

EDITORIAL

Well, filling these pages doesn't get any easier!

I really struggled to think of something to put on this back page.

Now, if you can write a bit about your diving adventures your efforts could be in the next issue.

My thanks go to Sarah who provided the history story some while ago.

i'm sorry that it took a long time to appear.

You could email your pictures to me.



HULLLO

HULL BRANCH No 14
BRITISH SUB-AQUA CLUB
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Hi Everybody

As you know, I've just spent twelve days in hospital!

Thanks everyone for the get well card

I felt a bit weird so I drove myself down to the doctors. I went in to see the doc and he immediately called for an ambulance, which came complete with paramedics. They bundled me in and took me off to hospital.

That, of course, left my car in Beverley road where it stayed until neighbours moved it on the next day.

Once settled in a bed I decided to go to the loo and got as far as the entrance to the loo when I went dizzy. The next thing I knew was that I was lying on the floor being sick. My face was in it and my hair was really clagged up with it!

The nurses sorted me out and so back to the bed.

Later, I wanted to go to the loo again so this time I was transported there in a wheel chair.



I sat on the loo in the approved manner with my trousers round my ankles and I went dizzy again and was very sick - into my trousers!

What a mess, I had to pull the orange cord to call the nurses.

There was mushroom soup everywhere. In my lap, down my legs.

A nurse cleaned me up with a box of wetwipes.

Don

Scapa Flow: A short history lesson

Diving Scapa

As well as being a spectacular dive site, diving Scapa is special to me because of the history of the wrecks and the role of the naval arms race in the outbreak of First World War. The naval arms race of the early 20th Century between the United Kingdom and the German Empire preceded and was one of the several intertwined causes for [World War I](#). The construction of the German High Seas Fleet, the remnants of which now lie at the bottom of Scapa Flow, was the culmination of this drive for naval supremacy. Diving these wrecks, I was struck over and over again by a sense that these rusting hulks on the seabed were one of the causes of such loss of life, and that the pride of nations should come to such an end.

The following is adapted from Wikipedia.

The Naval Arms Race

In accord with [Wilhelm II](#)'s enthusiasm for an expanded German navy, and his own strong desires, Grand Admiral [Alfred von Tirpitz](#), Secretary of State of the [German Imperial Naval Office](#), championed four [Fleet Acts](#) between 1898 and 1912 to greatly expand the German [High Seas Fleet](#). In reaction to this

challenge to their naval supremacy, from 1903 to 1910, the British [Royal Navy](#) embarked on its own massive expansion to keep ahead of the Germans. This competition came to focus on the revolutionary new ships based on [HMS Dreadnought](#), which was launched in 1906. The effect was to immediately require Germany to reconsider its naval building program to include the construction of new and larger battleships following the Dreadnought design, complemented by the introduction of a variant with lighter armour and greater speed, which became the battlecruiser. The naval race between Britain and Germany generated huge public support on each side. In the midst of the race, the British public coined the slogan 'We want eight and we won't wait!' referring to the number of dreadnoughts they wanted the government to build. With the surge of public support, the government did commission more shipbuilding. British defence policy was to ensure that the British navy was at least the size of the next two largest navies as outlined in the [Two Power Standard](#). Although the naval race as such was abandoned by the British before the war broke out, it had been one of the chief factors in the United Kingdom

joining the [Triple Entente](#), and therefore important in the formation of the alliance system as a whole. Estimates of casualty numbers for World War I vary to a great extent; estimates of total deaths range from 9 million to over 16.5 million. The total number of includes 9.7 million military personnel and about 6.8 million civilians. The [Entente Powers](#) (also known as the Allies) lost about 5.7 million soldiers while the [Central Powers](#) lost about 4 million.

Scuttling of the German fleet

Following the signing of the armistice on 11 November 1918, 74 [ships](#) of the [Kaiserliche Marine's High Seas Fleet](#) were [interned](#) in [Gutter Sound](#) at Scapa Flow pending a decision on their future in the peace [Treaty of Versailles](#). On 21 June 1919 [Rear Admiral Ludwig von Reuter](#), the German officer in command at Scapa Flow, after waiting for the bulk of the British fleet to leave on exercises, gave the order to scuttle the ships to prevent their falling into British hands. Fifty-one ships sank without loss of life. However, nine German sailors died when British forces opened fire as they attempted to scuttle their ship, reputedly the last casualties of the First World War.

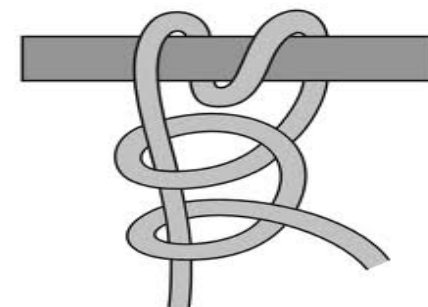
Sarah Clinch

COMPETITION Don

Some years ago my old club, Burton, was in a competition run by the Derbyshire Federation of Sub-aqua Clubs. It was held on the River at Matlock and included a lot of items to do with boating.

One of the things was "Moor up and make a **temporary** stern fixing to a pole"

I arrived at the pole and quickly made a Round turn and two half hitches.



Afterwards I discovered that what was expected was a Clove hitch.

