

# The Muddy Puddle

VOLUME 3, ISSUE 2

JUNE 2001

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## The Dee-Lights of Plymouth

Easter has come and gone, and with it the annual club trip to the West Country. It is written in an old charter, or perhaps it is tradition or even a rule of thumb that every Easter the weather and visibility conspire against the club trip and cause the diving to be less than fair.

This year the diving was better than could be expected, with several of the infamously great sights visited and, although not up to their best, gave an excellent account of themselves.

The James Egan Lyan was splendid if a little silty, with a little land run off and early bloom. The

Mewstones area was clear and offered some good life, whilst Hand Deep, as visited by one of the club's hard boats was excellent, although the visibility was a mere 6-10 metres.

One fly in the ointment this year was that unlike previous years, the club's accommodation was split across the Plymouth area, due to someone inconsiderate enough to hold a wedding at the Mount Batten Centre. However Jeanette Cooper has saved the day for next year by booking the centre for the club for next Easter.

Socially many of the new members joined in with the traditions, although many

older members complained about the lack of curry on the weekend, a matter that must be addressed before next year.

Once again there were no major incidents, and several lessons were learnt by both new and experienced divers.

Many thanks to Paul for organising the weekend and all those who lent a hand. Finally many thanks to all who came along for a great weekend, and we hope you enjoyed it.

Paul has booked the boats for next year, and one reportedly has a crane to winch divers into and out of the sea, but beware there is a weight restriction on this, so don't eat so much over Christmas.

## DIVES COMING SOON

**Sunday 17 June 2001**

40m-Wreck  
Brighton  
Channel Diver  
Club Diver

**Saturday 23 June 2001**

Waldrons - 15m  
Littlehampton  
Rib—Tom  
Club Diver

**Sunday 1 July 2001**

50m Wreck  
Eastbourne  
Channel Diver  
Diver leader

**Saturday 7 July 2001**

Warhelmet 20m  
Littlehampton  
Rib—Mark  
Club Diver

**Thursday 12 July 2001**

Basil  
Littlehampton  
Voyager  
Sports Diver

**Sat - Sunday 14/15 July 2001**

30m Wreck  
Ramsgate  
Any Chance  
Sport Diver

**Please confirm with the Dive Marshall the night before that the dive is going ahead!!!!**

## Diving on T.V

### Dive Magazine

On the Magazine channel on Sky Digital, this is a show run by the DIVE Magazine and goes out every Wednesday from 8:00pm for half an hour.

It has news and views from the world of diving, as well as handy hints.

So set the videos

## Alien Invaders in Larkfield

Leybourne Lake, Larkfield, Kent has been invaded by a new terrifying alien species capable of devouring fish, birds and small mammals.

So far only one of the Alien monsters has been seen, more are no doubt hiding in the murky depths. Eye-witnesses saw the beast lazing on a fallen tree in the east on the lake, as they approached it dropped of the tree into water. One described the

beast as dark in colour, wearing dark green armour plate on its body. It had short stubby arms and legs, each tipped with cruel talons. Its head contains 2 black eyes, and an upturned nose. It had no teeth, but a murderous beak to tear flesh from bone. It was about a foot long and evil.

Yes, Terrapins have invaded Larkfield, lock your children away there is a new beast of Larkfield in Town.

## TRAINING OFFICER'S / EDITOR'S RAMBLINGS

Welcome back, I've managed to survive a few months now as training officer, and still no one has tried to assassinate me.

Most people would find it a bit strange doing both jobs as you've got to be nice to people as Training Officer and, how shall I say this, not so nice as Editor, because people want the gossip not the nice cuddly things. Anyhow, it helps, if like me, you're a bit (or in my case, a lot) scytsophenic.

First off, I have decided to stay on as editor until the AGM but will then have to give it up. Truth be known I'm as bored of it as you lot are. I have lost the use of the Bank of America's fine laser printers, which performed so majestically in the service of the club, so I am now having to ask other people to print the mag for you, and am actually having to do some work during the day rather than surf the net looking for news and stories.

But I have been able to retain my network of spies and secret agents whom populate the club, although they have been rather quiet these past few months.

On the training front we have been quite busy, what with lots of training dives at Horsea, and Larkfield.

I seemed to have lost count of the number of Controlled Buoyant Lifts I've seen in the past 2 months, but I know I haven't seen the last of them as a new wave of training is about to begin.

Many members visited the delights of Horsea at the start of April, to undertake some training and a first dip in the salty waters before the start of diving proper. As per usual the vis was awful, and the hoards of divers didn't help.

Most people seemed to enjoy the day and everything went well, although Jamie Dawson still hasn't seen the Helicopter.

Larkfield, the traditional training home is presently undergoing some major changes, with housing being build on the Southern shoreline, and a new road put in. However the club still uses the place as a secluded water-training base. Here compass work, SMB deployment and Rescue skills have been practiced, together with exposure to low and very low vis diving.

Plymouth was a great learning curve, not only for the newer members but also for myself, and I will change a few things for next year (including my tanks). The weekend was aimed at

getting the Club Diver trainees in the water and able to get them performing skills. To this end the weekend was an outstanding success. I have heard grumbling from areas, that aside from Club Diver training, training issues were not address during the weekend, but my primary concern for the weekend was the Club Diver training. Future outings this year are dedicated to other areas of training. I will raise the matter with the D.O. and the Expeditions Officer, so we can discuss the possibility of address the balance for next year's Easter.

Recently we have had three new members join from other organisations. Chris from SSI, and Karen and Bruce from Padi, I'm sure you all join me in welcoming them to the club. They have crossed over under BSAC's Crossover directions and have joined the growing ranks of Club Members. Tom recently introduced them to the BSAC 88 Decompression Tables. They also joined in with the Sports Diver lectures.

Sal and Anna recently under took their Club diver theory test and passed with flying colours, so many congratulations to them, and my thanks to Sue for helping out there.

While big hands for Andy, Jamie, Keith and Natalie who have just been awarded their Club Diver qualifications.

Sports Diver Training is almost finished and Dive leader Lectures have begun.

There have been a number of enquiries into Advance Diver Grade, and this will be dealt with after the Dive Leader course.

My personal thanks to all those who have helped out over the past few months, and to all those who have pledged support for the coming period.

Finally I have had a number of enquiries about either running or attending a Boat Handling Course. The region are running a course on the 15/16 Sept but you need to book early so if you are interested in attending this course please let me know ASAP.

If you require any information on training or on course run inside or outside the club please contact me.

**Chris Boddington**

New Mob : 07855 831472

## Diver(s) of the Month

This month I was under the impression that we were not to be graced with a no Diver of the Month, However, I have recently received information to the contrary, I must also award a belated Diver of the Month from Last Year.

I recently received information regarding an incident which took place in the Red Sea, aboard the Liveboard Royal Diving 3, whilst it was playing host to a motley crew of Croydon BSAC members.

Whilst onboard, this rather new and untarnished liveboard, the crew became rather excited and annoyed that someone had committed a wanton act of vandalism aboard their vessel. Some one had, or so it seemed to them, purposely holed the vessel, not once but several times. They were ready for a lynching.

However, Mark the Dive Guide, calmed them down, and proceeded to investigate. Croydon BSAC members were asked if they new anything about the incident, but no-one calmed to know anything, using quotes like "Well I don't know, do I" and "It must have happen before we boarded 4 days ago" and "Well I was asleep in my cabin, but I did hear some banging next door, but it wasn't that kind of banging, fna fna".

Mark managed to appease the crew, and in return Croydon BSAC took him out and got him wasted, well more like poisoned him will beer.

However, the truth can now be told. During on of those, semi tea-total periods, a once respected member of Croydon BSAC was standing alone in the lounge area of the boat. He noticed the ceiling and being the inquisitive builder type he is, prodded it with his finger, which when straight through the paper like material. We can only assume this confused him as logic seems now to be thrown out of the window, because after checking to ensure no-one saw this accident, he proceeded to stick his finger through the ceiling several further times. As if to convince himself that this was the work of a cowboy builder or could have thought of himself as a little Dutch boy?

Later when asked he denied all knowledge of it, but insisted that if the culprit was onboard that they should own up to the fact, but he also insisted that no-one from our Club would do such a thing.

Ladies and gentlemen, for this example of bare faced cheek, I award a Belated Diver of the Month to our Glorious Diving Officer, Tony "the Dyke" Ray!!! (Somehow I think I will not be allowed to dive anymore this year).

However, our DO's attics pale next this months winner of he award, this prestigious person is an experienced diver, although after some of the comments I have detailed below, I rather feel that they may be busted down to snorkel training with water wings and only allowed to dive in a kiddies pad-

dling pool.

But before we venture into our winner's exploits, here are some close but no cigar nominees.

Whilst in Plymouth at Easter, one club member excelled themselves in the glutton area. Now several members are known to have rather large appetites, however, all fall by the gastronomic wayside in comparison to one individual, who took on his respective hard boat as much food, and we do not fib here, as much food as the rest of the club did between them. This individual also ate all of this food alone, and proceeded to have a full meal in the evening as well. Although the super chocolate ice cream sundae containing three quarters of a litre of ice cream did have stopped. (He was helped out here but one or two vultures from within the club).

This sandwich/chicken-leg/ pork pie munching machine, is mentioned here not for any jest, like so many of this features inmates, but so you can admire and praise him, for he is the man that can out eat Easom, I give you Michael Kinsella.

Our next nominee, comes from the non-articulate world, no not the builder community but from the world of the Hard Boats.

Whilst in Plymouth, the weather was poor, with thick fog prevailing for 2 of the 3 days. However, one skipper was confident in his ability to navigate through such conditions. He persuaded his group of shuttle divers that it should be ok, although he would make the decision further out. Being a No-dive - No-pay system the divers went along with this, and trusted his judgement.

The boat was not overly large but sufficient to handle the divers needs. It had all the latest electronic navigation aids, including GPS, Depth and fish-finders, and Sonar/Radar. However the skipper decided that these "aids" were not needed, and decided to rely on the Force, no not the Force (aka Star Wars), but force of magnetism. Sure enough this sixth sense worked, for only 10 minutes into the journey, out of the fog bank, some 20m distant from the boat loomed a 120m long, several thousand ton, Ocean-going container ship.

Now this wouldn't have been too bad for the skipper, if and this is a big if, if it had actually been moving, but it was moored up at the dockside less than 500m from where the divers had boarded the boat. This was his only failing during the weekend, the engines were given hard astern, and everything recovered. I shall not reveal his name nor his boat, as it is a continuing commercial venture.

Now for our winner, everything detailed was done or said at a recent club weekend away, and if it wasn't for the fact that this person should have know better, if probably won't be recorded here.

The weekend involved some deeper diving, to 35m on some great wrecks. A single decompression dive a day was planned. This individual discussed the

Continued on page 8

### Attention

If you have any ideas for club activities please contact David Elphick as his brilliantly imaginative brain seems to have packed up and gone off somewhere else.

He is presently wracking his friends and associates for ideas for Club events so if you have any please put him out of our misery.

Contact Dave on : 020 8688 5161  
or 0796 7579113

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Gozo 2001

29th Sept - 8th Oct 2001

Diving in the Med

# Weymouth and the M2

Croydon BSAC has long had a relationship with the Dorset town of Weymouth. The seas off Weymouth and its neighbour Portland have long been a Mecca for divers from across Britain.

For many years, Croydon BSAC used to religiously attend Weymouth every Easter. Many of the more senior / longer serving members will tell you tales of the Pepper pots in Turk's Head, or the wonders of Ringstead Ledges.

Then two years ago the club changed its Easter location to Plymouth and hasn't looked back. The difference between them is the view. But the club still runs a weekend to Weymouth every May, for Sports Divers to dive on the magnificent wrecks in the surrounding seas, including the M2.

In 1927 HMS M2 became the world's first undersea aircraft carrier - a submarine carrying a small two-seater seaplane in a watertight hangar. The seaplane, known as the Peto, and was manufactured by Parnall, it had folding wings, and was launched by catapult off a runway on the deck. When it landed near the sub, it was hoisted on board and into the hangar by a specially designed small crane.

The M2 was built by Vickers in 1918, with a beam of 298 feet. She was originally fitted with a 12 inch gun on her forward deck, but this was removed in 1927 to be replaced with the aircraft hanger.

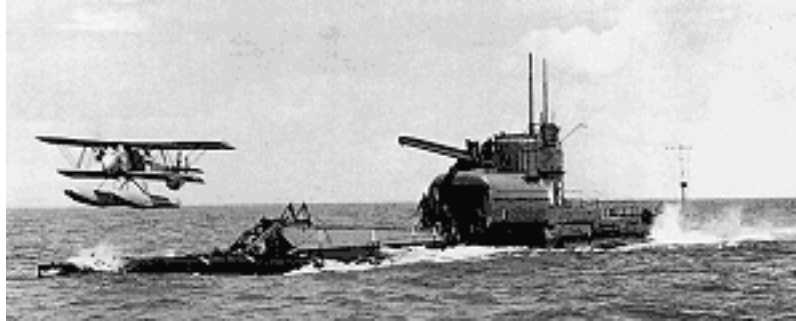
The M2 was one of Britain's secret and experimental M series submarines, which were hoped could provide the winning hand in any future sea battles. Her sister ship the M1 had been fitted with a gun from a battleship. She too disappeared mysteriously whilst on training exercises in the channel. She has recently been discovered and shown on the BBC television programme *Beneath the Seas*. The M2's history, however is well documented and her final resting place has been known (and visited) for some time.

The M2's crew was proud of the speed

with which it could launch the little floating plane. Rising to periscope depth, the submariners would check around for enemy ships, surface, open the hangar door and catapult the plane off on its flight. They were constantly trying to beat their own speed record.

It was this speed which was to kill all the crew. The M2 dived at 10.11am during exercises off Portland on 26 January, 1932, and disappeared. On 29 January all hope was officially abandoned for the 60 crew aboard.

It took eight days to find her. The first divers discovered that the hangar door was open with the plane still inside. The hangar had apparently been opened



while she was still underwater.

A salvage operation retrieved the plane, but after 11 months and a total of 1500 dives involving 26 Royal Navy divers, the Admiralty had to admit defeat over the submarine. On 8 December, 1932, the M2 was left to rest forever on the seabed off Portland.

Today the M2 lies on the sand off Chesil Beach, 30m below the waves. She is still virtually intact with very little sign of aging save for the animal growths for anemones and sponges which cover her superstructure. The top of her conning town lies but 9 metres down. Her bows are at the deepest point, of around 35—36 metres. Here are her 4 18 inch torpedo tubes, now home to Conger Eels.

On her foredeck is the still open Hanger, the only opening to the inner vessel. All the opening into the inner casing have been sealed (quite rightly) by Royal Navy divers.

The M2 is often said to be a haunting dive, the green glow to the water and the eerie silence are not helped by the dull grey-brown vessel and the thought of the 60 men who lay forever entombed in her.

She is a very popular and splendid dive site, and appreciated and respected by thousands. Many of whom quietly pay their respects.

# Sick as a Diver!

**Mal de Mer** is a rather pleasant and unassuming French term for the debilitating effect motion sickness may have on your body. Luckily, it is not usually life threatening although many sufferers wish it were if only to bring relief to the extreme discomfort they feel!

This is not a problem just for the elderly, sick or those of us that are just plain wimps. One of the most irritating things about seasickness is how everyone else around you just goes on their merry way, perfectly comfortable and happy, in the same conditions that have reduced you to utter misery.

Many first time divers will be anxious about the possible effect seasickness will have on them and the potential disruption it will have on their well earned vacation. Old hands will want to know what can be done to avoid the worst effects they may have suffered on previous boat trips.

**Seasickness** happens when the body, inner ear, and eyes all send different signals to the brain, resulting in confusion and queasiness. It is a problem generally attributed to disturbance in the balance system of the inner ear (vestibular) system. Your sensory perception gets out of synch as these nerve fibers attempt to compensate for the unfamiliar motion of the ship moving through water.

The movement of a boat on a fluid sea creates stress in the portions of the brain responsible for balance. Perhaps that stress causes the brain to start malfunctioning as the land based environment it understands is suddenly not behaving as it should.

The visual stimulus is misleading as it reports things like cabin walls, and furniture, in such a way that the brain interprets these things as stable when they're not. Your brain is being told by the vision system that the world is stable, while the inner ear is screaming that it's not.

You can often avoid seasickness by staying busy and keeping your mind occupied. Any activity that will keep you above decks and focus your mind on anything other than the swaying environment will help. Staying in fresh air instead of in a stuffy cabin may help.

## How Can Seasickness Be Remedied?

Most over-the-counter anti-seasickness medications are not ideal for divers because they cause

drowsiness. Some drug free tips for avoiding motion sickness are:

1. Try to stay in a part of the boat that doesn't pitch and rock very much, such as lower down and closer to the middle of a boat .
2. Stay away from fumes. Unpleasant odors (Gary) can trigger upset stomachs.
3. Face forward and fix your eyes on a stationary object close to the horizon. This is a little trick that helps your eyes see the same motion that your body is feeling.
4. Get into the water. Once you are off the swaying boat, you'll feel much better, but stay out of choppy waters.
5. Everyone seems to have a home remedy. One that seems to have some relevance is ginger. Also, many people like to use wrist bands that use acu-pressure to relieve symptoms.

If you insist that medication is the only way to get rid of sea sickness, there are several over the counter remedies and prescriptions available. They work, but some can cause significant drowsiness which doesn't mix well with diving. Taking half doses may reduce the drowsiness, but will also reduce their effectiveness.

## What Foods Will Stay Put?

Those that are prone to motion sickness may decide it is better not to eat, or to eat very little, before getting on a boat. If you're already nauseated before boarding, eat saltines and dry toast. Also drink small sips of a non-carbonated beverage, like water.

Don't eat a heavy greasy breakfast (bacon, fried slice and eggs)

Don't rush after eating. Give your body time to digest the food.

Don't drink a lot of coffee, tea, and no alcohol. Water is the best think for you.

Do eat simple light foods, such as toast, fruit, and juice.

Do eat a small meal at least an hour or two, before getting on a boat.

Do stay hydrated with water, juice, sports drinks or caffeine-free sodas

Don't let it stop you enjoying your diving.

## Our Man in... Malta

Hopefully, in the coming issues I hope to get one or two reports from our agents overseas. However I shall start of this feature with my adventures in Malta.

Now as most of you will know, I had a slight run in with a horse, which has caused me to decide it is not the safest way to travel. However I shall be referring to my diving adventures during this article.

I went to Malta, with several friends who went to compete in the Maltese Fencing Championship (that's Fencing as in Swords not Garden walls). I was officially a reserve for the Met. Police Fencing team, but I was never a great fencer in my day, and the Met would have to ad a major catastrophe to require my sword fighting abilities. So I went diving, well wouldn't you? Oh and drinking, well at 80p a pint you definitely would too.

I dived with Maltaqua, based in St Paul's Bay, an excellent dive centre who are a BSAC school amongst other things.

Whilst on my the second dive of my third day, out of Anchor Bay, at Popeye Village, (where the film Popeye was filmed), our car was broken into. It was the only car on the quayside, and clearly visible to all the tourists visiting Popeye village.

What was stolen, I hear you cry, well several things. It seemed the thief has a liking for shorts, yes shorts. Mine and two other people's shorts were stolen from the car, obviously this person has a fetish.

He also stole a small bag containing a video camera and 35mm camera, but above all else, and for this I cannot forgive them. They stole my Natal Sharks Baseball cap!!!

Those of you that have known me for the past few years, will know, that I have not gone anywhere without that hat. Further, and I am sure you will agree, that that hat has become part of me. I felt raped, unclean, I was fuming as you can imagine, anger seethed inside of me like a mass of snakes. I needed revenge, all I needed was the perpetrator, as I had the weapon.

For during the dive, we had found a rather unusual find, laying amongst the rocks 15m down. A .25 ACP automatic pistol, with magazine and in a nylon concealable holster. The pistol was chrome in colour, with a black handgrip. It's magazine was empty but, like the pistol, was in perfect working order. From the lack of corrosion and growth, it was guess that it had not been there long.

When we report the crime the police weren't that bothered, but then when the pistol was pulled out they suddenly moved, well he almost fell out of his chair. Needless to say, the Police took the gun, after continually asking us if we had taken the bullets, and I have put a bounty on the head of the Thief and for the safe return of my cap!!!

Please do not let this incident put you off the Maltese islands, they are a great cheap diving destination, although recent rumour has it that there have been strange sightings in the islands, of the diver formally known as Dave Solomon, in a dry suit of all things, surely not. It must be all that cheap beer!!

## Recent Dives : Brighton Pier and Weymouth

The recent months have been kind to the club with regards to diving, after the initial disappointment of the first two dives of the season being cancelled. Plymouth saw a full weekend of diving, with good viz for the time of year. Hand Deeps, The James Egan and the Mewstones were just some of sites visited and dived. The weather was kind and the only losers were the pubs and curry houses of Plymouth, as there were no twelve-hour drinking sessions this year.

The club has carried out various other dives since then, with the Mulberries being visited by a RiB raiding party, as well as the usual Sussex wrecks.

On one second dive the club visited the wonders of Brighton Pier, or more precisely the wonders under the pier. Between the struts of this Victorian structure, various members found a mottled assortment of finds. Mostly lead fishing weights, although Kevin Stickland did find £15 in pound coins whilst Chris Boddington found an unsigned, freshly issued credit card. The marine life under the pier seems to mainly consist of Barnacles and Mussels, with the hermit or Shore crab thrown in for good measure.

On the training front, Larkfield has been visited numerous times, but the less said the better.

The more experienced members visited Wey-

mouth, over the last May bank holiday weekend. The diving was planned as 3 dives over 3 days, with each dive to 35+ metres. The first day was blown out due to thick fog. The skipper almost crashed the boat into a huge container ship, moored up in the next dock; the fog was that thick, it even woke up the less observant divers onboard. This lead to an afternoon, with a beer or two. Followed by the traditional (and real) divers favourite, a curry.

The next day the fog cleared, but a swell had appeared, however our brave divers ventured out in the roller-coaster seas, for the hour and a half chug out to the HMS Sidon, a Submarine which suffered an explosion in here torpedo rooms, and was then towed here as a sonar target for the navy. She is sitting up right on the sandy bottom in 35m of water. The shot was placed on top of the wreck near the conning tower, and as the first divers approached her, her dull shape loomed out of the darkness. Perfect in almost every respect, appearing as if she was just nestling on the bottom, ready to rise up at any moment. Here outer casing covered with light encrustations, with fish manning the conning tower, the captain's place now taken by a large conger. The shot was pulled off by the slight tide, and the last pair in had to reel off from the shot and perform a circ-

lar search for the wreck, almost every one managed to find it. There were exceptions, one was Mr Easom, as detailed in D.O.M, and the other was an even more unfortunate diver from another club. This individual suffered someone sitting on him, the throws of seasickness, his OMS wing's harness breaking and most dangerous of all, being whacked with Blake Roberts' weight belt, all 12kilos in the head. Needless to say he was a bit dazed. Both of their misery was compounded when told of the 10 to 12m visibility on the wreck.

The final day looked like it might also be called of due to fog. But the fog dissipated slightly, but was join by the swell from the day before. This days target was the M2, the journey was as long as the previous day, although even more bouncy. Needless to say, both on the journey there and back, there where numerous worshippers to the Great God:- Armatage Shanks, albeit without the use of the usual receptive altar, they used Mother

#### **Diver of the Month ..... Cont.....**

plan for the day with their buddy. Both were diving on twin sets, and planned to run a little decompression. The two of them carefully planned the dive, including times, depths and full buddy checks amongst other things. After this our hero, mentioned that with his new kit configuration, he may be a bit heavy. His buddy, sensible mentioned that this should have been sorted out before the weekend, not to worry as they were only talking one or two kilos, and with our hero's configuration that wouldn't worry too much.

"No, no, no", said our hero. "I'll tell you what, we'll do the dive and when we get to the deco stops , then I'll hand you some weights from my belt to see if that works! It will be at the end of the dive so it should be ok!"

His buddy was alarmed as any sensible person would be, and protested, and even asked what would happen if he couldn't hold his stop. He was told by our hero, that this wouldn't be a problem. Needless to say this didn't happen as this dive was aborted due to fog.

The next day, our hero gets on the boat and dumps his gear at the end of the boat, all over the deck. The journey to the site is very, very bouncy and our Hero's kit is thrown all over the place smashing into things. Our Hero isn't too concerned as he isn't felling to well what with all the rolling of the boat. Then the boat gets to the site, and our hero kits up. Just before he jumps in, he realises that his dry suit inflator is no longer working. He throws his kit down, with all the panache of a spoilt child throwing the rattle out of the pram, and proceeds to tell everybody on board that he is no very happy, whilst throwing up.

Only after he is screamed at by his buddy,

Nature's altar.

The M2 again was a great dive with most the wreck being explored. The vis was as great as the previous day, but all in all a great dive, with some divers penetrating the hanger bay.

The weekend on the whole was a success, and once again many thanks to Paul Brown for organising this and all the other dives.

One final note, is that Channel Diver (the Boat we use out of Eastbourne/Brighton) is up for sale, so if anyone wants a slightly used Aquastar 35 , call Steve. However, just recently after the advert appeared he blow one of the engines.

who says "No your not throwing up, your just telling people your throwing up" does he clam down, a little, decide to help other people kit up. Needless to say he was very quiet for rest of the day.

The final nail in his coffin comes the next day, when his regular buddy has gone home. He is invited to dive in a threesome. However when he finds out that the other two divers are diving on a 30% Nitrox mix, he is a little put out but using the his very own, freshly imagined Nitrox decompression calculations.

He says "I'll dive with my stage of 50%, and I'll do the same stops as you. That should be ok!"

The leader of the group, an experienced Nitrox diver, decides these calculations may not be the safest way to dive and chooses to dive an air profile.

Ladies and gentlemen, Dive of the Month that most people wish to avoid, however our hero has won it before and it seem a annual event for him I award a Belated Diver of the Month to Gary Easom.

May God bless all whom dive with him. Remember actions detailed above are undertaken by trained amateurs! Do not try this at home, or at sea or anywhere near me!!

#### **Editors Notes...**

Sorry for the lack of NARced this month, but due to dead lines and delays I'm sorry that hopefully there will an article from our undercover operative next month.