

Welcome!

Here we are again, with another edition of the magazine. The diving has been going very well over the summer, with the weather through June and July allowing diving pretty much every weekend. Since the last edition the club has enjoyed trips to Portsmouth, Brighton, Weymouth and the Western Isles in recent weeks and there are write ups of some of these in this issue. I have been on many of them and I have to say the diving has been excellent. We have been lucky with the viz and weather and long may it continue!!! Also featured are reports from Tony Dillon and our everfaithful Diving Officer on diving in the US.

Since June we have seen the membership numbers grow again, so please welcome Michael Pautch and his son, Michael Junior (our youngest ever member at 12 years old!!!) and Sasha Malaj. Michael Jnr is currently training towards his Ocean Diver qualification whilst Michael Snr and Sasha are already qualified (their previous club being Alan Glen's old branch). Please say hi to them all at the pool/pub or on the boats and make them feel welcome.

The next major event for the club is the Annual General Meeting to be held on **Tuesday 31st October**. This year it will be at the Green Dragon pub in Croydon, further details on page 6. Please try and attend and get involved, this is YOUR club, to keep it going we need your help and suggestions.

Winter is on its way and whilst some hardy divers still jump in for a bubble, most of us concentrate on that other fine CBSAC pastime -

drinking. This year I am pleased to announce that we are having our very own **Xmas Party**. The date for your diaries is the **Saturday 25th November**, further details on page 13.

That's all from me for now, in fact that's all from me for good as I won't be editing the mag anymore.

New Editor to be announced in due course....Watch this space!!

Enjoy!!

Paul Brown Soon-to-be-Ex-Chairman



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DO's Drivel

The Croydon BSAC 23 Fonetic alphabet:

- A Air: Not turned on, as usual.
- B Brastrap: Well it's better than 'Bravo'.
- C Christsakes!!!: Could we possibly surface at the same time please?
- D DSMB: "You do it" "No, you do it" "No, you do it"...
- E Exit: As in 'poor'.
- F Fins: Lost, not attached.
- G Gin: See 'H'.
- H Hangover: See 'G'.
- I "It wasn't me": Categorically (as in "it was her").
- J Just...: "...Kit up will you and shut up".
- K Kick: Up the viz.
- L Listen: "That was YOUR computer beeping, NOT mine".
- M Missed: Safety stop.
- N Nearly: Surfaced under boat.
- O Overboard: Only a matter of time.
- P Page 3: What else?
- Q Que?: "Haven't the faintest". "What signal is that?".
- R Round: Yours I think.
- S Mondeo: Formerly Sierra, but now updated.
- T Tits: Sorry, couldn't resist.
- U Uninformed: BSAC 23 (motto).
- V Vino: ('Short' alternative Vodka & Tonic).
- W Weightbelt: As in left on boat.
- X Patrick Moore: He plays one doesn't he??
- Y YOU!: "Yes You!! You with the 50bar..."
- Z Zylophone: As it should be spelt (see 'X').



Training Bulletin Alan Glen

Chris Carter is now delivering Lectures for Sports Divers and Ocean divers under my supervision.

Marie Lambeth has almost completed the practical side of Sports diver training.

Nesha tried his new dry suit out recently and will soon be ready for a trip to Horsea Island, as will young Michael Pautsch who has yet to try his dry suit out in the pool.

I am currently delivering Advanced Diver lectures and only Dave Elphick and Roger have expressed an interest from Croydon. Several others from Ensham are also attending. I shall be running a regional boat handling course in October. At a later date it may be possible to slot in some Croydon people. The instructor / student ratio is important however

Recent expedition to Orkney in August.

We had a wonderful expedition on Sunrise. Next year the booking is for 9 - 16 June (trip 15 for me) which is the week before the spring tides of the summer solstice.

We had a chance to go out around the islands and we were restricted for a few days by gusts to 40 knots, however we still visited several sites on the land and got 11 dives in.

I attach some photos (left).

Feel free to join in next year. Speak to me.

Alan



Some colourful wildlife



Brass handwheel and fitting



What is remaining of one of the blockships



Sunrise from astern



The team of 2006

Carvall's Cape Cod Canal Carnage Paul Carvall

This summer I went for a family holiday to Cape Cod, just south of Boston in the good old US of A. We were staying with my wife's family who rather handily own a 22 room inn near the beach at west Harwich. Not being ones to look a gift horse in the mouth, the Carvall family pitched up for a freebie.

I managed to take a bag of diving equipment with me for snorkelling or whatever, which luckily my other half now accepts as standard practice. Knowing my involvement with diving my wife's aunt had very kindly press ganged a contact she knew into agreeing to take me out for a dive. The chap concerned is a commercial diver who takes on some other small building works at the inn when the weather is too bad. Forrest, (as he was called) was busy on some marine salvage work, but I finally got a call to meet him at Sandwich Marina, northern Cape Cod at 9am on Friday. So, with a little bit of trepidation, I borrowed a car and set off across Route Six, trying to remember to drive on the right.

I managed to get there on time and introduced myself. Forrest was a pretty rugged type but with quite a warm smile. I promised not to be too much trouble (a promise I wasn't entirely sure I could keep!). Forrest then took me to meet his son who was going to be diving with us. Woody (yes, Woody) was a stocky amiable type in his mid twenties with pretensions to be a surf-dude. I couldn't help thinking that he was a chip of the old block ('arf 'arf), but I kept my thoughts to myself.

I didn't need much kit apart from a BCD, cylinder and weighs. I had slipped my regs into my luggage at the expense of most of my clothes, at least I could rely on my trusty Oceanics!

We rooted through the back of Forrest's van which was full of some of the oldest and decrepit kit I have seen in a long while. I got the best of the BCD's which was a beaten up affair, drained of colour with holes in it. At least I didn't get the pink one (or was it cerise?).

Once this chore was completed we got all the stuff onto the speedboat and headed to Plymouth, which is further north along the Cape. We dropped anchor along the coast, not too near but not too far from the lobster pots and the boat that was just dropping a fresh line. I couldn't help noting that all three of us were getting kitted up at the same time, it appeared that all three of us would be getting in the water at the same time too. "When in Rome" I thought...

My stock of credibility was also somewhat depleted when I produced my fins with 'left' and 'right' written on them and put them, as usual, on the wrong feet. I could see Forrest and Woody both looking at my fins with a certain amount of confusion. Forrest almost phrased a question but clearly thought better of it and just shook his head.

Once kitted up Woody rolled off the bow and Forrest and I rolled off the starboard side. After a few minutes it became clear that this was not Lobster Country, so we turned and headed over the sandy bottom, surfacing some 20 yards from the boat. Woody returned about 10 minutes later.

After a small conference, it was decided to head back to the Cape Cod Canal where Forrest has a contract to maintain some of the water frontage that is owned by a local power station. Our first job was to fix one of the booms, where a Cottle pin had worked loose. We attracted a few bystanders, who were taking a stroll alongside the canal. Now to get this in perspective this is an American canal - think Suez rather than Manchester Ship...

We separated into two groups again and descended to a sloped and sandy bottom that looked much more promising. I encountered a couple of good sized flat fish almost immediately, that if we were back home I would have had straight away! As I settled into a gentle zen-like finning stroke I realised that I was considerably off the pace as Forrest was off like a whippet, grabbing rocks and circling the pillars holding the pier above us with a particular zeal. Obviously being a commercial diver engendered the mentality that time was money and he wasn't hanging around!

The lobsters were almost everywhere. This particular strand had a habit of coming our aggressively to see what the fuss was about. This gave windows of opportunity to grab them, measure them and bag them. We caught lobster after lobster until both the goody bags were brimming with irate crustaceans. Also, on more than one occasion, a large vessel made it's way along the canal and we were dragged deeper down the slope in the boat's wake. There was nothing to do except go with the flow until the pull weakened after which we could retain our original depth.

After about half an hour of frantic lobster bothering we were both getting low on air. I held a safety stop at 6m up against a mussel-encrusted pillar. At this depth the water was clear and a pleasant sunny haze permeated down through the water. After a while I could feel my demand valve beginning to flutter so I broke the surface having completely drained the cylinder (as had Forrest), this meant that I had to orally inflate my jacket as I was negatively buoyant and had started to sink! That done, we edged along the boom and clambered up some slippery rocks to the wide path along the canal.

We had an amazing hall of 27 fine-looking black/blue lobsters and once all three of us were reunited we had a spot of well-deserved lunch. Later that evening I cooked up my share of the catch for the family and each one was duly consumed. I naturally exaggerated my part in the capture of the feast and of the ones that got away - even 5000 miles away nothing really changes!!!

BIRMINGHAM DIVE SHOW COMPETITON



Those very nice people at the Birmingham Dive Show have given us another pair of tickets to give away in a competition, so here goes, answer these questions to win:

1. Which COAST presenter is talking at the Dive show this year?

2. What colour was the Chairman's old Holiday wetsuit?

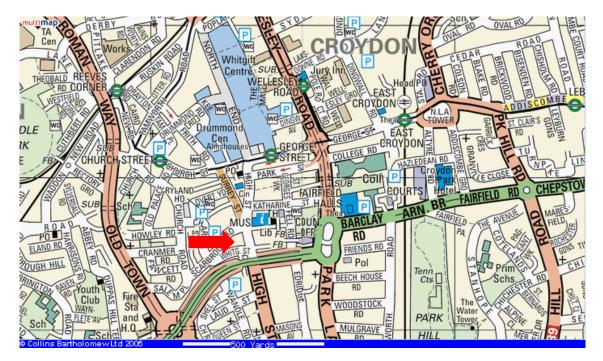
(HINT's – see <u>www.diveshows.co.uk</u> and think of some shades of pink...)

Answers to paul@croydonbsac.com

AGM 2006 Paul Brown

The club's AGM is to be held on **Tuesday 31st October 2006** at the:

Green Dragon Pub 60 High Street Croydon Surrey CR0 1NA



Meet time is **7.30pm for an 8pm start**, **food is provided** (buffet).

The AGM is <u>YOUR</u> chance to have a say on the way the club is run. All comments are welcome as is any offer to stand for a post on the committee.

The positions on the committee are as follows:

- ~ Chairman
- ~ Diving Officer
- ~ Training Officer
- ~ Expeditions Officer
- ~ Equipments Officer
- ~ Membership Secretary
- ~ Treasurer
- ~ Dry Officer/A-member

If you feel you have the time and would like to take up one of these positions, please speak to me asap.

Please make the effort to attend, the club always needs your support

Windy Weymouth Paul Brown

A club trip to Weymouth in June or July has become something of a tradition over the last few years. Previously we had used Paul Cooper's boat, *Kyarratoo*, but Paul has sold up so we had to find a new boat this year. As Clare Walton was organising the trip she sat down and listed the many factors that make a good dive boat - stable platform, kitting-up benches, lift, decent friendly skipper, plenty of tea, fast, reliable, good reputation - then promptly forgot all these and made sure she booked a boat the same colour as her undersuit (bright yellow)...

As luck would have it her choice for the weekend, Wey Chieftain III, ticked all the above boxes - not that she cared, as it truly is a bright, BRIGHT yellow boat, and that's the most important thing. WCIII is skippered by the very nice Graham Knott who went out of his way to make us feel welcome, what with it being our first time with him. Things didn't start off too well though as Friday's forecast was





giving 5-7's. Graham had decided to put our leave time back and try the later tide, as the weather was supposed to be getting better all the time, so 10am on Saturday saw us lot loading up ready for a 12pm leave. After a safety briefing and a bit of kit fettling we were on our way, motoring out to the wreck of the Moidart. The trip out down the side of Portland and around the Bill was rather lumpy as the wind was from the east, but once we were into Lyme Bay the sea flattened thanks to the protection from Portland.

The Moidart was a casualty of the First World War. This 1300 ton armed merchant steamship was torpedoed and sunk in 1918 by a German U boat

seven miles south east of Lyme Regis while carrying railway lines. Only 5 of the 16 man crew survived and she now lies in a general depth of 36m, standing some 8m proud in places. The wreck now lies in two pieces with a gap of about 15m in between. The shot was on the break, so after a potter around here on the seabed at about 36m we turned and swam up on to the more intact wreckage. The wreck stands about 5m proud of the bed, the winches are stil in place on the rather impressive bows and there are some decent sized holes in the decks and through the holds to get down in to. Unfortunately we were limited to bottom time (well, I wasn't, but my budd was :) so

from the bows we started ascending. Next time I go to this wreck I plan to head off away from the main lump where we were and to find the stern which is supposed to be the most interesting section. It's definitely worth a return trip, perhaps in better viz though, as it was only about 4m on this occasion.

Once everyone was up we headed back towards Portland for a drift down the west side over the wreckage that lies there. We had plenty of time between dives to stuff our faces, drink tea, sunbathe and get our goody bags stuck round the prop before plopping in for the drift. Nothing



spectacular to report here, just the usual not-too-bad drift really.





The later start had messed with our plans and it was late by the time we arrived back in Weymouth. Some 'discussion' was needed with Old Harbour Divers to get them to stay open for us, but Grahame soon sorted that and bottles were dropped off to the moody new owners. They didn't seem too pleased that we'd be needing to pick said bottles up at 7am on Sunday, but as Grahame said "tough shit". Couldn't have put it better myself. After a quick freshen up it was out to the Red Lion for a couple of pints before going for a curry (surprise surprise). Paul Cooper was in the Red and clearly had been for some time, it was good to see him again, although the girls in the club who got accosted by him didn't seem that impressed.

6am Sunday morning and we are going through the rigmarole of trying to get out from the stupidly small car park at the back of the digs. After a bollocking from the landladies for making too much noise we were off to the diveshop then the boat. The forecast was much better for the Sunday and after a chat on the Saturday our yellow-suited leader had decided that we were to do the Sidon. This British S class submarine sank first in 1955 with the loss of 13 men and was raised and sunk again as an underwater sonar target. She lies in a depth of around 36m and usually makes a good dive. I say usually because most of us didn't get a chance to see her as only Andy and Jaime, the first pair in, made it down before the shot became unhooked from the wreck. A few glum faces were about as we headed back over to Portland for a bit of shelter whilst we had lunch, but that was soon put right by the sun coming out. The second dive of the day was a drift on Lulworth banks for scallops. About half the crew sat this one out prefering to soak up the sun. Those who did jump in got a decent scallop-crop before we steamed back in.

All in all a very enjoyable weekend in Weymouth, one of my favourite diving venues. Thanks to Clare for organising it, roll on next year's trip.





Western Isles of Scotland. August 2006 Jaime Dawson

Beautiful drive from Glasgow, and despite leaving from Manchester, Andy and I still manage to be late. Moored up in Oban harbour is the huge, rusty, ex-lifeboat (and I mean the sea-going ones not the speedy dingies) the Loyal Mediator. Skippered by dour Scot George, she is completely unsinkable - sadly George didn't point that out until well into day 2, by which time we were all a little concerned that we hadn't had a safety briefing. After a few days of constant flirting (provided by myself, Claire and Ian) George mellowed and the trip became far more fun. George provided singlehandedly great food (a special vegetarian meal just for me, and some meat for the carnivores), tank filling (with nitrox should supplies allow) in between dives, the whole ship driving thing and Thai massage for myself and Clare. Sadly Claire Elphick missed out because Dave is big. Ian also missed out.

Many of us had never been that far North before. Well it's well worth it. Emerald green pointy bits and mirror calm waters. You see a ripple and it's made by a porpoise, dolphin, seal, otter or whale. Marvellous! Well we travelled up and down the Sound of Mull, here and there, to be honest I didn't pay that much attention. I was too busy sunbathing, eating and diving. All ports had a pub. Most ports had a great view. Some islands even had a population of 3 sheep or more. Steady Ian.

So, the diving ... Great! The wrecks were all in shallow calm waters, well intact, and many are upright sitting on the bed like they were only sunk yesterday. First dive was the Breda. From my log I note that it is a large intact wreck, with a silty bottom, with inhabitants; squat lobsters, anemones, sea squirts and half a conger eel.

A Mull feature is the squat lobster. Thousands of them, all clicking angrily and rather hopefully considering their size. Not at all as dangerous as real lobsters. So much so that even Andy Hart managed to bully one. How embarrassing for lobster-kind.

After this, the Shuna, John Preston, and the famous Hispania. This dive was brilliant - lots of swim throughs, cabins and holds to do some serious tank bashing in.

There were some nice scenic dives; some were walls others slopes. My buddy (Andy Hart Diving God) spotted a scorpion fish on a dive at the Isle of Eigg. At Loch Lash, a maniacal crab attacked me as I ascended up a wall.

We dived the Port Napier twice. This was a ship sunk in the 1940s, she caught fire whilst carrying mines. None of them exploded and it was generally considered best to sail around her until the mines could be retrieved after the end of the war. The Port Napier lies on her starboard side, and you can



swim underneath the bow. This was dark and scary.

We dived close to a seal colony (there didn't seem to be many seals) at Cana. The seals are quite skittish due to the local fishermen shooting them. I believe some of us actually saw seals on this dive. Dave Elphick has a great bit of seal footage from a dive on the Tapti.

Next was the Aurania, kelp covered with huge boilers and winches. Swimming about were some large pollack and pillocks (CB, CG and Ian). Lastly, we dived the Thesis - small upright wreck with plates gone in many places. Easy swim through from bow to stern, with tiny finger-sized top knots, squat lobsters and subbranch. The wreck is pretty small, so we saw everything including every other diver. Most of us saw an extra from The Abyss (some hard cave diver with cockeyed lights). Some shot line antics; with Ian fleeing killer jellyfish, and Paul Brown and Claire Walton drowning with laughter. There was also much worshipping of Andy Hart Diving God.

George discovered a long lost wreck (120m or so below us) that he'd been looking for for 7 years. So we got to see some mapping in action.

Other holiday moments include a horrific scare for Andy Hart Diving God. He was woken by the trembling hands of a midnight wanderer. Apparently he did his best to sound Terrible Twosome's A-Z of diving (West Scotland style) Doctor J & Tinkerbell

A is for Advanced Diver – NOT B is for Tea B!tch **C** is for big blue wobbly thing **D** is for Docking E is for 'no thanks Ean' **F** is for Fudge Brownie **G** is for God like Andy **H** is for hair straighteners I which requires mascara **J** is buddy of Dive God K is for K-Y, for divers who want to have fun L is for Loser **M** is for Dive Muppets **N** is for Nitrox, gas of the girls **O** is for wet as an otter's pocket **P** is for PB that happy man we love **Q** is for Quincy (not as good as the A Team) R is for Red Bull & Vodka **S** is for soggy suits **T** is for Tea Bagging U is for 'You love us' V is for very big dinners W is for whales **X** is for x-rated activities Y is for 'why do we go diving'? Z is for zzzz dormouse style

manly as he cried 'No please ...'. So who was this mystery pervert? Paul Brown suffered some distress when he broke a nail. Chris Griffiths is a remarkably good climber, leading me to think 'Have you every seen CG and Spiderman together at the same time?'. Chris Boddington still insists on holding his buddy's hand, no matter who his buddy is (and I thought I was special). And the Muppets were on usual form (ie in the pub a lot). Well done to Rick for organising this one!



USS Oriskany and USS Spiegel Grove Tony Dillon

Due to Sandra starting a new job this year, our summer holiday would not be our normal three weeks (one week chill, one week diving and one week chill) but only two weeks.

Having suggested several destinations to Sandra, she decided we would go to Florida this year for two weeks chilling out – no diving.

About two weeks after booking the fly-drive holiday, I came across a thread on Yorkshire Divers forum about a ship to be sunk off Florida as an artificial reef – the USS Oriskany – a 900 foot long aircraft carrier. As this was to take place about eight weeks before our holiday, I started to work out how far we would have to travel from our intended destination (Orlando). As this was only 450 miles from Orlando to Pensacola and after serious discussion with Sandra, it was decided that we would after all do some diving on our summer holiday.

As the USS Oriskany was sunk successfully on 11 May 2006 and was found to be a safe and divable position I started searching for local dive operators who were running trips to the USS Oriskany. I contacted several, but the only operator to come back with any information was :- Dive Pros Pensacola. We therefore arranged to dive the USS Oriskany with them and booked our trip for 11 July 2006. We went to the shop on the 10th to complete all our paperwork and collect our cylinders for the following day's dive. Quite what the motel owner would have thought if he had seen us unloading four 12 litre cylinders from the boot of our rental car into the Motel room, I do no know.

We made an early start the following morning to the short drive to the quayside to meet our fellow divers – there were only four of us, one of those Merrick, the manager from Dive Pros plus the skipper. The boat was a fast planning boat, but small only being coded for six plus two crew. Even so, it took us an hour and a half at 20 to 25 mph to get to the site.

Our dive plan was to bounce the flight deck at 43 metres just slightly below our MOD and then come up to around 30 metres and explore the tower. After a comprehensive briefing by both the Skipper and dive shop owner (which I should have paid a little bit more attention to i.e. which side of the



wreck the shot was on), we kitted up and were the second buddy pair into the water. We descended the bow line to a buoy at 8 metres which was attached to a line to the tower. We checked our equipment was all working okay at this point and then continued our descent to the top of the wreck. After a final check we headed down towards the flight deck which, due to the less than ideal visibility, was not visible from the top of the tower. As we expected to go straight down and reach the flight deck, I neglected to keep close observation on my depth gauge/computer, after descending some way, the flight deck was not visible and I checked my computer and found that we had exceeded our MOD even at 1.8 ppo2 and immediately gave the ascend signal to Sandra – we had in fact descended the starboard side of the tower – clear descent to the seabed 68 metres with no flight deck, not the port side where we would have landed on the flight deck at 43 metres.

After this minor hiccup, we continued with our planned dive by exploring around the tower. As the USS Oriskany had not been down long, there were not many fish around, although we did see a lone barracuda patrolling the tower and some smaller fish at the top of the tower.

Following an enjoyable 30 minutes exploration, it was time to ascend the shot and do a leisurely 6 minute deco stop.

Our second dive was planned as further exploration of the tower to include some minor penetrations, mainly the bridge. During this dive, we spotted a group of divers - who had arrived on another boat during our surface interval – with twin sets and scooters, which we thought was a bit overkill, as there was not much to see on the flight deck and the best diving would be around and inside the tower.

After an enjoyable dive we then spent an interesting 22 minutes decoing on a sea-sawing bow line, which indicated that while we had entered the water in flat calm, there was now a slight swell running and this indicated that the trip back might be a bit rough - although not as smooth as the trip out, just longer.



As the only other thing to see in Pensacola is the Naval Air Museum, we decided to drive south and have a look at the Florida Keys.

As we approached the Keys and as I cannot drive past a dive shop without stopping and taking a look, we came across a large diving supermarket and while looking at tee shirts, came across one with an illustration of the USS Spiegel Grove – a Dock Landing Ship, after a quick conversion of it's depth into metres (41), I asked Sandra if she fancied a dive on another American wreck. We decided that since we had all our kit with us, it would be a shame to miss out, so booked a trip.

This time, our cylinders would already be on the boat so all we had to do was to load our kit. This was a more commercial operation as there were 24 divers on the boat with 2 cylinders each. Whereas our dive on the USS Oriskany had been pre-booked and had confirmed that din cylinders would be available, this time, we ended up with 2 din cylinders and 2 A clamp cylinders (luckily I had bought a din to A clamp adaptor the previous day). The trip out from the quayside was only around 25 minutes so by the time we had changed and assembled our kit, we were on site ready to dive.

As the USS Spiegel Grove had been sunk in a marine reserve in 2002– no fishing allowed – there were plenty of fish on the wreck including some very large fish indeed and although there were 24 divers on the wreck, it was not particularly crowded.

Personals

MEN SEEKING WOMEN

D.O. seeks buddy for DSMB practice, especially on how and when to get it up. Non-diver preferred, must have own teeth.

Posh yacht-loving public school educated toff seeks game young filly for spanking games. Rodean 'gals' especially preferred. Sorry, no workingclasses. Mechanic, 573/4, would like to turn back your clock, give you an MOT and a full bodywork check (with a view to rebore). Oil change thrown in for willing partner.

Rebreather diver, grumpy old sod, seeks bird for rutting. No time wasters.

MEN SEEKING MEN

Lonely Chuckle brother (Steven Seagull lookalike) mid-thirties seeks similar for drinking, smoking and companionship. Would like to take things further for that "special one".

Lonely Chuckle brother midthirties seeks similar for drinking, smoking and companionship. Would like to take things further for that "special one".

WOMEN SEEKING MEN

Dive chick, 36E, seeks men. All offers considered, must have matching yellow undersuit.

CROYDON BSAC 23 Christmas Party

<u>Saturday 25th November 2006</u> 7pm – 11pm

The Spread Eagle, 39-41 Katherine Street, Croydon, Surrey CR0 1NX

ALL WELCOME

Tickets are a <u>bargain £10</u> per person A buffet will be available

There will also be a raffle with lots of prizes on offer

Tickets can be purchased from Clare

For further information email <u>clare@croydonbsac.com</u> or call 07971 455 892

BSAC South East Region Courses

Below are the South East Regional courses for the rest of the year and the start of next year. To book visit www.bsac-se.org.uk.

DATE	COURSE	VENUE
23/09/2006	Boat Handling	Newhaven
30/09/2006	Open Water Instructor Course	Horsea Island
01/10/2006	Practical Instructor Exam	Horsea Island
14/10/2006	Practical Rescue Management	Horsea Island
15/10/2006	Diver Coxswain Award	Newhaven
04/11/2006	Equipment Care	Kingston
11/11/2006	Oxygen Administration	Crawley
12/11/2006	First Aid for Divers	Crawley
18/11/2006	Instructor Foundation Course	Camberley
18/11/2006	Rescue First Aid	Crawley
25/11/2006	Compressor Operation	Kingston
09/12/2006	Theory Instructor Exam	Camberley
27/01/2007	Instructor Foundation Course	Rochester St Josephs
28/01/2007	Compressor Operation	Kingston
03/02/2007	Oxygen Administration	Crawley
04/02/2007	First Aid for Divers	Crawley
10/02/2007	Advanced Diver Theory	Guildford
24/02/2007	Rescue First Aid	Crawley
25/02/2007	Theory Instructor Exam	South-East
25/02/2007	Diver Cox Preparation	Newhaven
03/03/2007	Rebreather Try Dive	Brighton
04/03/2007	Outboard and Boat Maintenance	Crawley
17/03/2007	Practical Rescue Management	Maidstone
18/03/2007	Diver Coxswain Award	Newhaven
31/03/2007	Oxygen Administration	Crawley
14/04/2007	Boat Handling	Newhaven
21/04/2007	Extended Range Diver	South-East
28/04/2007	Instructor Foundation Course	Rochester St Josephs
28/04/2007	Advanced Nitrox Diver	Kingston
28/04/2007	Combined Nitrox	Kingston
28/04/2007	Nitrox Diver	Kingston