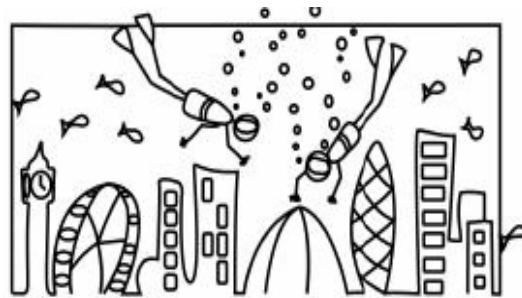




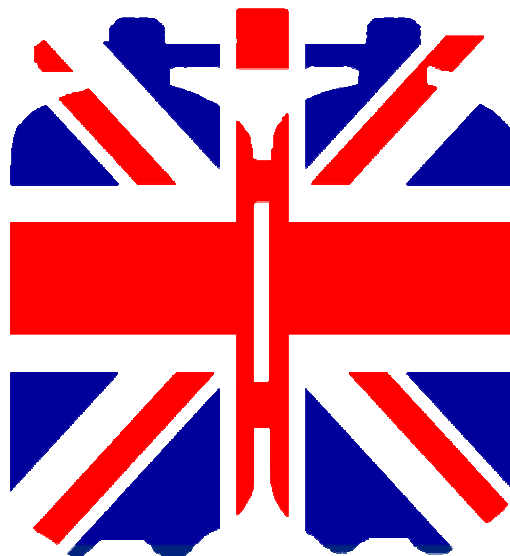
**ULSAC Trip Report
Summer Expedition 2009
South of France**



University of London Sub-Aqua Club BSAC 0069

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Logistics

Date	11– 27 September 2009	Springs <input checked="" type="checkbox"/> Neaps <input checked="" type="checkbox"/>
Venue	South of France (Marseille, Giens and Cavalaire)	
Marshal	Jeremy Davey	
Overseer	Nathan Long	
Number of People	13	
List of attendees with Diver Grade in brackets (e.g SD, DL etc)	Mark Bell (AD)	Anthony Chaddock (DL)
	Chris Higgins (DL)	Tom Linton Willoughby (DL)
	Dave Pearce (SD)	Craig Combe (DL)
	Anouk Gouvras (SD)	Gloria Jaconelli (SD)
	Vanessa Woolhead (SD)	Nathan Long (AD)
	Tomoko Ishibashi (SD)	Jeremy Davey (DL)
	Anjali Shah (DL)	

Schedule of trip

Day & Date	Base location	Plan (i.e. dive site and travel)
Friday 11th Sept	London → Ferry	Travel (ULU → Chiswick → Bologne)
Saturday 12th	Marseille	Travel (ferry → Marseille)
Sunday 13th	Marseille	2 Dives: Chauen and Dalton
Monday 14th	Marseille	1 Dive: Liban (poor weather)
Tuesday 15th	Marseille	2 Dives: Kir Bihan and Liban
Wednesday 16th	Marseille	1 Dive then travel: Liban
Thursday 17th	Giens	Poor weather- Did Not Dive
Friday 18th	Giens	2 Dives: Sagona and Le Cap de Medes
Saturday 19th	Giens	1 Dive: Le Cap de Medes
Sunday 20th	Giens	2 Dives: Donator and Donator!!!!
Monday 21st	Giens	1 Dive then travel: Michel C
Tuesday 22nd	Cavalaire	2 Dives: L’Espignole and Ramon Meumbru
Wednesday 23rd	Cavalaire	2 Dives: Togo/L’Espignole and Ramon Meumbru
Thursday 24th	Cavalaire	2 Dives: Rubis and Prophete
Friday 25th	Cavalaire	1 Dive: Rubis
Saturday 26th	Cavalaire	1 Dive then travel: Togo
Sunday 27th	Ferry → London	Travel (Bologne → Chiswick → ULU → bed!)

We avoided having the usual “travel days” by diving in the morning before travelling. This still allowed us to have plenty of de-saturation time whilst maximising diving time.

Travel Details

Vehicles

1 x ULU MPV
1 x Long Wheel based van from H&H Hire (see below)
1 x Voiture aux Belly

H&H Van Hire
Kentish Town
107e Bartholomew Road, London, NW5 2AR
020 7916 6616

Van hire cost £1152 for the 16 day period. This included European Breakdown cover. As usual with H&H we had as many named drivers as were already on their books.

Ferry

We travelled with LD Lines on the Dover – Boulogne route. This route proved to be a lot cheaper than all other ferry lines.

Return ferry costs were £109 for the van, £173 for the MPV and trailer (with Scoundrel on it!) and £83 for Mark's car.

We had considered using the Channel Tunnel but were thwarted by discovering where the long wheel based van would sit with regards to commercial freight and passenger travel. But with further investigation this might prove a more convenient and cheaper option in future.

Tolls

This is a note to say that the tolls in France are fairly extortionate. We made sure that we had plenty of cash along the way to pay for all the tolls for the motorways.

Total trip cost

With lots of cost saving measures and everyone's willingness to keep costs to a minimum, the total cost of the trip was of the order £730 for someone who did all the diving available. This worked out at about £36 per dive.

Dive sites (coordinates)

Site:	Coordinates (WGS 84)	Max depth (m)	Launch site	Buoyed
Chauen	43° 11.921' N 005° 13.735' E	36	Marseille	See from surface!
Dalton	43° 11.993' N 005° 13.000' E	33	Marseille	
Le Kir Bihan	43° 13.884' N 005° 19.069' E	54	Marseille	
Liban	43° 12.441' N 005° 20.249' E	36	Marseille	
Michel C	43° 00.684' N 006° 08.414' E	39	Giens	
Marcel	43° 02.324' N 006° 13.958' E	31	Giens	
Ville de Grasse	43° 00.623' N 006° 08.465' E	50	Giens	
Donator (bow)	42° 59.594' N 006° 16.464' E	51	Giens	
Donator (stern)	42° 59.597' N 006° 16.417' E	51	Giens	Yes (needs slack water)
Sagona / Grec	42° 59.636' N 006° 15.724' E	47	Giens	Yes
Prophete	43° 09.467' N 006° 37.705' E	34	Cavalaire	
Rubis	43° 11.297' N 006° 42.038' E	40	Cavalaire	
L'Espignole	43° 09.682' N 006° 36.257' E	39	Cavalaire	Yes
Togo	43° 10.095' N 006° 35.552' E	61	Cavalaire	Yes
Ramon Membreu	43° 11.287' N 006° 32.676' E	22	Cavalaire	Yes

These marks were the correct marks (post dive) and are all programmed into the GPS console of Scoundrel.

Base Camp 1: Marseille

Accommodation

La Cigale et la Fourmi
19,21 rue Théophile Boudier
Mazargues Village
13009 Marseille
France
Tel. 0033 491 400 512
Fax. 0033 491 400 510
mail: info@cigale-fourmi.com
website: www.cigale-fourmi.com



This was a really quirky place for us to stay in; effectively being a converted garage. It contained a small kitchen area, bathroom and mezzanine sleeping area, where there was about 2 foot of head room above the beds!



The hostel was located amongst some fairly narrow streets, which lead to some interesting driving for the van and MPV. Parking was a bit of a nightmare but we did end up managing to get okay spots eventually most days.

Launching and berthing

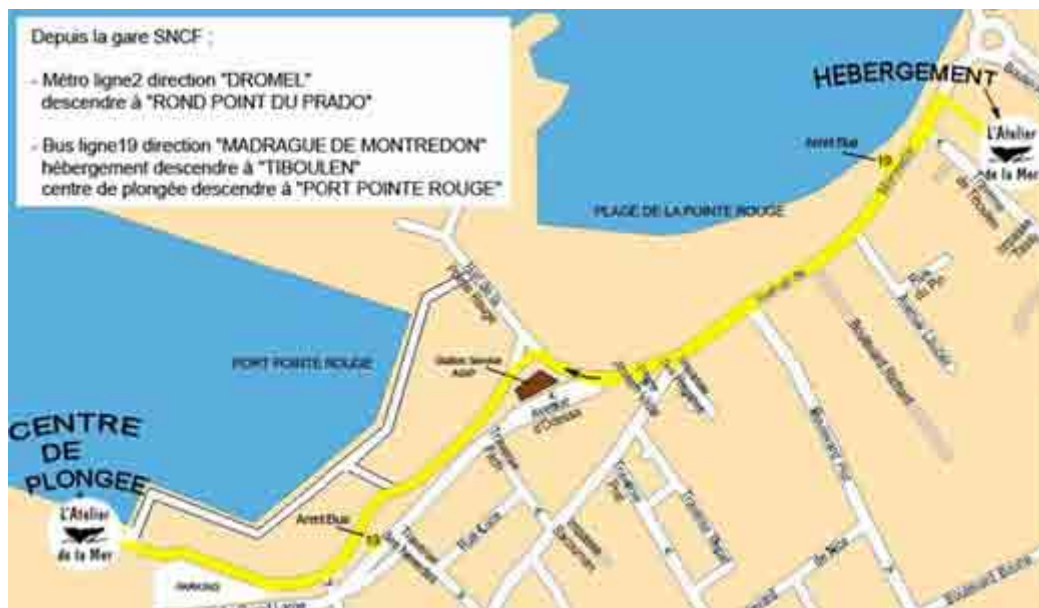
We had a hairy day on arrival racing between the Pointe Rouge and public port trying to find somewhere to berth the boats overnight. However, despite what we had been told on the telephone beforehand, we could not berth anywhere. The moorings at Pointe Rouge we were told on arrival are only available to visiting boats in July and August no matter how much begging you do.

Eventually we found that we could launch the boats from the free slipway near the Pointe Rouge and right next to the air shop (see map below).

In the evenings we were lucky enough to pull Scoundrel and Hippo out of the water and leave them in the locked compound of the air shop.

Air shop

L'Atelier de la Mer
Port de la Pointe Rouge Entry No. 2
13008 Marseille
Tel: 04 91 72 54 12
Fax: 04 91 73 88 99
<http://atelierdelamer.com/contact.php>



Very distinctive painting on the outside (see photo below):



These guys were great at the air shop letting us leave the boats free of charge in their locked compound overnight and some of the staff lived there adding greater security.

They were, however, very weird about us using their toilet though, except for the first day they said “non”, so we had to walk not a short distance to use the public toilet next door to the harbour master. But with good timing we managed to build this into our daily boat journeys as we always passed the toilet on the way in/out of the harbour. Perhaps our toilet ban came about as Jer decided to destroy one of the benches with his mighty legs when putting the boat back, but who is to say? (that bench was rotten anyway!) But the best reason we came up with was that they simply were not making a lot of money out of us, and we were getting a lot out of them, so they wanted to draw the line somewhere. Cue Gallic shrug.

We ended up buying 100 cubic metres of air for € 130 which worked out pretty close to what we actually used. You can buy air in “bulk” from them in set amounts, getting a little cheaper the more you buy. They still owe us some air, probably a couple of fills, but he said we can have it next time we are there instead of giving a refund. I have a feeling they said that to us when we were there before!

Local Hyperbaric Chamber

Hopital Salvator, 249 Bvd de Ste Marquerite, 13009, Tel: 04.91.74.49.96

Clinique Residence du Parc, Rue Gaston Berger, 13362, Tel: 04.91.83.87.56

Polyclinique Clairval, 317 Bvd du Redon, 13009, Tel: 04.91.17.12.32

Points of note about the diving

Everybody was amazed at how good the diving was on the first day we arrived. Arriving on the site of the Chauvenet on the first dive we could see the wreck from the surface and the accuracy of the marks was not even questioned!

Dave Pearce

Many people thoroughly enjoyed the wreck of the Liban. This dive site was almost like having three dives in one! We started by dropping in on the south of the island, people then swimming through the giant underwater arch. Then following the slope of the seabed down to the wreck the temperature really dropped off (to around 15 degrees C!). Great wreck covered in big fish. Then back up into a wall dive for your deco rounded off a truly fantastic dive for all.



Points of note about the base camp

Near the hostel were lots of bakeries at which we picked up croissants and bread every morning. Down near the Pointe Rouge was a number of hypermarches (including a LIDL) at which we bought food for lunch and dinners.

Base Camp 2: Presqu'île de Giens

Accommodation

Camping Campéole Eurosurf
Plage de la Capte
83400 Hyères, France
<http://www.camping-hyeres.com/>



We rented two caravans (plus Mark and the girls stayed in a third one) which were a little cramped for us all. Luckily there were some nice awnings to the caravans which were nice to dine under each evening.

The campsite had a number of facilities which were closed due to it being the off-season. Some of the staff were amazingly helpful and worth their weight in gold!

The morning views from the beach, when the mistral wasn't battering us, were breathtaking and felt like they literally pulled us to the waiting wrecks.

Cost – € 530 for 5 nights.

Launching and berthing

We found that we were able launch the boats by running them down the beach of the campsite. There was a narrow wooden track down to the beach, which we could use to do a roped launch of Scoundrel. It was pretty hard work to do this but we all got much better at it as the days went on!

On the evenings which the weather permitted we were able to tie up the boats to some buoys just off the beach- this definitely helped in terms of getting away and back from diving excursions.

Air shop

There is a small outlet of Kontiki Divers at the Eurosurf with a small compressor. However the times which air fills are available is fairly limited and we were not able to make the most of the resource.

We used a couple of number of different air shops:

SUB PLONGEE

109 route de Giens, allée du Pousset

83400 - Presqu'île de Giens

FRANCE

Tel = +33 (0)4 94 58 25 30

Tel = +33 (0)6 63 31 25 30 (GSM)

Fax = +33 (0)4 94 58 13 69

E-mail : sub.plongee@wanadoo.fr

Website: <http://www.sub-plongee.com>

Air fills were reasonable and the guy was happy to help us out with marks for wrecks which was brilliant.

Divin Giens

Address:

129, Boulevard Alsace Lorraine

F-83400 Hyères

<http://www.divingiens.com>

We would NOT recommend using this shop since safety standards appeared very low, cost was high, service was incredibly poor and he was terribly insulting about us, and the British in general, when speaking in German to his staff or customers. Perhaps he thought we could not understand him.

BLACK LIST THIS GUY

NOTE- both of these shops gave very poor air fills compared to UK filling standards e.g. 160 bar. This seems to be fairly standard across France supposedly though.

Local Hyperbaric Chamber

Naval base at Toulon has very good facilities.

Points of note about the diving

The Sagona and Donator were both marked with permanent buoys.

No-one actually found the Michel C. Apparently the wreck is surrounded by a collection of "bow-shaped" boulders which didn't really make for particularly interesting dives and makes finding it tres difficile. We were fairly unlucky with the weather whilst we were in Giens.

There are a number of different sites which would have been good to have explored however the Mistral forced us to abandon diving for a couple of days so we could not do as much as we would have liked.

The Sagona proved to be possibly the most popular dive of the whole trip, it was stunning. Why?

"Fish, fish, fish, gorgeous wreck covered in fans and corals and diving with 2 trip photographers: Tony and Chris. Thankfully Chris pointed out the moray eel that could have bitten me whilst I was posing for a photo taken by Tony."

Anjali



Taken from <http://scubaspot.free.fr>

Points of note about the base camp

We could be very self-contained from Giens, if staying in the campsite the whole time, with launching and air fills possible from the campsite. Would strongly recommend using the campsite again in future... everyone was pretty sad to move on from here.

Base Camp 3: Cavalaire-sur-mer

Accommodation

Camping de la Treille
BP 4 - 83240 CAVALAIRE/MER
Tél : (0)4 94 64 31 81
Fax : (0)4 94 15 40 64
campingdelatreille@wanadoo.fr
<http://www.campingdelatreille.com/plan.htm>

A similar set up as the previous base, with two hired caravans. However these were up the hill from town and not near a beach. We were also able to stow Scoundrel's trailer in the campsite's gated car park during the days we were there. Although the gate it never locked, it is closed at night and the lady working there keeps a look out while smoking a 100 a day. I wouldn't want to tangle with her!

Cost – € 593.20 for two caravans for 5 nights.

Launching and berthing

We launched from the public slipway and berthed in the public zone. This was a big relief after nearly 7 days of hauling the boats in and out of the water in Marseille and Giens! The guys in both the public and private ports were very helpful and friendly. Initially we were allowed to unload and load in the private car park. But once the lady boss got back she told off the other staff for letting us do that, so we simply used the public car park which was right alongside the moorings and very easy to load from. The toilets again were at the harbour entrance, so each boat journey we had a stop off.

Cost to berth – around € 5 per night per boat.

Air shop

Arnaud Niel - Eau Bleue
Les Pléiades, avenue des Myrtes
83240 Cavalaire
France
Tél. - Fax : +33-(0)4-94-05-42-03
GSM : +33-(0)6-08-23-72-51
Email : eaubleue@plongeecavalaire.com

This guy did amazing air fills (often over 220 bar) and was exceptionally helpful and forthcoming with marks for the dive sites. He works out of an industrial shed just next to the car park by the private port. He was head and shoulders above any of the dive shops we used while there. Top Recommendation!

Points of note about the diving

Much of the diving around this area is enclosed within the bay around Cavalaire. All the diving is fairly deep which is why we decided to do this section during the end of the trip.



Taken from <http://scubaspot.free.fr>

The Ramon Meumbru is sat right by the entrance the harbour and is buoyed in three places. Special attention was needed to make sure that no SunSeakers or sailing boats sailed directly over the site whilst we had divers under.

The Togo and L'Espignole have permanent buoys on them, which the locals used to tie the boats on to (often before stopping for a cigarette before plunging in!).

The Sports Divers on the trip dived all of the wrecks centred around this base camp. And despite not being able to 'touch' a few of them, they were able to see the wrecks and certainly enjoyed the experience of accessing these wonderful wrecks.



Taken from <http://scubaspot.free.fr>

Points of note about the base camp

There is a large Carrefour very near to the campsite, which we did a lot of our shopping at.

Right next to the public slipway there is a phenomenal steak restaurant and creperie, which we had some amazing meals at.

General Details

French speakers –

We were very lucky to have Anouk and Gloria on the trip. They were amazingly helpful at making the trip run as smoothly as possible. We are eternally grateful for all the hard work and “cold-calling” that they had to do.

TGV Trains –

Craig joined us a day late after arriving on the Eurostar/TGV train. The ticket only cost £150 single to Marseille, even when booked only two days before. It might be quite cool to run a trip down just bombing down on the train. Craig was so impressed with the TGV he wrote this haiku:

*The South of France trip,
A great time was had by all,
Next time leave the boats*

Vegetarian food –

The trip survived on home cooked vegetarian food for the length of the trip. Many thanks to all the meat-eaters for accepting this stance on food. The lack of meat during the trip was made up for at the amazing steak restaurant near the public slipway at Cavalaire, where close to a whole herd of cows were devoured! It is sooooo good!

Hydration –

During the trip hydration was strongly encouraged by the availability of Lucozade hydration sachets. These really helped keep everyone with enough fluids and electrolytes so that they were diving in an optimum state.

Rash vests –

We organised for the whole trip to be kitted out with O'Neill rash vests. This helped people keep the harmful UV rays off those pasty British bodies whilst keeping us cool (in a fashion and temperature sense!).

Water temperature/visibility –

The water was not quite as warm as some might have guessed. On some of the deeper dives, the temperature reached as low as 15° C. In the shallows the water was more like 20° C which was often a pleasant relief on deco stops. Visibility ranged from around 5-25 metres.

Wreck presentations –

In the evenings before diving we tried to put together a presentation on the wreck that would be dived the following day. This hopefully brought some good insight into what we were diving and gave people a chance to share their previous knowledge and experience to the group, definitely helped the first time SoFers know what to look out for.

French divers –

As Anthony mentions in his article for the newsletter, make sure to beware of French divers. They can very often mimic depth charges. To drop shots in, they often have an eardrum-less guy who jumps in holding a 20kg weight! They have a habit of racing round a dive site for 2 minutes before bolting back up to the surface.

Total trip cost –

With lots of cost saving measures and everyone's willingness to keep costs to a minimum, the total cost of the trip was of the order £730 for someone who did all the diving available. This worked out at about £36 per dive.

References –

<http://scubaspot.free.fr/>

This website was particularly useful for getting information about the wrecks.

Wrecks of the Mediterranean (White Star Guides)

by [Kurt Amsler](#)

ISBN-10: 8880957287

This book also provided some good info on the dive sites and some rather dated photos of French divers!

100 Belles Plongees Varoises

by Alain Ponhcon and P Joachim

ISBN: 9782741703020

<http://www.priceminister.com/offer/buy/5913927/Ponchon-Joachim-100-Belles-Plongees-Varoises-Livre.html>

Admiralty Charts 2116 (Fos-Sur-Mer to Marseille) and 2120 (Toulon to Cavalaire-sur-Mer including Ilse d'Hyerres) were used for voyage planning.

Thanks -

Before we left we emphasised that to make this trip as good as it should be that we would all have to work as a TEAM, and because of everyone's hard work it was a great dive trip and a great holiday! Many thanks go to everyone who made this such an amazing trip. Especial thanks go to the French speakers, the boat drivers, the vehicle drivers, and of course the cooks and the washers up!

Jer and Nathan

Appendices

People's comments about the trip

"[Enjoyed] lots of stuff: the amazing wreck dives, being able to twin up and do deeper dives, boat handling, the groovy set of people on the trip, the chilled out atmosphere, all the gear Jer and Nathan got for us - hydration sachets, UV protective top, shears etc, beautiful weather (most of the time), yummy restaurant food, seeing Jer eat steak, hanging out with little Emily [Bell], on our last dive being the first in the water and the last out - watching the entirety of the Sporties dive which was quite funny, Ness and Anouk hanging out in bikinis above you on a deco stop, becoming a white van driving lady etc etc."

Anjali

"Probably the best thing about the trip (other than the diving) was like minded people all out for the same goal. No real ego's, and a genuine spirit of mucking in."

Chris

"Trip was cool as was a small, relaxed group and everyone was on Twins so long diving."

Anthony

Memories of France by Chris Higgins

So, you've trained and trained and trained. You've had the "ET" experience, learnt what a chain is, cooked for a small army, and for what? To go diving of course. So what's it like when you're not training?

I must say I was a little apprehensive about signing up for the South of France trip. I mean, apart from the odd course and being beasted at ET, I'd not had much opportunity to socialise with ULSAC. I'd had one wonderful weekend in Portland diving with a few of them despite Paul trying to kill me on the RIB, but that's about all. How was 2 weeks away going to work? How was 2 weeks in ULSAC style accommodation going to work? God, how was 2 weeks of ULSAC style food going work?? The message from Jer saying "Can you take the ULU minibus test for us? You've got a towing licence and we really need it!" did nothing to allay the fears. So there we are, Chiswick boat house, some people I've never met, one large and very full van, the minibus towing Scoundrel, two weeks and over 1600 miles ahead of us.

At the first accommodation I was surprised to find one large room containing a double bed, a kitchen, a toilet with a slide door, and a garage. Unusual as that was, the roof of the garage was the bed for 6 of us, and the ceiling above the bed was the floor for the other 6 beds. People sleeping here were luck as they could almost sit up without hitting their heads. However, after 24hrs on the road, potentially nowhere to store the RIB, and side roads that a Smart car would have trouble negotiating, this was close to bliss.

The next day was what we'd come for, diving! I was surprised how easy it seemed to get everything together, but then this was an elite ULSAC team of chain experts and well practiced in assembling an inflatable from scratch in less time than it takes to say "Bonjour, oo eh le toilet?". Soon we were off to our first wreck, Le Dalton. On dive trips you learn many things. In fact, you're always learning. Here I learnt that regardless how much meticulous effort you put into to internet research and chart work, or how much practice you have with an echo sounder and GPS, nothing finds a wreck better than shouting over to the local dive boats and following their pointing arms. I also learnt that this is greatly aided by taking two people able to speak their language with you!

Nothing had really prepared me for the wonderful visibility, the fantastic condition of the wreck, the abundance of life, or just the sheer joy of diving in waters warmer than around the UK! I've dived in the Med before but it was nothing like this. For a first dive of a trip this had everything. My buddy Ness was doing her 25m depth progression, and I thought if anywhere this was about as good a place as any to do

it! In fact, the whole area surprised me immensely totally dispelling the rumours of a fishless, colourless Mediterranean.

The trip was split over 3 areas and this was our first, Marseille. Here we dived Chauen, Le Liban, La Dalton, and one special wreck now called Not Le Drome. As luck would have it this was a spectacular wreck, but unluckily for the Sports Divers she was at 50m so time to catch up in some sunbathing for them. After a final dive on Le Liban we packed up and set off for Giens, about an hour or two around the coast.

The weather had been fairly good to us so far, with spectacular storms giving their worst during the evening and allowing some days of good sunshine. All of the diving was far enough out to not be affected by local run off so we had big hopes for our next destination. We weren't disappointed. Apart from finding the accommodation to be a very civilized 6 berth mobile home and a lovely sandy beach 3 minutes walk away, our first dive was to be on one of the largest natural aquariums I've ever seen! This wasn't expected, as was proven by the even more than usual inane grin Jer had when he surfaced. In fact, all we got from him for several hours was "that was amazin". He wasn't wrong. Sadly Le Grec laid in 45m of water and the deck was just out of reach for the SDs, but so good was it that they spent a happy dive clipped off at 35m on the shot line watching the life go about its business. That night was a buzz of excitement. Then the rain came.

For near enough two days the most spectacular lighting shows and rain storms hampered our best effort to get out diving. The diving had been pretty much full on with long deep dives on twinsets so I was glad of the rest, but by the end (and after the obligatory karaoke evening) I was more than ready to get back out there. The next day saw two dives on Le Donator, which may very well have been the next biggest natural aquarium I've ever seen. The following day Jer broke Hippo.

Now, to be fair, there's a lot of stuff going on on these trips, and to forget to oil a fuel tank can easily happen, as it did. But to Jer, he'd killed an old friend, and potentially screwed up the rest of the trip. So bad did he feel that he forwent his diving and coxed for the rest of us. This turned out to be not so much of a loss as the rest of us dived a lovely rock formation that, as it turns out, looks very much like a wreck to an echo sounder. (only kidding fella!). Happily Hippo recovered with the gentle and loving touch of Doctor Dave and nurse Wookie. Important lessons learnt, and slightly more upbeat than hours before, we packed up and headed for our last venue, Cavalier Sur Mer.

Another 6 berth mobile home was home for the last 3 nights, and Cavalier was a great sport to spend them. Nathan finally reacquainted himself with the steak restaurant that had been making him dribble ever since we left Chiswick, and Mark had said good bye to his family and was ready to kick some wreck ass!

Cavalier is more spread out and some choices had to be made as to whether we would actually make some of the planned wrecks. As it panned out, we hit all the good ones! From Ramon Meumbru in 21m to Le Togo in 50m, everything was a joy. My favourite though was on my last day of diving. The Rubis. A purpose sunk submarine that lies in 40m. I was buddying Mark and with our twins and a stage we headed off with the plan of not coming back before we really had to. The Rubis has three penetrable entry points and takes about, as it turns out, 45 minutes to fully explore. On air that gives you about an hour's deco. Here I clocked up my longest dive.

800 miles, a lot of sweeties, and 9 bladders full of tea later we were back at Chiswick. I'd made good friends, dived some amazing wrecks, and achieved loads of personal goals. Everyone mucked in and did their bit, and believe me there were lots of bits. Divers, drivers, boaties, planners, translators, negotiators, nurses, mechanics, cooks, cleaners, and the list goes on. Huge and special thanks to Jer and Nathan who master minded the whole thing, and like two fine diving conductors brought the symphony of our diving orchestra from composition to rousing finale safely and tunelessly. Especially the karaoke evening.

So, what's it like when you're not training? Pretty damn good actually!

The End of the Trip by Anthony Chaddock

Ah the Riviera, sugar daddies, models, yachts, beautiful people and ... ULSAC??? That can't be right surely...? But t'was back in September when a group of intrepid explorers headed to the sun for fun and diving.

Led by the Glorious Leaders le Jer and le Wook, and ably assisted by the ULSAC Foreign and Commonwealth Diplomatic services (Anouk and Gloria) we survived for 2 weeks on a diet of vegetables, pasta, and some supreme diving.

As there were so few of us, we all managed to dive on twinsets which meant hour long plus dives in warm water, surrounded by fish and some stonking wrecks.

However, I decided towards the end of the holiday that the diving, while awesome, was absolutely knackered, and so I decided to be an English gent abroad before the long drive home. While the rest of them went out to sea for 6 hours to hang like a flag on the shotline to a French Submarine, I had a nice lazy day, then, dressed in cream linen trousers, a white linen shirt and sandals headed down to the port where they were due to come in.

As I sat splicing some rope for my camera box (AT LAST, I hear the ULSAC boaties shout, HURRAH!), I decided a Mojito and a N-Ice cream would be just the ticket. So for the princely sum of 20Euros I sat there in the shade of a cocktail bar awning on a wicker chair, drink in hand, ice cream slowly disappearing whilst I watched a bunch of tired, thirsty, hot, knackered divers struggle to unload the boat.

Did I help them you ask? Can't you guess!?