

Big helpful club trip hints

- It is really important that we get as much out of each day as possible. So we will be getting up and leaving early, about 8 am. This will ensure that we get enough parking for all the vehicles, together, and that we finish early enough to eat and socialise in the evenings.
- Please ensure that you are ready when the bus is due to leave each day. If you are late at the dive site, the boat will not wait and the next pair will take your place! There is a lot to get through and we can only do it if everyone pulls their weight.
- Alcoholic drinks should be taken in moderation during the evenings – anyone who is hungover will not be allowed to dive the day for obvious safety and health reasons. For every pint or short drunk, please try to replace with a pint of water preferably before you go to bed, and definitely before the dive! Try to refrain from drinking too much tea and coffee if you have drunk alcohol the previous night – it'll dehydrate you.
- Please let one of the instructors know if you are worried about something or just don't like what you are doing. Don't be afraid to speak up about any concerns you may have. Don't be frightened to decline the offer of a dive: don't be shy!
- Please try to know what you are supposed to be doing and when, we hope to have a board with the plan for the day on...
- Please help with launching the boat/recovering the boat and helping with gear.
- Please make sure you don't leave kit lying on the beach in the sand. Please return it to base camp.
- Empty bottles – please tell the Equipment Marshal for the day if you have an empty cylinder, then it can be put in the correct pile for filling. If you don't do this, you won't have a cylinder for your next dive! Full bottles – these should have tape over the pillar valve.
- Please treat club equipment as if you bought it yourself, i.e. with respect. Don't forget to replace the dust cap after you have taken the reg off the cylinder. If anyone is seen wilfully misusing equipment, they will be liable for servicing that piece of equipment. If you lose any club kit you will have to buy a replacement.
- Please respect the accommodation, just in case we want to come back next year.
- After every dive you should always make a note of various dive details, they will be needed for the Dive Marshalling Sheet, which that day's Dive Marshal will have. This sheet is not just another piece of paperwork, it can help recompression chambers and medical staff if there was an emergency.
- Please use a log book or another logbook to write up your dives: the write-ups are really useful when assembling your list of dives for Sport Diver, Dive Leader etc. I do not keep copies of your dives.
- Try to work out your deco and air requirements for each dive, your Dive Leader will help you if you want.
- When descending, hold on to shot line or SMB line – don't let go until you are on the bottom. don't dump too much air from your BCD, just enough to start you going down. This will stop you descending too fast for clearing your ears and it will stop you slamming into the bottom. Don't forget to compensate for loss of buoyancy by putting air in BC while descending.
- Try to be neutrally buoyant throughout the dive. This will mean less air consumption—'cos you won't be struggling to stay on/off the bottom—and a more enjoyable dive.
- It is a REAL pain in the neck (quite literally) if your buddy is trailing behind you. Make sure you swim along by their side, and NEVER swim off without making sure they are next to you.
- When ascending, as you are neutrally buoyant, all you have to do is give a slight push off the bottom to start your ascent—control the rate via your BCD. You shouldn't have to fin strenuously to ascend; gentle strokes are all that are necessary when ascending. Try to have one hand on your dump/inflate controls throughout the ascent.
- There's a lot to do when ascending with an SMB, so help out your buddy or dive leader by loosely holding the line when they reel it in, or loosely hold on to them. Whatever you do, hold onto something, just in case you start to sink!
- Don't rush the navigation lesson. Try to take it easy and use long, slow fin strokes—make use of pilotage and you'll have an easier and more enjoyable time. And don't forget to hold your compass out in front of you and make sure it is level!
- Please pay attention to your Dive Leader, not just for safety reasons, but you may learn something from them!