

The Muddy Puddle

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It's Good to Fart!!! It's official

According to US Naval medical experts, breaking wind is good for divers. They obviously never spent a week in a caravan with Mr Elphick, Easom, Boddington, Brown or Paynton.

Studies in the US on pigs showed that those with a higher proportion of one type of intestinal bacteria, *Methanobrevibacter smithii*, were less susceptible to developing DCI (the bends). The tests were conducted through use of decompression chambers to simulate diving.

All the pigs did

the same dive but some seemed more resistant to DCI than other. The Scientists discovered the only difference in the pigs were bacteria in the stomachs.

These bacteria produce methane which is expelled from the body in the usual way. But the production of methane seems to help the body in its exchange of gases.

Studies are continuing but it seems people like pigs are different and some of us, we know who you are, if not by sight then by smell, may be more resistant to the onset of

DCI.

For the rest of you, you may be thinking of taking plenty of fibre (beans and brown bread) before a dive, but for our sakes please don't.

The results aren't conclusive, although it is hoped that it could lead to a drug, which could speed up the decompression process and reduce the absorption of dangerous gases into the bloodstream.

In the mean time you'll just have to use mixed gases and fart a lot.

Changes to the Dive List

Please note the following change to the Dive List.

14-15 July weekend will be based out of **Ramsgate**, Kent not Dover, Kent. Al-

though the Dover area will still be dived. Further, the level requirements are for Experienced **Sports Divers (level 2)** as the diving will be in the 30-35 metre range, and not restricted to Dive

Leaders.

You have the choice of either one or both days diving and accommodation can be sorted out in the local area.

For further details please contact : Chris Boddington.

Diving on T.V

The Road to Certain Death a short cave diving film by Gavin Newman is to be transmitted by the BBC on Monday 19th March at 23:15. as part of the Extreme Lives Series

What to expect from Plymouth Meeting

For all those who have not been on a club weekend away or experienced the wonders of Club Diving in the sea, a meeting has been organised to inform, entertain and delight you with what to expect from Plymouth.

The meeting is planned for 2 weeks prior to Plymouth, ie the 4th April, although details are yet to be confirmed.

For further details please see either the Diving Officer, Training Officer or Expeditions Officer.

DIVES COMING SOON

Saturday 17 Mar 2001
Mulberry—15m
Littlehampton
Rib Dive —Paul Brown
Club Diver

Sunday 25 Mar 2001
Larkfield
Training Dive
Club Diver

Sunday 1 April 2001
Horsea
Training Dive
Club Diver

13-16 April 2001 (Easter)
Plymouth Weekend
Club Diver

Sunday 21 April 2001
Pentryct—20m
Brighton
Channel Diver
Club Diver

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

TRAINING OFFICER'S RAMBLINGS

My fellow Members of Croydon BSAC, as you are now most probably aware I have stepped into the breach and offered to take on the role as Training officer or Club Fool as the case maybe.

Little did I realise what I had let myself in for. After the initial enjoyment of thinking the role won't be too bad, I began to get "collared" and soon my social time became getting an ear-bashing time. But I'm not one to complain (much).

After looking through the diver records and assessing the strengths and limitations of the club (yes we do have them), I formulated a plan of action and conferred with our glorious D.O, then conversed with him again a week later as he had obviously not been listening to a thing I'd said, and strangely enough he didn't listen to me again so I'm going to do it anyway.

The plan is simple (just like me); with our present resources we cannot run multiple courses in parallel, as we do not have the instructors or the facilities. I plan to run a series of diver grade courses throughout the first half of the year, with the second half of the year for the trainees of these course to gain practical experience, and complete the required divers at there own pace.

However before all that we have Plymouth to deal with, hence a need to ensure that all present members undergoing Club Diver Training are ready to enter the water for real by or at Plymouth. Thus hopefully by the end of April everyone in the club will be of at least Club Diver Grade.

Following on from that the club will be running Sport diver lectures during Mid-May with the open water practicals scheduled for a date later in the year. Sport diver lectures will be open to everyone who has obtained a Club diver or Novice 2 grade.

Dive Leader Lectures will be run through June and may be July depending on circumstances. The Dive Leader Lectures will be open to everyone who has obtained a Sports Diver Grade. Due to BSAC possibly changing the Dive Leader syllabus by then I cannot give a firm length of time that this course will take at present

For those of more experience, there will be a day for performing the Advance Diver Lifts sorted out.

Before Plymouth we are also trying to schedule a "First Aid/ O2 refresher course " for all divers to attend, even those who have not attended the actual courses. It will be scheduled to run on

Wednesday nights down at the pool and further details will be given closer to the time.

I also have in my possession a list of Skills Development Courses run by the Local Region. These are courses, which will develop your skills in Diving and diving related matters. These courses cover matters from First Aid to Nitrox Diving, and Boat Handling to Marine Biology. Most courses have little in the way of prerequisite, so are open to all members. Most courses have recently been reduced in price to a mere £10, and are run at specialised centers.

Further if any Sports Divers or Higher are interested in becoming an instructor then there are a series of courses dedicated to this aim, with the first being the Instructor Training Course, which will allow you to assist in diver training, and present lessons both in the pool and classroom.

I would like to make the training system very interactive, and will be asking all those who are involved, whether trainers or trainees, for feedback on what we did right or wrong and how we can improve.

By this time almost all of the Club Diver Trainees have a form detailing what open water Dive requirements they need to perform in order to complete their training. I also have a list for trainee Sport Divers, although this has not been handed out to the same extent.

The first of several raining / warm up dives have taken place and after some initial problems went ok and were successful.

Specialised pool sessions are also planned, including SMB work and rescue skills.

I do have a fly in the ointment so to speak, due to reasons outside of the club I will soon be moving both job and home, and will only be able to attend the club night on alternative weeks. It is most unfortunate that this has happened but I feel it is something I need to do. I have spoken with the D.O and other committee members and hope it will not cause too many problems, although we shall monitor the situation, and address it as need by.

In the mean time I hope I can help to sort out the training needs of the club. So if you looking for training give me a shout or pop down the club and I'll see what we can do.

Finally I would like to thank all those who have offered their time and assistance both in the past and promised help in the future with training, we couldn't do anything without you.

Chris Boddington

Diver(s) of the Month

This month with the lack of diving I am sorry to say we have no Diver of the Month, although I would like to award it I feel it would be out of spite rather than for any great balls up.

Diving with Diabetes & Insulin Dependant Diabetics (IDD)

What's it all about ?

Insulin Dependant Diabetes is a condition where the pancreas stops producing sufficient quantities of insulin to break down all the sugars in the body to create energy so the *victim* has to inject insulin.

Balancing Insulin v Sugar

The non-diabetic produces insulin on demand when the sugar level starts to rise in the body. The diabetic has to inject insulin usually before eating to produce energy & prevent sugar levels rising out of control.

Help it's all going wrong !

The diabetic has to continually be aware of his insulin & more specifically sugar level. Too much sugar/too little insulin is not a huge problem in the short-term. However, too little sugar/too much insulin can be a huge problem.

So what happens ?

If the diabetic's sugar level is too high then he feels like a non-diabetic feels just after eating too much Xmas Dinner - tired, lethargic & at the loo a lot.

If the diabetic's sugar level is too low then he starts to sweat, slur speech, appear tired, unresponsive, drunk & not really with it before becoming unconscious (hypoglycaemia comatose).

Monitoring

Part of a diabetic's dive kit is his blood sugar test kit. This consists of a pen to prick the finger to draw blood, a tube of test strips & an electronic meter to measure the sugar level.

Good level / bad level

A reading of 6.0 is perfect. A reading of below 3.0 is too low & a reading of above 12.0 is too high unless

about to start physical exercise.

High sugar (surface)

This will not normally be a problem for the diabetic in the short-term. However, the diabetic should always test before entering the water. If this is still too high then the diabetic will probably be too tired to dive safely.

Low sugar (surface)

This can become a huge problem whether diving or not. If experienced then the diabetic should drink milk, eat glucose tablets or chocolate to attain the correct sugar level again.

V. Low sugar (surface)

This is a huge problem whether diving or not. If experienced then the diabetic should drink milk, eat glucose tablets or chocolate to attain the correct sugar level again. The diabetic should then actively monitor his sugar level for several hours. A diabetic should not dive for at least 12 hours to allow the body to recover & headaches subside.

Monitoring (in water)

Diving with a diabetic is no different to diving with a non-diabetic. Proper attention to your buddy's health & condition is just as important. If the diabetic starts to behave strangely then the buddy should treat the situation as per narcosis & immediately ascend to the surface at the correct rate, never losing hold of his buddy.

Problem Treatment

Once on the surface then treat the diabetic for both conditions (narcosis & low sugar) until either can be eliminated. The diabetic should be *persuaded* to drink milk, eat glucose tablets or chocolate from his dive kit. If this is impossible then the first-aider should attempt to administer a GlucaGen injection. This is *usually* contained in a small brightly coloured orange plastic box found in the diabetic's kit. GlucaGen contains powder & water in separate vials. These should be mixed together before injection into the diabetic's bum !! If there is no response the coastguard should be summoned for help.

Different Regime

The diabetic should perform a blood sugar test thirty minutes before entering the water. A minimum level of 15.0 should be attained before the diabetic should dive. The level required will vary according to the type of dive, duration & energy required. On exit from the water the diabetic should test again before eating to ensure a proper blood sugar level is attained after the efforts of diving.

Check List : RiB Diving

1. Arrive in plenty of time and offer assistance with the preparation of the RiB.
 2. Check you equipment prior to loading the boat (Check batteries, full tank (200+bar), all gear etc.)
 3. Set you kit up before board the RiB.
 4. Only one cylinder at a time is usually carried on a Rib Dive, thus the rib returns to shore to pick up and swap over cylinders.
 5. Your Fins, Mask, Gloves, Hood, Knife etc are to be placed in your "Goodie" bag.
 6. Weight-belts are usually stored at the front of the RiB.
 7. B.C, Reg's & cylinder combinations are stored in the tank rack.
 8. Remember a wind proof jacket and a hat. You will get cold without them.
 9. Kit up as directed by the Boatman/Coxswain.
 10. Entry will probably be on the opposite side of the boat to your buddy.
 11. OK signals to your buddy and to the RiB Coxswain on the surface before you descend. Have a good
- dive.
 12. Back a 6m—a safety stop of 1 minute may be required, as dictated by the dive and the dive leader.
 13. Once back on the surface put air in your B.C. and don't take your D.V. out of your mouth.
 14. When the boat is alongside de-kit as follows :
 - Pass your weight belt up
 - B.C/Cylinder/Regs
 - Check that your knife and other items will not prevent you getting into the boat.
 15. Fin up into the boat.
 16. Collect you your equipment and put it in the same place as on the way out.
 17. Help others back into the boat.
 18. Keep Warm (windproof yourself properly.)
 19. Help to unload the Rib and clean it as required.
- Above all else always listen to and obey the Coxswain

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29th Sept - 8th Oct 2001

Diving in the Med

Resuscitation Training Update Feb. 2001

During August last year, the first International Guidelines for CPR were published after a lengthy period of consultation between the American Heart Association and the European Resuscitation Council. These guidelines are a very extensive, evidence-based reference source which the Resuscitation Council (UK) have distilled into a more practical document called Guidelines 2000. This document has just been published.

The BSAC has reviewed this document, with the result that the following three changes are to be made to our resuscitation training procedures

Identification of circulation - the identification of a pulse using the carotid artery has been documented to lead to an incorrect conclusion (present or not) in up to 50% of cases. Training in detecting a circulation in this way is no longer recommended for non-healthcare persons - a definition which covers the vast majority of divers. The indications for a circulation should now be to assess the casualty for any signs of breathing, coughing or any indications of movement. If there are no signs of a circulation, or if the rescuers are at all unsure, they should commence chest compressions.

Two person CPR - the sequence of chest compressions / ventilations for two person CPR has standardised on 15:2 for all healthcare personnel. The 5:1 ratio is now only recommended for paediatric life support and is a function of the casualty not the number of rescuers. Both single person and two person CPR should now use a common 15:2 ratio of chest compressions / ventilations

Recovery position - Since 1998 the recovery position recommended by the Resuscitation Council (UK) has differed from that recommended by the BSAC. The difference arose because it was considered that the position recommended by the BSAC (which was in fact the Resuscitation Council (UK)'s 1997 recommendation) offered greater stability in the environment more likely to be encountered by divers - ie. a rolling, pitching boat. Guidelines 2000 does in fact acknowledge that there are a number of different recovery positions and that each has its advocates.

For a casualty on a stable base (shore) there is little to choose between the positions, each has its advantages and disadvantages. For consistency with other first aid agencies the BSAC will adopt the Guidelines 2000 position but will also continue to teach the pre-1998 position as a variation for situations where its added stability is a benefit.



Recovery position



Recovery position - additional stability

One further aspect that emerged is clarification regarding Mouth-to-Nose AV. In water AV is identified in Guidelines 2000 as being one of the situations where this technique is appropriate, due to the difficulties of adequately sealing the nose / achieving jaw lift in these circumstances. One relevant statement is that during mouth-to-nose AV, soft parts of the nasal passages may flop back to obstruct the airway. While this will not affect air flowing in to the casualty, it can obstruct air coming out. It therefore recommends that the casualty's jaw is allowed to open during the expiration part of the cycle - in practice this will mean relieving any pressure holding the jaw shut. While this is not really a change to our training, this additional advice should be incorporated.

Hard Boat Diving :- What to expect

1. Arrive in plenty of time in order to load your kit onto the boat.
2. Check you equipment prior to loading the boat (Charged batteries, full tank (200+bar), all gear etc.)
3. Usually you will require 2 cylinders for the day. The first dive you will require the larger of your 2 cylinders (e.g. 15 lit) this should be stored on deck, with your smaller cylinder stored where directed by either the Dive Marshall or Skipper.
4. You may be told to place your equipment directly on the boat or at a collection point on the quayside. If this is the case please help to load all the equipment onto the boat.
5. Check all your equipment is onboard before the boat leaves as it will not return for it. Also make sure you are on the same boat as your equipment.
6. Reg, BC, and first tanks are best set up before hand for ease and safety.
7. Weight-belts are usually stored in a bucket or tray altogether.
8. Main cylinder (combinations) are stored in the tank rack provided. Your 2nd cylinder may be stored below deck until needed.
9. Keep all of your equipment together as it is easy to lose stuff amongst the clutter of 9 other peoples dive gear. It also may be damaged if left to roll about.
10. A dive box is useful to store all your kit whilst aboard, most experienced divers invest in one.
11. You will be told your buddy in advance to enable a dive plan will be agreed.
12. 10 minutes before the dive you will be told to kit up. But by now you should have your suit on, easier done whilst in harbour, and all your kit ready to go.
13. A buddy check needs to be carried out prior to entry especially remembering the dry suit zips.
14. Entry will probably be from a backwards roll beside your buddy but one at a time. Remember to put some air in your BC before rolling over.
15. OK signals to your buddy and to the Dive Marshall on the surface before you descend. Have a good dive.
16. You will more than likely descent on a "shot line", your buddy should lead, take it nice and slowly remembering to equalise.
17. If you have any problems stop and sort them out.
18. Back a 6m—a safety stop of 1 minute may be required, as dictated by the dive and the dive leader.
19. Once back on the surface put air in your B.C. and don't take your D.V. out of your mouth.
20. When the boat is alongside de-kit as follows grab hold of the rope if available, to stop yourself being washed away.
21. Now the hardest part, climb up the ladder, and follow the instructions from the skipper about boarding the boat.
22. Collect your equipment and put it in the same place as on the way out
23. Help others back into the boat
24. Keep Warm (windproof yourself properly.)
25. Accept a cup of tea/coffee if offered to you it will warm you up, but do not bank on it. Eat your lunch to replace the energy lost and drink plenty of water to re-hydrate yourself.
26. Help to unload the Boat as required.
27. Pay for your days diving.
28. Above all else always listen to and obey the Skipper and Dive Marshall.

What to Bring

- Money to pay for the day.
- Packed Lunch, including drinks but not fizzy or citrus drinks. (And no beer!!)
- Qualification book in case it is needed.
- Warm and waterproof clothing

Diving Equipment

None of this equipment will be available on the day. If you are using club equipment then it is your responsibility to acquire such equipment in the week before the dive and to take it with you to the dive.

- Suit either Semidry or Dry (with under suit)
- Regulator Combo with depth and pressure gauge
- Stab Jacket
- 2 fully charged Tanks
- Weight belt (and ankle weights if needed)
- Gloves and Hood
- Mask, snorkel and fins
- Torch
- Flag (a definite must)
- SMB and Reel
- Knife
- Watch or Dive computer/timer.
- Compass
- Dive Tables

Optional Dive Equipment

- | | |
|-------------------------|---------------|
| • Camera | • Goodie Bag |
| • Slate | • Crab Hook |
| • Spare computer | • Lift Bag |
| • Spare torch | • Wreck Reel |
| • Buddy line | • Hammer |
| • Pony Bottle + Reg | • Crow bar |
| • Tool kit and Dive Box | • Line Cutter |

The Silent World or Le Monde du Silence

On the evening of the 23rd Feb our Dry Officer, David Elphick, organised a private showing of Cousteau's film the Le Monde du Silence, or for those that cannot speak French "The Silent World". The showing took place in the British Film Institute's screening rooms off Tottenham Court Road. The showing was well attended by club members as well as members from various other clubs including South Bank University BSAC.

Around 7:30 Dave gave a brief introduction and then the first half of the movie started.

The film was made in the fifties, so things have changed in many ways, which resulted in many laughs from the audience. The equipment used was very different from modern gear, especially the Reg, B.C. and Tank combos. In those days there were no B.C.'s (nor for the old fogies ABLJ's). The regs were twin hoses with no octopuses, and not one, not twins but triple tanks.

The conservation issues that are greatly emphasised in modern diving seemed vastly different back then. In one scene explosives are used to collect samples of reef fishes. In another, the crew chase a pod of Sperm Whales, and then they hit one by accident with Cousteau's ship, the Calypso, "winding" it, whilst one of the crew was trying to

"harpoon" it with a blunted spear. Then a second younger whale is struck with the propeller, mortally wounding it. Cousteau decided to put the animal out of its misery, by harpooning it and tying it to the ship. This attracted sharks to the carcass, which attacked the dead whale. This caused the divers onboard, whose attitude at the time to sharks was very different to our present one, to attack and haul the sharks onboard and kill them. How different, from the exploits of some of the club members of today.

The film was broken into two parts, to allow an intermission for refreshments. Either side of the break, Cousteau found the Thistlegorm, and dived the virgin wreck (as it was then). How different it was when the club recently dived on her. The main mast was still upright, the ship's bell still there, and all the motorbikes in one piece, not ravaged by hoards of international divers. The marine life differs slightly, the fish life is still present and as varied as ever but the corals are greatly reduced.

Dave laid on a buffet of delights created by his own hand, which was met with praise. After the showing many people went to a public establishment around the to complete the night, whilst other sort food on China town. All in all it was another great Dry activity, and well organised by Dave.

First Dips of the Year

Ah, my first act as official training officer was to try to sort out some warm-up/ training dives in Larkfield. I provisionally suggested 3 dates, the first being at the end of February, thinking that no one would be foolish enough to accept. Doh!!! How wrong I was, 4 eager trainee divers agreed. I then scraped up some dive leaders and confirmed the plans.

Things started to go wrong in the morning of the dive, I awoke an hour late, but I did the right thing and called the DO and apologised for my being late. Then I saw the message from one of my Dive Leader saying he won't be able to make it. Doh!!!! Then I peered out of my window and saw the snow, suddenly I thought about calling it off, but without everyone's mobile numbers to hand it would cause problems. I only hoped that not everyone would turn up. Little hope of that with this motley crew.

I packed the car, not being able to do so the night before due to "social obligations" and sprinted down to the Puddle.

I arrived to some jolly banter from the D.O, and then we made our way across to the others. They were all there and parked on the hard concrete. A suggestion was made that we should enter from our usual area on the other side of the lake, and that we should drive across.

The D.O. in his un-laden, 6-wheeled transit had little trouble, Mike Kinsella however had a great deal of trouble, and got stuck various times in the mud and ruts, before finally making it across. Then Chris Adams in his

4x4 tried and just got bogged down, unable to cross. The rest of us knew there to be no way across for our vehicles. Everyone returned finally to the concrete area, and we decided to enter the water here and make our ways to the training areas, either under water or by surface swim.

I buddied Michael who was returning to the water for the first time in a few years. He was using club equipment which encountered a few problems, which delayed our entry so that by the time we finally entered the water the other buddy pairs were getting out.

We surface swam the hundred or so yards over to the training platforms, basking in the bright winter sun. However when we descended we encountered the same old dull greenie-brown visibility for which Larkfield is famous. Vision was restricted to around 2 metres, but at times less. Needless to say we carried out a few drills in the freezing cold water, and then somehow found the BMW and the boat before a long submerged swim back to our entry point. A strange orange algae had taken root across large sways of the lakebed, and few fish were seen so no change there.

We got out, and when my fingers had defrosted dekitted. I got home around 2 in the afternoon and finally warmed up around 10 that evening.

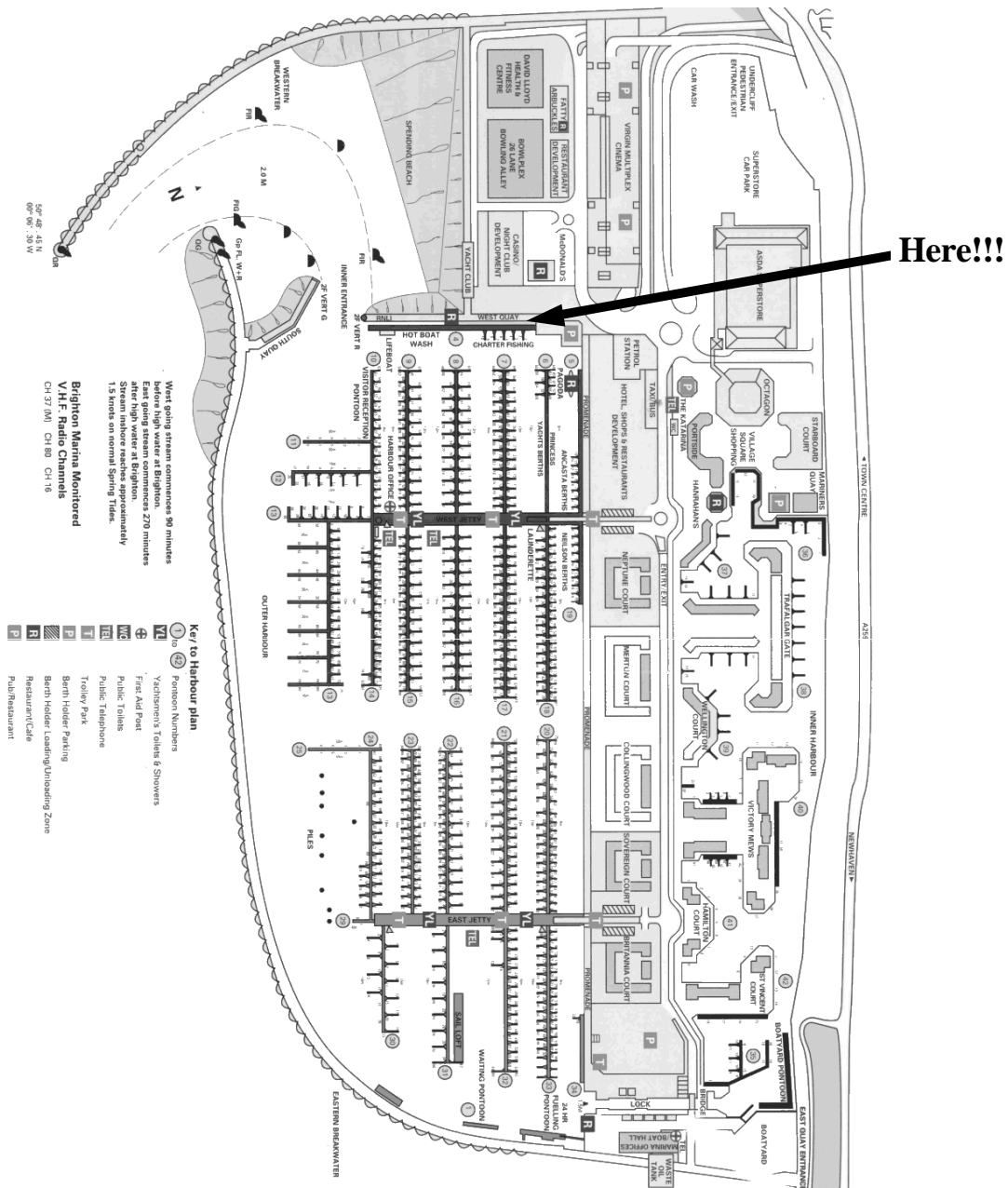
I learnt a valuable lesson that day, never, never suggest diving on a snow, freezing February morning no matter how much you yearn to dive. It was Cold!!!

Channel Diver has moved.

If you haven't been on the boat before don't worry - it will make sense when you go down there.. Here is the note from Channel Diver:

Dear All

I have moved berths, I have just been told today that I have to move up to the western end of the marina with all the other charter boats, so as from 15th Feb, myself and Spartacus will be picking up from the WEST QUAY, just behind McDonalds and next to Jackson's Wharf pub. It is possible to unload your gear at the top of the ramp where the Yacht Club is and carry it to the boat, once unloaded you must park your car in the multi story car park, this is free to everyone. Anyone parking on double yellow lines will be towed away, and a £150 fee will be charged for the return of your vehicle. It is for this reason that all the charter boats now pick up from the west quay, due to the non existence of parking spaces up in the eastern end of the marina. I have tried to copy the marina map for you to see the new pick up point, it is marked on the map as west quay and charter fishing, for more detail visit www.premiermarinas.com
Channel Diver



DIN Vs Yoke Regulator Fittings

by Keith Lawrence taken from
WWW.UKRECSCUBA.ORG.UK

One of the regular questions on the group is about the two different regulator fittings in common use in the UK, which is "best"?, do I have to convert my cylinders? can I use my regulators abroad? Well, I haven't found a definitive divers guide yet - so here's one...

What is a Yoke Fitting or A-Clamp?

The yoke fitting is the 'normal' method of fitting a regulator to a cylinder valve. As well as being known as a "yoke" fitting the same system is often called an "A-Clamp" or sometimes an "international" fitting. This system is well tried and tested, it does work, but is being slowly replaced by the superior DIN fitting.

What is a DIN Fitting?

A DIN fitting is a screw fitting, simple as that. Instead of the regulator clamping onto the outside of the cylinder valve, it screws into it. The picture shows a 7 thread DIN fitting on a Spiro (US Divers) regulator. This regulator and the DIN fitting can be used at pressures up to 300



BAR. This regulator will fit onto a 300BAR cylinder, which has 7 threads in it, or the more normal 5 thread 232 BAR fittings. The only difference between the 5 thread 232 BAR and 7 thread 300 BAR fittings is the number of threads, it is designed that way to stop you making mistakes! A 7 thread 300 BAR regulator will fit into either a 300 BAR 7 thread or a 232 BAR 5 thread fitting. A 5 thread 232 BAR regulator fitting will **not** screw into a 300 bar cylinder, it won't reach the end and it won't make a seal.

Why Use One?

There are two main reasons for using DIN fittings -

- They are safer, the 'O' ring is trapped inside the fitting and it is very difficult for it to squeeze out.
- It is neater and more streamlined, there is not a large screw knob sitting on top of your cylinder waiting to catch on bits of rope etc.

The vast majority of the technical divers use them with their twin sets and stage cylinders, quite simply they are a better design of regulator fitting. But you don't need to be a technical diver to benefit, more and more ordinary divers are now using DIN fittings, they are very common on the continent.

The only problem with a DIN regulator is what happens on holiday when you are given an A-Clamp cylinder? That is not a problem, just an inconvenience - see later.

How Do I Convert My Regulator?

The simple answer to that is buy your regulator with a DIN fitting already fitted. Despite what dive shops may tell you (they often stock only A-Clamp regulators), many regulators are



available with DIN as an option at no extra cost. If you've already got an A-Clamp regulator then you will have to get the fitting changed, it may cost you £50 or more for the fitting though!

Best is to get your local dive shop to do it for you, but it's actually very simple - the old A-Clamp screws out and the DIN fitting screws in. Remember to keep the old A-Clamp, when you sell the regulator, somebody might need it.

What About My Cylinders?

What a lot of people don't realise is that the majority of cylinder valves available in the UK, even the 232 BAR ones, are in fact DIN valves - the manufacturer simply screw a small "insert" into the valve to make it into an A-Clamp valve!



All you have to do is remove this insert with a hexagonal key and what is revealed is a 5 thread (count them) DIN fitting.

The number of threads is again a safety thing - you can only get 5 thread in - not convert your 7 cylinders to A- Note that there is

on the actual cylinder 'O' ring on the fitting does the Keep hold of the your spares box. the fill station filling whip or your cylinder with a normal A-Clamp regulator.



serts so you can thread 300 BAR Clamp! no 'O' ring in or inder valve, the regulator DIN sealing. insert, put it in You will need it if hasn't got a DIN you want to use

The DIN Fitting In Use

Check the 'O' ring on the regulator as you would with the 'O' ring on an A-Clamp cylinder valve, make sure everything is clean and just screw the regulator straight into the cylinder valve. It only needs hand tightening.

What About Diving Abroad?

The only place I've found where I can't get a DIN fitting cylinder is the Caribbean, anywhere frequented by mainly American divers may be limited to A-Clamp only. Anywhere frequented by the Europeans, especially the Germans (e.g. the Maldives) and you sometimes have to ask for an A-Clamp fitting as all of their cylinders are DIN by default.

If you've converted your regulators from A-Clamp to DIN then you could always put the old fitting back, but I don't bother - I don't like constantly changing regulator bits. So I use an adapter, the adapters A-Clamp fits onto the cylinder, my DIN regulator screws into the adapter.

An adapter is not ideal, it is actually the worst of both worlds with the snag points and two 'O' rings to worry about, but because I so rarely need one (I've needed it on one trip in the last three years) it's something I put up with.

Summary

Which is best? The DIN fitting of course - if you buy all your equipment with DIN fittings then there is no expense in changing later. The only problem you're likely to come across is holiday diving, that is easily overcome by carrying an adapter. All of my regulators and cylinders have been DIN for the past three years, I just don't use A-Clamp any more

The Answers to last months Questions

Q1. Who were the 3 club members who were "Westward Bound" ?
Chris Boddington, Paul Carvall and Kevin Stckland entered the S&M clothing shop during a down pour in Plymouth, never has Mr Stickland been so quiet, Mr Carvall appeared shocked and Mr Boddington was heard to comment that the prices weren't too bad.

Q2. Who at Plymouth proved they could "wibble and wobble but wouldn't fall down" ?

Mark Emuss, but he was very, very drunk (to quote the Fast Show).

Q3. Which notable member of the club started the season off with a "Do as I say, Not do as I do" display?!

Dave Enderson, after leaving the O2 Kit in the boot of his car, whilst he was on a dive boat heading out to sea. This was just weeks after giving a talk on the importance of always carrying an O2 kit.

Q4. Which 3 divers released the shot line on the Thistlegorm while which other pair were decompressing on it?

Mr Brown, Mr Maguire and Mr Boddington, tried unsuccessfully to give Mr Carvall and Mr Goldacre a rapid ascent.

Q5. Who are two divers who turn swimming pools into saunas with their passionate displays?

Andy and Jamie demonstrating positions from their new book Diving the Karma Sutra Way, and a chapter entitled "Who should be on top during Buoyant Ascents".

Q6. Why are ladies always welcome on the dive boats?

The Female members of the club are always more hospitable on the dive boats, especially when they bring bags of sweeties. It is greatly appreciated.

Q7. What do Quasimodo and Scott Dillon have in common?

The Bells, the Bells and not a hunchback as some suggest.

Q8. Who deco's upside down?

Eddie Driver and his amazing missing ankle weights.

Q9. What was described as an expensive espresso maker this year?

The large white 150 bhp V6 outboard engine sitting on the back of the RiB.

Q10. Who lost their Rat this year?

Dave Elphick cut of his "Pony Tail", and no longer resembled a "Conehead" under the water.

Q11. What was given away for free, from "Nepal" in Falmouth?

Curry, Curry, Curry in a Hurry.

Q12. Who should put more sandwiches in their mouth and talk less?

Chris Sailes regarding his continual talking whilst others ate all the sandwiches.

Q13. Who had a throbbing toe?

Kevin Stickland demonstrated his pain threshold whilst in the Red Sea, after stepping on a splinter of glass (3 days before).

Q14. Who should drink more Water?

Denis the Tea drinker, whilst in the Red Sea.

Q15. What are PPD's?

Personal Propulsion Devices (Fins)

Q16. Name the Curry House the Club was locked in at?

The Ganges in Plymouth, due to lots of rowdy sailors returning to shore for the first time in months.

Q17. Which Famous Photographer gave 3 lectures to the club this year?

Linda Pipkin, and excellent they were too.

Q18. Name the Club member, who's TV alter-ego was run down by Hanna Gordon in his final episode this year?

Gary "Victor Meldrew" Easom.

Q19. Who was described as a Tele-Tubby, when seen in a Dry Suit?

Abbey (and it wasn't me that said it!!). Although anyone answering Paul Brown can get half a mark.

Q20. What was strangely described as having a "S#@T, Shower and a Shave"?

Jeanette was described as having the 3S's whilst in Plymouth. (This wasn't me either)

Q21. How much were the Canoes?

I don't know but I believe Paul Brown does!

Q22. Who or what are "Good Boys"?

Choirboys, centre partings etc need I say more.

I heard of no one getting all the answers to this quiz, so better luck next year.