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Reference: G7MapPXR08

See distribution

Date: 30 Apr 08

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**POST EXERCISE REPORT FOR EXERCISE MAPLE SPLASH 08**  
**03 – 16 APR 08 – ASCENSION ISLAND**

References:

- a. JSATFA Exercise Maple Splash 08 (Tiger) 03 – 16 Apr 08.
- b. AGAI Vol 1 Ch 11 Annex C dated 16 Nov 07.

**INTRODUCTION**

1. Exercise Maple Splash 08 was a level 3 sub-aqua diving expedition to Ascension Island, during the period 3 – 15 Apr 08, for members of 4 Close Support Battalion REME.
2. Diving operations were conducted from the RAFSAA expedition centre which is based at English Bay. The majority of diving was boat based using either the two RAFSAA Rigid Hull Inflatable Boats or the RAF Welfare Hard Boat.
3. The Expedition Leader and 2IC for the expedition were as follows:
  - a. IC: WO2  
ASM 17 Fd Coy  
4 CS Bn REME  
Prince Phillip Bks  
Bordon  
Hants  
GU35 0JE  
Tel: 94 291 2173  
Fax: 94 291 5625
  - b. 2IC: Capt  
QM (T)  
HQ Coy  
4 CS BN REME  
Prince Phillip Bks  
Bordon  
Hants.  
GU35 0JE  
Tel: 94 291 5810

## **EXPEDITION MEMBERS**

4. A nominal role of exercise personnel is listed at Annex A to this report.

## **AIM**

5. The aim was to introduce and improve dive planning, deep, wreck, drift, navigation and night diving techniques. A secondary aim was to conduct further training towards the next diving grade and the preparation of the advanced diver for SADS assessment.

6. The expedition allowed the qualification and partial training of members who were not already qualified. This included:

- a. Six members completed their Sports Diver training.
- b. One member completed his Dive Leader training.
- c. Two members undertook Advanced Diver training and passed AD theory.
- d. One member received preparation training for SADS assessment

## **PREPARATORY TRAINING**

7. A considerable amount of diver training was conducted prior to the expedition, which was pivotal to the success of the expedition. This was achieved using a combination of garrison dive club nights, training weekends, Skill Development Courses, Joint Service courses and a mini expedit to JSSADC, Fort Bovisand. Dive qualifications gained prior to the expedition were as follows:

- a. Four complete novices achieved Ocean Diver and the majority of their Sports Diver training.
- b. One PADI Open Water diver achieved Sports Diver training.
- c. One Sports Diver achieved Dive Leader and Open Water Instructor.
- d. Four Divers gained the O2 administration award.
- e. Three divers gained their boat handling qualification.
- f. One diver attended a Compressor maintenance course and also gained his diver coxswain qualification.

## **EXPEDITION**

8. Day 1 – 03 Apr 08:

- a. We departed Bordon Garrison at 1530hrs and made our way through heavy traffic towards RAF Brize Norton to catch our CNFP flights. We had been advised to arrive as early as possible at RAF Brize Norton in order to check in the usual expedition excess baggage a dive expedition requires. All the spare kit and group equipment (Satellite phones, EPIRBS etc) was bagged up and given to the junior divers amongst us who only had one bag of basic Bicester dive kit each. We arrived six hours early and it worked! We averaged about 32kg per person and this was all checked in without any problem. RAF Brize Norton provided meals and a rest area at Gateway House once we had checked in and were waiting for our flight.
- b. It was whilst at RAF Brize Norton, that we were informed that the confirmed flight details we had received the week before were in fact incorrect and we would actually be flying back a day later than expected on the 16 Apr 08. A few frantic phone calls back to the unit followed to forewarn the MT Dept that there may be changes to our plan.

c. The flight departed as anticipated on a very cosy DC10! 8 hours or so later we arrived at around 7am on a very warm Ascension Island. As we flew over the equator, it was just at sunrise which provided an awesome photo opportunity as the sun came up.

9. Day 2 – 4 Apr 08:

a. We were met at the airhead by Steve the Serco PTI who was our liaison contact during our stay. first stop was the MT section to pick up the 12-seater minibus. In the past expeditions have been issued with a civilian flatbed truck for kit. This is now no longer the case and only a minibus is now normally issued. Luckily 9 of the 12 of us had Category C licences and had them in our possession along with FMT 600 certificates. This allowed us to take over a flatbed 4T DAF truck which proved invaluable to cart people and kit down to the dive site rather than relying on the minibus. Everything on Ascension Island appears to happen in “island time” and in “island style”, and obtaining equipment from various department was no exception. The Medical centre issued us three rusty O2 cylinders (one out of test date, one U/S, one with a ceased valve)! The Communications Store issued us two “expedition” handheld radios; these were not waterproof and also without a channel 16 which we were advised to use! Rations were collected after having our first meal in the cookhouse. Unfortunately the rations are issued on a 48 hr cycle and follow a two day menu which is posted in the expedition centre kitchen which they did not inform us about. The rations are issued frozen so there is no way the “menu” can be followed for the first 48 hr cycle.

b. Steve escorted us to the expedition centre at English Bay where a quick hand over of kit, accommodation and boats followed.

c. After we had repeated the kit and compressor brief to everyone, we set about personal admin and commenced planning of the first shake out dive in English Bay.

d. The shake out dive went really well and even though we were all diving current, it still served as an invaluable kit check dive.

10. Day 3 – 5 Apr 08:

a. We realised this morning that the flatbed 4T had an air leak in the braking system. We made a point of starting the truck up 20 mins early each time to ensure enough air pressure is built up in the system, so as to not put us behind in our schedule.

b. First real days diving of the expedition. Everyone has begun to settle into the routine, and the duty rosta list to share out the compressor, cooking and admin tasks has started to take effect. A 0630 breakfast followed by a 0700 dive brief on the dive site, HMS Tortoise/ Sudan; a nice little wreck dive only an eight minutes transit from English Bay.

c. The loading of kit and cylinders using the floppy is definitely an art, at which we had to get accustomed to. The Sudan is a really good dive site at which more Sports Diver drills were carried out. Visibility is 20m+. A transiting pod of dolphins served as entertainment for the second wave providing surface cover.

d. A quick lunch back at the centre, and turn around of cylinders and we were off for our second dive at Red Rock aka The Blowhole, which is another great dive with a nice swim through archway.

- e. Last dive of the day was at Eddie's Gullies just across from English Bay. A Lovely dive site which looked to be a favourable night dive site at a later date although the harsh swell was not ideal.
- f. The fish life in the Ascension Island is not as varied as you would expect to see in the Red Sea, although there are simply loads of Moray Eels and Black Triggerfish everywhere you look.
- g. Everyone was feeling the effects of the sun today, so plenty of high factor sunscreen was the order for the rest of the expedition.

11. Day 4 – 6 Apr 08:

- a. The administration rosta has started to work really well. 1<sup>st</sup> dive was on the China wreck this morning which is a really nice dive site with loads to see.
- b. Second dive site was Clarence Bay; a lovely site with a natural arch under the water which is home to many species of fish. Most buddy pairs made it round the corner to where there are lots of anchors lying around. We have begun to see loads of dead Black Trigger fish in process of dying or indeed dead on dives. There must be some sort of disease killing these off, although they are the most abundant fish there, so will not be wiped out any time soon.
- c. We picked up the rations for the next two days today. We managed to get some barbecue food rather than the rather bland pre-organised two day menu. We have found it difficult to catch permanent staff on the main camp, so have decided to start making appointments as opposed to simply dropping in.
- d. The last dive today was our first night dive out of English Bay. For a lot of the expedition this was their first ever night dive. Everyone thoroughly enjoyed it, especially trying to catch Crayfish which proved unsuccessful. A friendly turtle allowed one buddy pair to stroke it underwater during their dive!
- e. A few guys from the first wave back on shore were investigating the curious huge divots on the neighbouring beach to English Bay to discover two green turtles laying eggs. This got everyone excited, and intent on getting a closer look on another night.

12. Day 5 – 7 Apr 08:

- a. Admin in the camp has slipped a little so it has been agreed to gut the place on the next morning. Today started out with a Pyramid Point dive, again lots to see including an inquisitive octopus. We saw a few Crayfish during this dive which was good, however no-one has plucked up the moral courage to bag one as yet.
- b. After a brief lunch, we headed out to White Rock, so called as it is covered in white bird excrement. This was a really good dive site in a sheltered location, and I am sure will be revisited later on in the expedition.
- c. The last dive today was route to Red Rock. One of the buddy pairs bagged two crayfish, but the smaller of the two was returned as it was declared too small to kill!
- d. Tonight was our first barbecue. Tomorrow is a non-diving day so tonight was a well deserved blow out for the guys. Some of the expedition took a walk down to English Bay to check out the turtles armed with cyalumes and cameras. No less than twelve Green turtles

were spotted on the beach! This was an amazing sight to behold. We did not observe any hatching, however did find two dead baby turtles that had obviously headed the wrong way away from the sea!

13. Day 6 – 8 Apr 08:

a. Day off today . After tidying up the accommodation half of us went deep sea fishing and the other half trekked up Green Mountain the long way round!

b. The trek to Green Mountain summit is fantastic (as long as you aren't lost!) There are not as many land crabs as you might expect. We only saw four during the four hour walk. At the top of the peak there is a letterbox with a stamp inside for your logbook.

c. The sea fishing guys left on their charter at 4pm, and didn't return till 10pm. The rest of us anticipating a prize catch had prepared the barbecue and salad only to find out that in five hrs fishing, they had only caught three fish! Luckily a couple of chickens had been roasted just in case!

d. All in all the non-diving day was a complete success and everyone seemed to have enjoyed themselves.

14. Day 7 – 9 Apr 08:

a. First dive today was White Rock Reef which gave newly qualified divers an opportunity to complete their depth progression to 30m. One Buddy pair was fortunate enough to see two Manta Rays during the dive, and were even luckier to be able to snorkel with them whilst the next wave was down! Lunch today was at Comfortless Cove which was extremely pleasant and proved to save valuable time by not having to go back to English Bay each day.

b. After lunch we headed out to the Anchorage at Georgetown to dive on the "dumping ground". Unfortunately the area we dived was pretty sparse with no treasure to be found.

c. Night dive tonight. Max Swell was at 3.6m which made loading of the boats extremely difficult, however this was achieved with a combination of excellent boat handling and some keen lookouts. Unfortunately the swell at one point covered most of the bottom steps and swept away a torch and two Camelbacks. The camelbacks were recovered thankfully. The nightdive was carried out in English Bay, and was adventurous to say the least. The surging waves meant divers were finding it hard to avoid rocks and sea urchins. Nevertheless everyone enjoyed the dive and enjoyed even more the frantic boat unloading at the end of the dive.

15. Day 8 – 10 Apr 08:

a. Lethargy has sunk in amongst the exped. We were all exhausted this morning, but with another three dives planned, the expedition must go on! First dive today was a chance to repeat China Wreck. The weather has so far prevented us from diving North of English Bay, so we have been limited to the same area each time at the moment. A good dive was had by all and lunch was taken again at Comfortless Cove. Ray took a day off diving today because of a suspected ear infection. This allowed a lot of routine admin tasks to be cleared up without ruining anybody's dive.

b. Second dive was on the Normandy wreck. This wreck was well broken up and not the best for fish life. After the dive it was back again to Comfortless Cove where new fresh cylinders were waiting for us kindly charged by Ray between our dives.

c. Last dive was on the Meander, which is just outside Comfortless Cove in 9-10m of water. This was a really nice dive as loads to see, and the wreck is quite pretty.

d. Barbecue tonight again. We have managed to get BBQ rations every other day so far from the cookhouse without any additional charge which is a bonus. Ray took over the Welfare hard boat today, which we have hired for three days. This involved a fairly complex plan as the boat had to be moored up alongside Georgetown so we planned to drop people off at 0600 to collect the boat.

16. Day 9 – Fri 11 Apr 08:

a. There was a very early start this morning, in order to keep to the plan for diving round the other side of the Island. Unfortunately it was not off to a good start; the drivers that were dropped off at Georgetown to collect the boat did not take the keys with them which meant two trips back and forth. The lost time was however regained and we left for Boatswain Bird Island on time. The welfare boat travels at 25 knots and had loads of space for all cylinders, kit and pax. Unfortunately one of the engine alarms initiated close to Boatswain Bird Island. All POL levels were found to be fine so it was a mystery! We limped in to site with just one engine just in case to prevent further damage.

b. The first dive was just around the corner from the Lee area near the arch. The current here was extremely strong which resulted in one buddy pair surfacing near to where they had started 60 mins later. The dive plan was amended slightly to take into account the current for the subsequent waves. On the whole it was a really enjoyable dive. Two divers had problems ear clearing which resulted in them terminating their dive early.

c. After a quick lunch on board the hard boat, the second dive was commenced which was around Bird Rock. This dive site was truly awesome. The first wave had dolphins with them for the entire decompression stop, and wave two had a friendly turtle which did not mind being stroked!

d. The decision was made after the second dive to send the hard boat limping home with its one engine to get fixed, whilst a SADS remained with the RHIB and supervised a third dive for four eager divers.

e. On arriving back at English Bay, no-one could be reached to discuss the boat alarm. All possible faults were checked out ok, so it may have been a faulty buzzer. We made the call to risk using it for our next trip.

f. Because of the hard diving, the guys are all exhausted, so it was decided to make Saturday our next day off, and to then dive Sun & Mon round the other side of the island again.

17. Day10 – Saturday 12 Apr 08:

a. Today was a well deserved rest day from diving. The weather forecast was not looking too good, and divers' ears were beginning to suffer during dives, so it was decided to have today as a break and then dive the remaining two days round at Boatswain Island.

b. After a late start, and a few admin jobs were taken care of, some people went off to take a look at the area around "Ladies toilet" for geological interest, whilst others began painting the expedition memento board which was to be hung in the clubhouse along with all

the other mementos from countless expeditions over the years. Another group decided to take the easier tourist route up to the top of Green Mountain.

18. Day 11 – Sunday 13 Apr 08:

- a. Yet another early start, for us although the two guys nominated as duty chefs woke us up 30 mins late which pushed our timings back somewhat. On the way to English Bay, we stopped off at the beach to conduct some turtle spotting. Even at 0700 there were still lots of female turtles laying eggs. We did manage to find a small baby hatchling that looked exhausted on the edge of a large sand hole. We helped the little fella find the water, and managed to assist one of the distressed mothers get back to the sea, but at over 250Kg this was not easy!
- b. Today's diving was at Whale Point, South East Bay south of Boatswain Bird Island. We took the hard boat and a RHIB. The swell was the worst we had seen so far at 4.1m high. This made diving operations difficult. After the first dive we made our way back to the relatively sheltered Boatswain Bird Island.
- c. Dive two was around Bird Rock, which was enjoyed by all. On our return to English Bay four volunteers had a third dive at Porpoise Point. Although this third dive was fairly barren, we did find several octopus, one of which allowed us to follow it for seven minutes.
- d. Back at English Bay two divers did a quick dive in the bay and retrieved the torch we had dropped in last week.
- e. On the way back to Georgetown with the hard boat, the steering packed up completely. This meant that the only way to steer was to use both engines in forward and reverse to bring it alongside its moorings. That was the last time we used the hard boat!
- f. Ear infections by now had stopped five divers from diving, which was a shame. We believe it could have been down to not rinsing ears out between each dive.

19. Day 12 – Monday 14 Apr 08:

- a. Today because of ear infections, only seven divers dived today. The divers dived the China wreck and the Sudan whilst some admin tasks were squared away by non-divers.
- b. A quick trip to the RAF Med centre for four non-divers resulted in a referral to the local hospital for a very long wait and some ear drops.
- c. A lot of the expedition bills were cleared today including the hard boat hire and the Ascension daily admin charge of £9 per person per day.

20. Day 13 – Tuesday 15 Apr 08:

- a. All kit was thoroughly disinfected today and dried out ready for our departure.
- b. The last remaining admin runs took place to return O2 cylinders, first aid kit, radios etc. Also the entire expedition centre was cleaned from top to bottom ready for handover.
- c. Handover went well and we were all now set for an early 0130 departure for the airhead.

21. Day 14 – Wednesday 16 Apr 08:

- a. We all arrived in good time at the airhead and the last task of handing over vehicles was completed.
- b. The flight arrived at Brize Norton on time, and thankfully unit transport was waiting for us as expected.

## **PUBLICITY**

22. No outside publicity was sought during the planning or execution phase of this expedition.

## **FINANCE**

23. The financial accounts are at Annex B to this report.

## **EQUIPMENT**

24. At commencement of expedition planning, twelve complete sets of diving equipment were booked through Bicester loan pool stores, as bids should be in early to avoid disappointment. Booking kit is a fairly easy process, which seems to work. A SADS or instructor is required to collect kit on a pre-arranged date. All kit was checked as much as possible on handover/takeover. Bicester however only have one 12 litre cylinder with which to check regulators, and no batteries to check torches. On return to unit, all kit was checked again prior to issuing to individuals. It was then that we realised that three of the twelve torches did not work. Thankfully we did not need all twelve torches.

25. After issuing kit to those that required items, we packed a spares bag containing one complete set of diving kit, all remaining computers, fin straps, mask straps and regulator sets. This proved to be a very wise decision as in the first two days, a computer had stopped working, an SMB had punctured holes and fin straps snapped.

26. Bicester loan pool stores have started issuing Northern Diver one piece glass diving masks. These caused pain and marks across the middle of the forehead. Straps were loosened off as much as possible yet still caused problems. Luckily one or two divers had personal spare masks they lent out!

27. The Ascension Island Medical centre issues expeditions with old style O2 cylinders on arrival. Expeditions are required to bring out regulators to fit these cylinders. Our club uses the new style composite fibre BOC cylinders so we had to beg and borrow two old style regulators for use on the expedition. A demand was placed through Bicester loan pool stores, but unfortunately there were none available. The medical centre issued us three cylinders on arrival; one of which one was out of test date and another had a seized first stage.

28. Expeditions are now issued with one minibus for the entire expedition, which could limit flexibility. Nine of the twelve of us had HGV licences and so the MT allowed us to sign out an additional 4T flatbed, which proved invaluable throughout the expedition.

29. We were informed prior to arrival that Marine Radios would be issued on the island. On arrival this was not the case, and we were issued normal handheld radios which were not suitable for marine operations. We did however have handheld walkie-talkies from our unit, Satellite Phones from ATG (A), and EPIRBS signed out from JSSADC Fort Bovisand that we brought with us.

30. The compressor system at English Bay is fantastic. Two compressors are linked together to charge four cylinders at a time to 210 bar. Each fill cycle takes approx 30mins to complete. Twenty four cylinders are issued with removable doughnut inserts for DIN fittings.

31. The expedition centre is issued with two Humber inflatable RHIBs with 55HP engines and one 35HP floppy. The latter is only to be used for unloading/loading. All boats are fully up to the task, but precise boat handling skills are required to avoid damage to boat during the unload/load phase.

32. A welfare 26 ft hard boat is available for local hire at a cost of £40 per half day and £80 per full day. We hired the boat which although minimal is ideal for long haul trips round to Boatswain Bird Island. Unfortunately, due to mechanical failure we only used it for two days.

## **PROBLEMS ENCOUNTERED**

33. The Ascension Island diving information pack, which can be obtained from RAFSAA does not mention that Satellite phones and EPIRBs are advisable for diving expeditions.

34. Ascension Island has marine radios which are currently not available for issue to expeditions. It would be advisable that units either bring their own or even RAF Ascension Island issue out the marine radios.

35. The whiteboard in the expedition centre has been used extensively and needs replacing as it is impossible to clean completely.

36. The fax machine in the expedition centre is out of use; however Met reports can be obtained 24hrs a day from the Met office.

37. Throughout the expedition we went to a lot of effort to isolate broken unserviceable Bicester Loan Pool Kit. The isolated faulty equipment was handed in separately to Bicester and faults explained. Unfortunately at the end of the hand back, civilian staff gathered up all faulty kit with serviceable kit and loaded it all back on the pallets. This not only wasted our time but now means it is highly likely that two broken computers, a punctured SMB and a free flowing regulator set will now be reissued to another expedition.

## **INFORMATION FOR FUTURE EXPEDITIONS**

38. Book everything early, to avoid disappointment. Include O2 kits on your JSATFA list if your unit does not have the old style regulators.

39. Take a pack of "C" cell batteries down the Bicester loan pool stores to check out the torches. They only have one full diving cylinder available with which to check regulators so it is advisable to take your own to speed up checks and also give you enough air to check SMBs. Do not rush the take over of kit as you may regret it during your expedition.

40. Pack as much spare kit as you can, as there are no dive shops on the island. Even though we made everyone try on booties, wetsuits and fins etc prior to the exped, we still had complaints due to repetitive dives with incorrect fitting equipment. Its too late once you are out there.

41. Ensure you have adequate Sun protection. This can be demanded through the system. Our expedition used enormous amounts of factor 30+ to protect themselves from the sun. We were advised beforehand to bring coveralls for using on the boats. None of us did, however we all agreed at the end that it would be a good idea.

42. Most of our expedition wore a shorty wetsuit or simply T shirts and shorts for diving. Water temp was a constant 27 degrees. The warm water wetsuits issued from Bicester are 5mm full suits. These were found to be too warm for an April expedition.

43. Bring seasickness tablets out from your medical centre, and plenty of dry wipe markers and a good supply of nail varnish remover or similar to clean the whiteboard with.

44. Mosquito nets are provided at the expedition centre, as is bedding and there is also a good washing machine with washing powder available for your use during your stay.

45. Loading and Unloading of diving equipment into the boats takes its toll on dive equipment. We had a couple of cameras broken during this phase. It is recommended that you fully appreciate the risks and bring adequate protection for your diving equipment.

*{Original Signed}*

WO2 (AQMS)  
Expedition Leader

Annexes:

- A. Nominal Role
- B. Financial Accounts
- C. Diving Records

Copy to:

HQ ATG(A)\*  
G3 PAT HQ 4 Div\*  
The Secretary RAEAC  
The Secretary RN/RM Sports Lottery  
ASADA\*  
2IC 4 CS BN REME  
OC 17 Fd Sp Coy\*  
All Personnel listed at Annex A  
For File

**EXERCISE MAPLE SPLASH 08 (TIGER) – NOMINAL ROLL**

<b>Ser</b>	<b>Service No</b>	<b>Rank</b>	<b>1<sup>st</sup> Name</b>	<b>Surname</b>	<b>Unit</b>	<b>Dive Qual</b>	<b>Remarks</b>
1		Lt Cdr (Retd)			N/A	AD/ AI/ SADS	SADS
2		Capt			4 CS Bn REME	DL/ Asst OWI	
3		WO2 (AQMS)			4 CS Bn REME	AD/ Asst AI	Exped Leader
4		Cpl			SEME	AD/ AI/ SADS	Lead SADS
5		Cpl			4 CS Bn REME	DL/OWI	
6		Cpl			4 CS Bn REME	DL	
7		Cpl			4 CS Bn REME	SD	
8		Cfn			4 CS Bn REME	SD	
9		Cfn			4 CS Bn REME	SD	
10		Cfn			4 CS Bn REME	SD	
11		Pte			4 CS Bn REME	SD	
12		Cfn			4 CS Bn REME	SD	

	INCOME		EXPENDITURE	
SER	DESCRIPTION	TOTAL £ GBP	DESCRIPTION	AMT £ GBP
1	<b>Public Funds</b>		<b>Expenditure</b>	
2	4 Div G3/J3 (AT)	£ 600.00	Equipment Hire	£ 900.00
3			BSAC Training Packs	£ 685.00
4	<b>Total Public Funds (a)</b>	<b>£ 600.00</b>	Polo Shirts	£ 150.00
5			Hardboat Hire	£ 80.00
6	<b>Non Public Funds</b>		Accommodation Charge	£ 1188.00
7			Miscellaneous/ Spares	£ 76.04
8	<b>Personal Contributions:</b>			
9		£ 91.67	<b>Total Expenditure (c)</b>	<b>£ 3079.04</b>
10		£ 91.67		
11		£ 91.67		
12		£ 91.67		
13		£ 91.67		
14		£ 91.67		
15		£ 91.67		
16		£ 91.67		
17		£ 91.67		
18		£ 91.67	<b>REFUND</b>	
19		£ 91.67	4 CS BN REME PRI REFUND	£ 300
20		£ 91.67	4 DIV G3/J3 (AT) REFUND	£ 200
21	<b>Total Personal Contributions</b>	<b>£ 1100.04</b>	<b>Total Refund (d)</b>	<b>£ 500</b>
22	<b>Other:</b>			
23	4 CS Bn PRI Unit Grant	£ 1000.00		
24	SEME PRI Unit Grant	£ 100.00		
25	RN/RM Sports Lottery	£ 134.00		
27	RLC Corps Grant	£ 100.00		
28	REME Corps Grant	£ 320.00		
29	10 Armd Coy	£ 25.00		
30	9 Armd Coy	£ 25.00		
	OPR Coy	£ 25.00		
31	17 Fd Coy	£ 100.00		
32	HQ Coy	£ 50.00		
33	<b>Total Non Public Income (b)</b>	<b>£ 2979.04</b>		
	<b>TOTAL INCOME (a) + (b)</b>	<b>£ 3579.04</b>	<b>TOTAL EXPENDITURE (c) + (d)</b>	<b>£ 3579.04</b>

**DIVE LOGS – EX MAPLE SPLASH 08 (TIGER)**

<b>Dive No</b>	<b>Date</b>	<b>Site</b>	<b>Type</b>	<b>Max Depth (m)</b>
1	04 Apr 08	English Bay	Shake Out	15
2	05 Apr 08	HMS Tortoise & Sudan	Wreck Dive	30
3	05 Apr 08	Red Rock	Scenic Dive	25
4	05 Apr 08	Eddies Gullies	Scenic Dive	15
5	06 Apr 08	China Wreck	Wreck Dive	30
6	06 Apr 08	The Arches	Scenic Dive	25
7	06 Apr 08	English Bay	Night Dive	20
8	07 Apr 08	Pyramid Point	Scenic Dive	30
9	07 Apr 08	White Rock	Scenic Dive	25
10	07 Apr 08	Route to Red Rock	Scenic Dive	25
11	09 Apr 08	Dumping Ground	Night Dive	25
12	09 Apr 08	White Rock	Scenic Dive	30
13	09 Apr 08	Anchor Ridge	Scenic Dive	25
14	10 Apr 08	China Wreck	Wreck Dive	30
15	10 Apr 08	HMS Meander	Wreck Dive	25
16	10 Apr 08	White Rock	Scenic Dive	25
17	11 Apr 08	Boatswain Bird Island	Wall Dive	30
18	11 Apr 08	Boatswain Bird Rock	Wall Dive	30
19	11 Apr 08	Ladies Toilet	Scenic Dive	25
20	13 Apr 08	Whale Point	Scenic Dive	30
21	13 Apr 08	Boatswain Bird Rock	Wall Dive	30
22	13 Apr 08	North of Ladies Toilet	Scenic Dive	25
23	14 Apr 08	HMS Tortoise	Wreck Dive	30
24	14 Apr 08	China Wreck	Wreck Dive	30
25	14 Apr 08	English Bay	Night Dive	25

DIVES	TOTAL TIME (MINS)											
1	37	41	43	35	38	41	43	35	37	38	38	35
2	37	39	37	31	39	31	39	37	30	37	37	37
3	30	42	38	41	42	41	40	38	40	30	30	38
4	50	48	46	48	48	48	0	46	48	50	50	46
5	43	43	40	32	30	30	30	40	32	30	30	0
6	43	43	34	35	38	35	35	34	35	38	38	34
7	43	43	48	45	33	36	36	48	45	33	33	48
8	50	44	50	0	0	0	48	44	48	0	0	0
9	50	51	51	0	0	0	51	0	51	0	0	0
10	50	49	50	0	0	0	45	49	45	0	0	0
11	38	50	39	42	32	39	50	42	37	38	39	40
12	38	51	38	37	36	33	51	37	38	38	38	35
13	40	40	38	0	40	35	37	40	37	40	35	40
14	40	47	42	0	47	42	40	40	32	40	32	47
15	50	51	47	0	51	47	49	49	40	50	40	0
16	60	60	60	0	60	60	55	55	48	60	48	0
17	42	46	44	0	6	46	42	28	28	44	6	0
18	50	52	52	0	38	38	50	38	38	52	0	0
19	0	45	0	0	0	0	32	32	0	44	0	0
20	36	59	50	0	38	50	0	59	36	38	0	0
21	47	54	41	0	54	41	0	54	47	54	7	0
22	45	0	45	0	0	0	0	0	45	45	0	0
23	51	49	0	0	49	37	0	37	49	51	0	0
24	51	39	0	0	39	45	0	45	39	51	0	0
25	55	56	0	55	0	0	0	0	0	55	0	0
TOTAL	1076	1142	933	401	758	775	773	927	925	912	501	400

<b>Total Dives Completed</b>	<b>227</b>
<b>Total Minutes</b>	<b>9523</b>