is not without its share of challenges. If you don't have someone with a suitable vehicle to tow the boat, or suffer from a dearth of qualified boat-handlers, you may find yourself forced to leave the boat snug in its lockup - this is a terrible waste.



When the boat does go out to sea, the trip may not all go to plan. The engine may refuse to start, the boat or trailer can get damaged and shots may miss the intended dive sites. And, of course, a boat requires maintenance. All too often, this falls to a handful of individuals who, with an ever-growing repairs list, lack the time and motivation to see it through. However, with planning and, dare I say, leadership, these issues can be overcome and you can put your RIB where it should be - at the heart of your club's activities.

Ideally, a single branch member should be given accountability for the boat. This 'boat officer' can then coordinate all the work, ensuring that the boat is ready for the season and ongoing repairs are made with minimum disruption to the dive calendar.

When the boat is being used, a checklist can be useful to ensure that all the necessary equipment is brought, saving the

embarrassment of arriving at the coast having left a vital item at home. When the boat is put into storage at the end of a trip, it can be useful to complete a log of any repairs that may be required. With coordination from the boat officer, this work can then be scheduled for completion ahead of the next outing.

For servicing and repair, you need to choose a marine engineer who is qualified to service your engine. Where possible, avoid the temptation to change allegiance when things go wrong. Staying with the same dealer will allow you to develop a good relationship with them.



Don't make the common mistake of overlooking the trailer, which also requires maintenance. Your trailer is also exposed to corrosive salt water, so in addition to giving it a thorough wash-down after use, the bearings should be inspected and re-greased at regular intervals.

The best way to make your boat a success is to make it accessible to all branch members. The Combined Diving Agency (CDA) Boat Handling course teaches students how to use the boat safely. There is no substitute for experience: once returned from the course, members should be given every opportunity to operate the boat under supervision to prepare themselves for the Diver Cox'n assessment, from which they will gain formal recognition of competence. Other boat-oriented courses include BSAC's Chartwork and Position Fixing and Outboard Engine and Boat Maintenance SDCs. Scheduled courses are published in the BSAC's programme of events. Alternatively, contact your regional coaching team.

Members new to boat diving may benefit from a familiarisation day with the boat at the start of the season. This could cover a range of subjects, tailored to members' specific needs, including a review of the safety equipment carried and the launching procedure - where to help, what to do and where not to stand. Combined with a sheltered-water site, first boat dives can also be conducted in a controlled and relaxed environment.

If a shortage of towing vehicles is a problem, your club may choose to store the boat at the coast, either on or off the water at a marina or some other secure location. This has the advantage of saving fuel costs and reduces reliance on designated towers, but also has some drawbacks. If the boat is left on the water throughout the season, you should consider

using antifouling paint to prevent barnacle growth on the vessel.

For inland clubs, the diving programme will be focused on a tighter geographical area and completing maintenance far from home is often problematic. That said, marine parts and services are more accessible at the coast. Some clubs overcome the geographical restrictions by moving the boat around the coast, perhaps leaving it at one location for the first half of the season and then moving it to another for the second half, before bringing it home for the winter.

In good weather, a well-equipped RIB is capable of a significant range, but do check the following - fuel requirements, the group's level of competence and the boat's insurance policy. With due preparation and good weather, many offshore sites and other more unusual sites closer to shore are just waiting to be explored. Remember that some otherwise inaccessible launching points are serviced by tractor-launch operations - particularly useful if you don't have a rugged four-wheel drive vehicle available to launch the boat yourself.

Ultimately, the boat is a fantastic resource for the branch, enabling members to develop a wide range of skills and providing a platform for independent, adventurous diving. However, boats require effective management and a willingness to work together to maintain them. Put in the work, and you'll reap the rewards.

On the water

Voyage planning: before setting out, complete a voyage plan. This will help you consider the 'what ifs' and provide a written 'return to base' vector should the weather deteriorate unexpectedly



Sympathetic boat handling: remember, the cox'n has the most comfortable and secure seat in the boat. So the onus is on the cox'n to travel to the dive site at a speed considerate to all on board, keeping the boat on the plane as far as conditions allow, perhaps zigzagging to alleviate the exhausting and relentless bashing through waves and seek out the most sheltered route for the passage. Locate the dive site swiftly; as divers kit up, hold the boat into the wind to keep nauseous engine fumes clear

Locating the site: using a club boat means that you do all the work in locating and spotting dive sites, rather than relying on the skills of the professional charter-boat skipper. Check that the GPS unit is set to the same datum as the coordinates, adjust the zoom on the echo sounder to give you the best possible image of the bottom for the final approach, and if using a shot-line, ensure it is of an adequate length before deploying

Safety

Safety equipment: the Guidelines for the Safe Operation of Member Club Dive Boats, available from BSAC, contains useful checklists for the safety equipment that is expected of small boats of the type used by a typical diving club

Safety brief: a safety brief before setting out alerts everyone on board to where the emergency equipment is, should the need to use it arise

SEA Check: remember that the RNLI offers the SEA Check service. An expert will review all safety aspects of your boat and offer free advice. You can book an appointment online from the RNLI website: www.rnli.org.uk

Top tips for running a club boat

- Use the boat regularly - the more the boat is used, the more reliable it will be
- Checklists help ensure that all equipment is taken with the boat
- Complete a voyage plan and leave a copy with a responsible party on shore
- Consult the latest weather forecast and be prepared to adapt the plan
- Check the VHF radio works and ensure there is always someone aboard who is competent to use it
- Consider joining forces with neighbouring branches for trips to new areas
- Encourage members to attend the CDA Boat Handling course and Diver Cox'n assessment
- Share out the maintenance workload and give members experience of handling the boat
- Don't forget to maintain the trailer.

Richard Trevithick

Fursdy Skillz



Thursday Night Training Sessions

Over the next few weeks Clare (Wilkowski) and me want to start doing some "general" training and practice in the pool. The sessions will cover many different aspects, from safety and rescue to some more "fun" stuff like kit removal whilst under a little bit of pressure underwater.

For those who have done a pool session with me before you will know I like to mix things up a little and throw in some situations that you may not have thought of before; like out of air whilst in the corridor of a wreck. We'll be using these sessions to hone skills and help people become more comfortable underwater in different situations.

Whilst we'll make it as fun as possible it also provides divers with the place to make mistakes (a safe pool) and also gives them the opportunity to practice and perfect skills and also to share ideas with everyone else.

We have the pool use every Thursday night and it rarely gets used so let's act more like a club and practice our skills in a fun way to hopefully become better and safer divers! I guarantee you won't be disappointed!

To start Thursday 3rd September.

Clare Barber

Grand Raffle



- First Prize:
32" HD Ready Digital LCD TV worth £350
- Second Prize: £100
- Third Prize: £50

The raffle tickets sales are progressing and to date we have raised £140 and this is great but the more we sell the more tickets not only to cover the fabulous prizes but to bring funds into the club. Don't forget for every pound we make over the prize money is a pound less you will have to pay in your club membership fees next year.

Please can we all make a concerted effort to move/sell as many as possible and don't forget there is a prize for the most tickets sold and so far it is neck and neck with Eddie and Paul.

Mary Rose

King Henry VIII's favourite ship



We have a guest speaker coming down to the club on Thursday the 17th of September for a talk and slide show on the Mary Rose.

"The Mary Rose is the only 16th century warship on display anywhere in the world. 1511, she was one of a broadside, and was a Henry VIII. After a career, she sank engagement with the rediscovery and raising the history of nautical archaeology."



Built between 1509 and the first ships able to fire long and successful accidentally during an French fleet in 1545. Her were seminal events in

The talk will be in the Crèche from 8pm and will last ± 1hr. The guest speaker will have slides, books and some artefacts on display.



Geoff Hunt's painting of the Mary Rose

Cost is a pound a head (minimum cost to the club being £35) so we need at least 35 of you attending!!! All money raised will go to the Mary Rose fund.

More information on the "Mary Rose" and the "Mary Rose Appeal" see: <http://www.maryrose.org/>

Rob Gerick

While President of the Royal Society of Marine Artists, Geoff Hunt visited the Mary Rose and became intrigued by the story of this ship, which heralded the building of King Henry VIII's navy. Built in 1509, she was at the forefront of naval technology and served as a flagship until she sank in 1545 off Southsea in a battle with the French fleet. Geoff then studied the ship in great detail, exploring the outer side to get a close up view of the hull before embarking on a major painting. His research has included detailed study of the contemporary illustrations of Henry's navy and much time talking to the archaeologists who were involved in raising the hull and then studying it while it undergoes conservation. Some measure of the painstaking study is the fact that Geoff spent a staggering 113 hours or more of preparatory work before he even lifted his brushes!

RNLI Top Tip



I do a lot of diving. What personal safety equipment should I carry?



Some of the personal safety equipment that you should consider when diving includes surface marker buoys (SMBs), personal waterproof flares or a personal location beacon. Bright dayglo-coloured hoods are also effective when trying to locate surfacing divers, especially for being seen by a search and rescue helicopter. If you are in the water and you see the helicopter coming your way, remove your hood, as this will release some heat from your head which will be picked up on the helicopter's FLIR (forward-looking infrared) camera. Dye is also effective from the air but difficult to see on from the surface. It can be purchased from most dive shops.

And in addition to this voiced at club on Thursday was the advice to include not only your name on the DSMB but also a contact number. Because if you have to ditch your DSMB and its found floating it may result in search being initiated for a missing diver! So if your SMB is found by the rescue services they can at least call you to see if you need finding – Sound advice.



Wreck Appreciation

- 2-day course

Get more out of diving wrecks!



This comprehensive course is very hands-on with practical workshop and theory sessions and two open water wreck dives.

The course covers:

1. What wrecks are - historical time capsules, artificial reefs and havens for marine life
2. Researching information on wreck sites
3. Identifying the major parts of a wreck
4. Equipment and techniques used for wreck diving
5. Marine diversity on wrecks
6. The law relating to 'wreck'
7. How to make basic site sketches
8. Plus two practical dives exploring and surveying a wreck

Who can attend? **Ocean Divers**

Course Aims

The main aims of the course are to show students:

- What wrecks are – historical time capsules, artificial reefs and havens for marine life
- How to get information on wreck sites
- How to identify the major parts of a wreck
- The additional equipment and techniques used for wreck diving
- Marine diversity on wrecks
- Laws and responsibilities relating to 'wreck'
- How to make basic site sketches
- Encourage further wreck study



Theory Lesson

- 1 Wreck Location
- 2 Ship Constructions and Wreck Layout
- 3 Wrecks and Marine Life
- 4 Wreck Diving Equipment and Techniques
- 5 Wreck Laws and Simple Site Recording
- 6 Course Conclusion and Look Forward

Dry Practical Lesson

- 1 Use of Distance Lines and DSMB
- 2 Site Recording
- 3 Kit Configuration

Open Water Lesson

- 1 Diving Techniques and Wreck Orientation
- 2 Wreck Study and Simple Site Recording

Dry Practical Workshop

- 1 Site Drawing



Chart Work And Position Fixing



Aim

To instruct members in the basic techniques of marine navigation to a level which will help them as active divers in planning and managing dives undertaken by a typical BSAC Branch.

- 1 Classroom Lesson - Charts and their interpretation
- 2 Classroom Lesson - The Compass Rose, Position, Direction and Distance
- 3 Classroom Lesson - Methods of Position Fixing
- 4 Classroom Lesson - Tides and Weather
- 5 Classroom - Route Planning
- 6 Practical Lesson - Navigation at sea



Thanks to Dave for providing the Chartwork and Navigation course and congratulations to the following for successfully completing the course:

- Paul Crooks
- Robert Gerick
- Clare Barber
- Graham Barber
- Jeff Carver



Nudibranch of the issue



Archidoris pseudoargus



Common name: Sea lemon

Rapp, 1827

Phylum: Mollusca
 Class: Gastropoda
 Order: Nudibranchia
 Family: DORIDIDAE

Description

With a life cycle completed in a year, this is a large sea slug up to 12 cm long. The top side of the slug is covered in small wart-like bumps (tubercles). It has a ring of eight or nine upright feathery gills close to the posterior end, which are quickly retracted when a disturbance is sensed. The colouration of the sea slug is blotchy and variable and can be yellow, green, brown or pink. There is another variety *Archidoris pseudoargus* var. *flammea* which is bright red all over.

Was once recorded in Shetland being used as fishing bait!

Feeds on siliceous sponges including *Halichondria panacea* (Breadcrumb Sponge) and *Hymeniacion perleve*



Breadcrumb Sponge

Habitat

Found on the lower shore under large boulders and in crevices. Located from intertidal to 300m.

Distribution

Found all around the British Isles. European coast from Norway to Spain, and the Mediterranean.

Identifying Features:

- Oval body up to 12 cm long.
- Mottled in colour, usually yellow but can be green, brown or pink.
- Topside covered in small wart-like bumps.
- Ring of 8-9 feathery upright gills near posterior end.

Shaun West

Next Issue

- ✓ What's on Calendar
 - Details of local and national diving events
- ✓ Nudibranch of the issue
 - Another little critter for you to keep a lookout for.
- ✓ Diving Antigua
 - Grahams adventure on a sun-drenched island.
- ✓ Dive Fest
 - Dave's take on the BSAC weekend.

Coming Soon:

- ✓ Members qualification list
 - To assist all those budding Dive Managers.
- ✓ More "Your new committee"
 - Personalised detail of your committee.
- ✓ Diving South Africa
 - Louise diving in with the sharks.
- ✓ Your article?
 - **Something you want to share?**

"Stop Press"



Dave Singleton has asked me to place this advert for dive kit; the details, as I have received them, are as follows:

Mr Clark is the father of a 41-year-old who tragically died of a heart attack and is selling off his son's diving gear.

- Orange/black Suit size XL in kit bag worn twice.
- Typhoon black size XL style 200112-0020 worn twice.
- Dacor Suit black/royal blue neoprene size XL brand new and matching hood.
- Surf Suit blue/red/black Chest 46" brand new.
- Dacor Nautica Jacket XXL brand new.
- Wet boots 6.5mm XXL and a pair size 11.
- Hydro Tech Gloves.
- Typhoon Knife.
- Technisub Torch.
- Cressi Mask.
- Hydro Weight Belt.
- 2 side weights.
- Tusa Fins.
- Black Hydrotech carrying bag.
- Numerous Diving Books.

Any *reasonable offers* considered

Mr J. Clark
 01527 517 582
 (Redditch area)

