

Cape Dive Club Newsletter

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Test Your Knowledge

1.) Air in your scuba tank is comprised of ___% oxygen and ___% nitrogen:
 A. 79%, 20%
 B. 50%, 50%
 C. 21%, 79%
 D. pure – no nitrogen

2.) The deeper you venture the ___ you consume your aire supply:
 A. Slower
 B. Faster

Our September Meeting

The Cape Dive Club's September meeting was on Monday the 24th and featured guest speaker Gary Gentile. He did an incredible presentation on the Andria Doria. Gary shared with us his many dives and adventures over the years on the ship. We were opportune enough to see the many photos' he has taken over the years. Most of the photos are all that is left of much of the ship since so much of it has deteriorated. The meeting was well attended.

We now have 32 individual and 9 family memberships totaling 51 members!

Message from the President

Isn't it splndid to think of all the things there are to find out about? It just makes me feel glad to be alive--it's such an interesting world.

I have so much more to learn about diving and so many places I want to go. It seems we never have the time or are always putting it off and saying we will do it later. Time flies, and things happen; we need to start doing these things now!

I recently went diving in New York for a week in the Alexandria Bay area in the St. Lawrence Seaway. Now they have shipwrecks – and I could even tell they were ships! The visibility was great, the water warm, and the company I was with was the best. I can't wait to go again – even though I have been suffering through an ear infection from the water. I will make sure to use some better precautions next time.

See the story from the trip on pages 4 and 5.

Jodi



Bonaire Trip January 2008

This is very exciting. Our first "official" club trip has 16 guests going. There will be both divers and non-divers traveling with us. We will be doing different adventures everyday. Wait to you hear about the trip when we return. Everyone will want to go next time because we are going to have the best time!

North Carolina Anyone?

There are some talks going around about a trip to North Carolina next year to dive some wrecks down there. We will keep everyone posted as we learn more.

Travel Discounts

We are in the works of getting travel services available to all our members from Deep Blue Adventures. These are the people who put together our Bonaire trip. They have been wonderful and very helpful. They will be offering exclusive discounts on their services and packages to all individuals of the dive club.

Shore Dives

Our latest shore dive was lead by Roger Withers at Flag Rock in Plymouth. It was a great dive and enjoyed by everyone. We are still looking for more ideas on shore dive, so please let Peter Latimer know your ideas and suggestions!

Get in touch with him.
Peter@capediveclub.com



Test Your Knowledge

3.) A scuba cylinder should be hydrostatically tested every:

- A. 6 months
- B. Year
- C. 5 years
- D. 15 minutes

4.) A diver caught in a rip current taking him in a direction they do not want to go, should:

- A. Descend immediately
- B. Swim at a right angles to the current
- C. Swim against the current
- D. Swim with the current

Monthly Club Raffles Organizer

Each month at our club meetings, we sell raffle tickets. The money from the raffle will be to benefit club events and outings. We need to get contributions every month. These items do not have to be dive related. Anything you want to donate would be accepted.

We still need your help to help obtain donations both from club members and businesses. If anyone is interested, please let us know at the next meeting or send an email to coleen@capediveclub.com

September Raffle Winners

Winners And Prizes

John Hannon – Weather Station

John and Bridget Billings – Book by Peter Benchley

Dave Wood – Candle

Other News

We still need more help with the following:

Newsletter Help – Help is needed on putting together our monthly newsletter or just submitting an article, dive trip story, pictures.

Fundraising – We need volunteers to come up with ideas and help raise money for the club.

New Members - Tell everyone you know about our club and get them to join!

More Stuff

DAN-We have a DAN instructor available if anyone is interested in taking any classes offered by DAN.

Web-site – It is still a work in progress. Log on to see what changes have been made. We need you to bring those suggestions & comments to us so we can make it better for you!

Speaker and Presentation Coordinator

If you have an idea or know of someone who will speak at one of our dive club meetings, please let Pamela Latimer know.

Pam can be reached at Pam@capediveclub.com with your ideas and questions.

WELCOME NEW MEMBERS

Rich "Josh" Manjone
Don Slack
Rick Doran
Robert Mitchell
Dave Wood

Bulletin and Chat Board

It is a work in progress, but thanks to Jeff Garran, we have a bulletin and chat board. Check it out at:

<http://capediveclub.com/forum/index.php>

Test Your Knowledge

5.) When you practice neutral buoyancy, inhalations will cause you to ___ and exhaling will cause you to:

- A. ingas, outgas
- B. roll, wiggle
- C. rise, fall
- D. implode, explode

6.) A precautionary safety stop at a depth of 15 feet for 3 to 5 minutes...:

- A. Is a no-no
- B. Prevents air embolisms
- C. Mandatory for dives deeper than 20 feet
- D. Helps eliminate nitrogen in your system safely through respiration

**St. Lawrence Seaway Trip
September 2007
By Jerry Cronin**

We had a great trip to the seaway this year, attended by 15 people and 4 boats. (Actually seven boats. One guy went thru 4 just himself) More on that later. Between all the divers we had over a hundred tanks, I had 21 myself and 700 cubic feet of Oxygen.

We had all kinds of weather, from sunny and 85 to rainy and 50. Plus, by my count, 5 thunder storms. Nothing, however, caused us to loose a dive or a booze cruise.

We had 4 NDE's and one case of the bends. For those of you not familiar, an NDE is a Near Death Experience.

All the NDE's happened on the Jodrey. The 640 foot self loading ore carrier that's fifty feet off shore in 240 feet of water. So if you see people jumping in the water with hundreds of pounds of dive gear on and you see trees and the shore in the background, you'll understand why.

Two of the NDE's were basically the same, happening to Bryan and myself on different days. I dropped down to the main deck by way of a stairwell on the port side. It's the "high" side of the wreck; she lays on a 45 degree angle. The depth here is 178 feet. Remembering exact depths on critical waypoints is very important. While the vis is usually 50 feet it's pitch black. I head toward the starboard side of the main deck. Above me is the twisted remains of the crane tower that controls the self loading mechanism. It gives you that closed in feeling of a penetration dive. I reach the starboard hull at 200 feet and I roll over the side. I turn around at look "up" at the port hull and the stairwell. I can just make it out in the ambient light. I drop to the riverbed. This side of the ship took the brunt of the impact from the collision with the rock wall. There's twisted steel, huge pieces of machinery, the remains of what looks like the crane, all knotted up in a mass of unrecognizable junk. I begin my exploration down the length of the hull. After 50 feet, I turn around and retrace my route. I reach what I think is my starting point, I'm at 220 feet now and I slide up the hull to 200. I look for the familiar tunnel and the safety of the port stairwell. Nothing. I move right and left, staying at 200ft, knowing that the entrance is at this depth. My heart rate climbs. I stop the search shortly and decide that I've got to get to higher ground. Above me is a mass of twisted steel. I have no choice but to work my way through it. I reach the safety of a catwalk I'm familiar with on the crane tower. Ya, ya, I should have run a line.

Bryan as I said, got lost in the same area but under slightly different circumstances. His second NDE of the trip was on the last dive. Not to be confused with the book by the same name. He'd been penetrating the wheel house at 165 feet looking for artifacts all week. He discovers something on the floor, all shiny and bright. Bryan grabs it, frees it from feet of silt, and heads for the door. His progress is halted, stuck half in, half out of the doorway, clouds of silt billowing around him. He looks down and sees he's cocooned in a myriad of line. It's all around him, clinging to his gear, rapped around his deco bottles. A pool of adrenaline burns in his spine as he realizes his predicament. Slowly, he begins to untangle himself. After a minute he's free of the line and exits the wheel house. Later, I discover a mass of electrical conduit streaming out the same doorway a ton of it. The inside of the control room is a mass of silt, I pass on entry and move on, just imagining what had taken place.

The last NDE involved a diver that just wanted to do a touch dive on the mast of the Jodrey. Depth, 143ft. He became a little overwhelmed and things got out of hand. Later in the trip, with emotions under control the diver not only touched the mast but alighted on the upper deck at 153 feet.

St. Lawrence Seaway Trip- cont
September 2007
By Jerry Cronin

Jodi got bent on her last dive, it was a mild hit involving a wrist and some skin bends, typical of a long dive on Helium. She sucked on some O2 and was fine.

My last dive on the Jodrey lasted 119 minutes. A 35 minute bottom time and the final deco stop was 50 minutes long. I shot some nice video of the wreck, ask me for a copy.

Some interesting things happened to some of the other divers out of the water:

Chris's saga: Chris, God love him, while he wasn't stealing my dive gear off the boat, he was getting into all sorts of trouble. (Chris, get a pen and mark your gear) The first night, he offers to grill some chicken for us. He starts the grill, throws on the chicken..... and walks away. The grill catches on fire which then lights the side of the building on fire. A passing car sees this and puts the fire out with a hose. The chicken wasn't too bad, once you scrapped off the black stuff. He stabs a knife into his BC. He stabs himself in the hand with a knife. He has this annoying habit of talking to himself when he's getting suited up for a deep dive. "I'm putting this on, I'm putting that on" "I'm turning this on." Blah, blah, blah. Even with all that, he still manages to get all that gear on.....roll off the back of the boat..... and his drysuit was never zipped closed.

Bryan's Song: Note to Bryan: I take you to the St. Lawrence Seaway to dive two centuries of shipwrecks that number in the thousands. Dude, they wrecked because the captains got the ships OUTSIDE of the shipping lanes. What does he do..... he gets his boat outside the channel on the second day. Same result..... the lower unit gets vaporized on a huge rock. Even three not so sober crew chiefs can't fix it.

He rents a pontoon boat. He overloads it with thousands of pounds of dive gear and divers, runs it full throttle down the seaway, and is surprised when the motor throws every connecting rod it has.

He gets a tow in and they give him another boat. Are you keeping score? This is boat #3!!!!!!!
 Next day..... same thing..... blows that boat up.

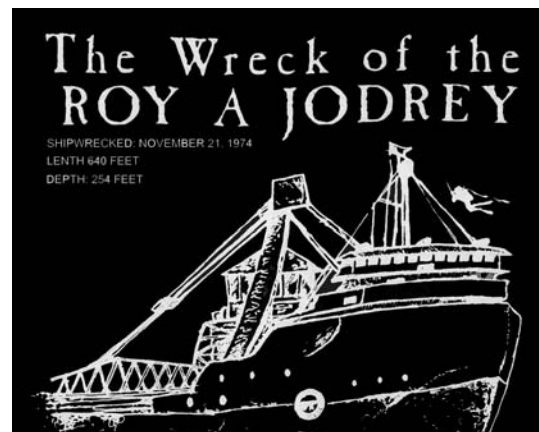
The really funny this is..... these rental idiots give him yet another boat.....
 hahahahahahaahahaha

This boat lasted. They were great for the booze cruise. And great to dive off of too. As long as you weren't going too far!

I have two more trips scheduled for next year!!!!

Come with me if you dare

~j~



Use Less Air, Get Perfect Buoyancy, Navigate With Ease

What separates the truly masterful diver from the bubble-blowing hacks? Three skills that every diver can master.

Lower Air Consumption

It comes down to two commandments: "Be efficient"--do less work so you need less air (because you use air to burn calories). And "don't waste"--don't use more air than you need. Do this:

1. Breathe deeply and slowly. Each breath means work. To inhale, you have to suck open a demand valve in your second stage and pull gas down your throat and into your lungs. Each inch along the way means friction. Each corner that gas turns means turbulence. Both increase the work of breathing. More bad news: Friction and turbulence increase with depth.

So don't force it. Try for a long, steady inhale until your lungs are full, then a long, steady exhale until they are empty. A complete exhale also reduces the amount of "dead" air that remains in your lungs.

2. Pause after inhaling. Your instructor told you to "breathe normally," but what he meant was not to hold your breath. In fact, the most efficient breathing pattern under water is not the same as your dry-land pattern. Instead of your familiar inhale--exhale--pause--inhale--exhale--pause pattern, try for inhale--pause--exhale--inhale--pause--exhale.

Gas transfer, the process where oxygen enters your bloodstream and carbon dioxide leaves it, happens only when your lungs are full or nearly so. Pausing with your lungs full rather than empty gives time for more of that gas transfer to take place. Rapid shallow breathing, by contrast, just dumps air into the water without extracting as much benefit from it.

Isn't this "holding your breath?" Doesn't that pause risk lung over-expansion and embolism if you are ascending? Not if you keep your throat open. Hold the air in by holding your chest expansion, but don't close the epiglottis in the back of your throat. That way, expanding air still has a path to escape.

3. Fin efficiently. Propel yourself with the smallest amount of energy possible, so you have to use the least air. Short strokes with the full leg nearly straight transfer the most muscle power into forward movement. Go slow. Doubling your speed requires about four times as much energy. In fact, you should make all your movements--moving your arms and turning your head as well as fining--in slow motion to conserve energy and therefore air.

Minimize drag. Streamline yourself so you have to push less water aside as you swim forward. Get rid of accessories, or clip them close. Keep your arms at your sides--paddling with your hands wastes more energy than it's worth. Don't drag your feet--try for a horizontal position so your fins go through the hole in the water made by your head.

4. Improve your aerobic conditioning. Diving can be surprisingly strenuous because water is so much denser than air. Swimming in full scuba gear at only one mile per hour requires about 13 times the exertion of sitting at rest and about the same amount as you'd need for a pretty fast run. Even much lower levels of exertion will cause your breathing rate to rise. How much it rises and how soon depends mostly on your aerobic conditioning. The breathing rate of a diver in better condition will increase less when the workload goes up, so he will use less air.

5. Improve your equipment. Are there small leaks from your tank yoke? Your SPG? Does your octopus free-flow often? The amount of air being lost may seem small, but it's constant, so it adds up. Replace O-rings or otherwise fix the leaks.

Even a leaky mask can waste air, not only the air you waste to clear it, but the stress the problem causes, which probably elevates your breathing rate.

Use Less Air, Get Perfect Buoyancy, Navigate With Ease –cont.

6. Stay warm. Simply put, cold divers use as much as 20 percent more air than warm divers. Why? A cold diver's body is using more energy to stay warm. And to make more energy, your body needs more oxygen, and therefore, more air.

But Never Do This

Never "skip breathe," holding your breath forcibly by closing your throat, as if you were snorkeling and diving below the surface. When you've closed your epiglottis, your lungs and throat become like a tied balloon. Your lungs' small air sacs (the alveoli) are vulnerable to rupture if you ascend even a small amount.

Better Buoyancy

One of the key traits of an experienced diver, good buoyancy control is necessary to avoid damage to the coral we all pay so much to see, and to prevent uncontrolled ascents. It also allows you to relax and to reduce your air consumption. Do this:

1. Make small changes. And then wait for them to take effect. Are you sinking? Add a short burst of air to your BC and wait five or 10 seconds to see what happens. Even if you added exactly the right amount of air, it can take that long for the extra buoyancy to arrest your downward momentum and bring you to a stop. One of the most common mistakes is to keep adding air to your BC until you begin to feel a change. By that time, you have almost certainly added too much air to your BC and will have to dump much of it. If you keep dumping until you again feel that you're not rising, you will have dumped too much. You can continue to yo-yo around perfect buoyancy all day.

Obviously, you have to use some judgment here. If you are very heavy and sinking fast, you will have to act more aggressively to stop your descent. That's even more true if you are ascending rapidly. But most of the time, most divers miss neutral buoyancy because they over-correct.

2. Minimize your weighting. Too much lead on your weight belt means you'll carry too much air in your BC to neutralize it. That would not be a big problem if your depth remained constant, but it doesn't. When you ascend, the air in your BC expands and becomes more buoyant, accelerating your ascent. When you descend, the air compresses and becomes less buoyant, accelerating your descent.

Neutral buoyancy is like the flat spot on a hilltop where a ball will not roll. Once it's pushed from that spot in either direction, however, it gains speed. Too much lead on your weight belt, and therefore too much air in your BC, makes the flat spot smaller and the slope on each side steeper.

The correct amount of weight is that which makes you neutral at 15 feet with an empty BC and nearly empty tank--so that you can comfortably hover at your safety stop. That means you'll have to be about four or five pounds heavy at the beginning of the dive. (The difference is the weight of air you use during the dive.)

3. Use your lungs. Once you've found neutral buoyancy, don't mess with it. Instead of adding air to your BC to make temporary changes--to hop over a boulder in your path, for example--add air to your lungs. Breathing from lungs mostly full can give you as much as two pounds more buoyancy than breathing from mostly empty lungs. Don't hold your breath by closing your throat, however. Maintain the greater lung volume with your chest muscles.

4. Anticipate buoyancy changes. Your buoyancy will increase the moment you start ascending, so begin venting your BC immediately. If you wait until you sense positive buoyancy, you will be playing catch-up and will probably find yourself over-correcting.

Likewise, you know that your BC and your exposure suit will compress as you descend, making you more negative. Add small amounts of air to your BC soon after you begin your descent so you don't become too negative.

As you breathe down your tank, you will become four to six pounds more positive by the end of your dive. Anticipate this, and vent small amounts of air from your BC to adjust for it.

Use Less Air, Get Perfect Buoyancy, Navigate With Ease –cont.

5. Relax. Anxiety usually reveals itself in constant sculling with the hands and minor fining. In the normal, face-down diving attitude, this usually results in upward thrust. That upward thrust has to be balanced by additional lead on the weight belt, which is one reason why inexperienced divers are so often over-weighted. They think they are neutrally buoyant because they maintain a constant depth, but in fact they are constantly swimming upward.

You will never know if you are in fact neutrally buoyant until you can completely relax in the water. One test is called the "Buddha hover": sit cross-legged holding your fin tips (that keeps both hands and feet occupied). If you're neutral, you can ascend or descend by changing your lung inflation.

But Never Do This

In trying to minimize your weight, never remove so much lead that you cannot stay neutral at 15 feet at the end of your dive. That means you should be four to five pounds heavy at the beginning and should sink slowly even while inhaling.

There are even times when it would be wise to be a couple of pounds heavier than that. For example, when using a thick wetsuit for the first time, the neoprene itself will cause large buoyancy changes and if you are not careful in venting your BC as you ascend, you may need the extra lead to bring your ascent under control.

Precise Navigation

The common fear of getting lost under water probably stems from inexperience in finding your own way. Too often we play "follow the leader" when we dive, so we don't develop our navigational skills. Next time, go off on your own (or with your buddy) and try this:

1. Map it in your mind. The key to underwater navigation is having a map, either tangible or mental, of the dive site, and constantly positioning yourself on that map. A real map, drawn on a slate, can be a valuable training tool, but before long you can probably do without it. Specific details are what make a map memorable. Form an image not only of the general shape of the dive site, but of maximum and minimum depths, the steepness of the bottom, the location of prominent features like rock outcrops and ledges, the direction of the sun (you can usually see it from under water) and so on.

The divemaster's briefing should give you considerable information for your map. Don't be reluctant to ask questions. As you move through your dive, imagine yourself moving across your map.

2. Plan a route through the site. It's very easy to get lost if you just follow your nose. Instead, decide in advance what route you will take and lay out that route on your mental map.

The easiest route to follow is probably an out-and-back pattern, because you can return along a somewhat familiar path. That need not be boring, however, because most things do look different from the other side. And there's still room for spontaneity: You can leave your planned route to investigate something off to the side as long as you remember how to get back. Another way to vary an out-and-back pattern is to return at a slightly shallower depth.

3. Identify a chain of landmarks. As you dive, don't think of the passing scenery as a steadily unrolling scroll. Instead, think of it in segments linked by recognizable landmarks. From here to that rock that looks like a parrot's beak, for example, and from the rock to that Pepsi can. The landmarks should be close enough together that you can see from one to the next.

The best landmarks are those that don't belong in the scene, like that Pepsi can. At some sites it may be acceptable to make a landmark by stacking a few small rocks, but use some judgment; no one wants to see a pristine scene littered by man-made objects. In any case, it's probably best to knock down the pile on your return trip. (And pick up the Pepsi can.)

Use Less Air, Get Perfect Buoyancy, Navigate With Ease –cont.

4. Look behind you. As you follow your route through the dive site, pause frequently to look behind you. That will give you an idea of what the route will look like on your return. Be sure to look back at each landmark after you've left it. It's surprising how a distinctive object can look totally different or even be invisible from the other side.

5. Use your instruments. Most dive sites do not lend themselves to following the straight lines of compass courses for very long. But a compass can help.

One way is if you lay out your map (either written or mental) with north at the top. At any point in the dive, you can use your compass to face north and orient what you see to the map. Is the reef to your left? Another use is to note the compass course you took from the dive boat to the reef, assuming you made a transit with no obvious landmarks. The reciprocal course, from the same takeoff point, will bring you back to the boat.

Your depth gauge is a navigational instrument too. For example, note the depth of the anchor before you leave it. Suppose it was 40 feet. On your return route, if you follow the 40-foot contour along the bottom, you'll find the anchor (assuming no great tide change).

But Never Do This

In making landmarks, never break or mark anything living or dead.

LOGO IDEAS

If you haven't done so – Vote For Your Logo!

We will pick the logo very soon.

We are still open for ideas, but get them to us know. We plan to have the logo decide by our October meeting.

Vote Here:

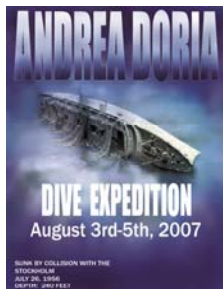
www.capediveclub.com/Logo.html



Andrea Doria T-Shirts are for sale.

Limited styles and sizes available. Email

jerry@capediveclub.com if you want one. \$20.00 each.



Dive Club Members Improve Your Skills

In June we did some free skill training on basic lift bag and wreck reel skills. We are going to continue this training with more involved and complicated skills using both tools. If you are interested, please let us know. You did not have to participate in the first set of skills to do this training session. We will review the previous skills if needed.

This is free to club members. Don't miss out!

Possible training dates would be either the weekend of October 6-8 or the 20 and 21st at Hathaway Pond.

If you are interested, please email Jerry at jerry@capediveclub.com



Answers to Septembers Newsletter Trivia Questions

1. A or B
2. A.-We may be weightless underwater, but gravity still affects us
3. E.
4. C.
5. A, B, C, and D.
6. A, B, C, and D.
7. A, B, C, and D.
8. A, B, C, and D.

Drysuit Trials

Don't let your dive season end now! Check out a drysuit and dive year round. If you are interested, let us know. We can make arrangements with the Dive Locker to try drysuits if you are interested. Email us at capedive@capeclub.com or give Mike a call at the store 508-775-1185

October Diving Events

Date	Event	Details	Time	Cost	Sponsor	Contact Information
Monday, October 01, 2007	Open Water Diver Class	Learn to Scuba Dive. Classes start Sept 3 and continue on Oct 1, 3, 8 and 10. Open water dives are October 13th and 14th.	Call	Call	The Dive Locker - Hyannis	508-775-1185
Tuesday, October 02, 2007	First Aid and CPR	Get your First Aid and CPR	Call	Call	The Dive Locker - Hyannis	508-775-1185
Friday, October 05, 2007	Dive Con-Divemaster	Dive Con Class Starts	Call	Call	The Dive Locker - Hyannis	508-775-1185
Saturday, October 06, 2007	Advanced Open Water Diver Class	Become Advanced Certified. Classes held on October 6 and 7th.	Call	Call	The Aqua Center Sandwich	508-888-3444
Sunday, October 07, 2007	Shore Dive	Sandwich Town Beach	9:00AM	Call	The Dive Locker - Hyannis	508-775-1185
Sunday, October 14, 2007	Shore Dive	Hathaway Pond	9:00AM	Call	The Dive Locker - Hyannis	508-775-1185
Friday, October 19, 2007	Night Dive	Garbage Beach	6:00PM	Call	The Aqua Center Sandwich	508-888-3444
	Diver Stress and Rescue Class	Diver Stress and Rescue Class - Class room 10/19 and dives on 10/20 and 10/21	Call	Call	The Dive Locker - Hyannis	508-775-1185
Friday, October 26, 2007	Night Dive	Full Moon Night Dive at Sandwich Town Beach	8:00PM	Call	The Aqua Center Sandwich	508-888-3444
Saturday, October 27, 2007	Dry Suit Course	Become a dry suit diver. Class October 27th and 28th	Call	Call	The Dive Locker - Hyannis	508-775-1185
	Pumpkin Contest	Pumpkin Carving Contest	Call	Call	Buzzards Bay Dive Center - Onset	508-291-7282
Sunday, October 28, 2007	Shore Dive	Garbage Beach	9:00AM	Call	The Dive Locker - Hyannis	508-775-1185
Monday, October 29, 2007	Cape Dive Club Meeting at the Hyannis Golf Course 6:00PM					
Tuesday, October 30, 2007	Shore Dive	Fright Night Dive at Snake Pond	6:30PM	Call	The Aqua Center Sandwich	508-888-3444

Check out our website for the most up to date info www.capediveclub.com

Happy Birthday In October

John Billings 10/10
Alex Latimer 10/25



Test Your Knowledge

So if you read the newsletter thoroughly, you will have noticed the "Test Your Knowledge" questions. Good, now to get your answers, check our website, they will be on it within the next few weeks and they will also be posted in next months newsletter.

Contact US

Join the Cape Dive Club Now! For more information, email us at CapeDive@CapeDiveClub.com

Individual Member \$40.00 Family Member \$65.00 Associate Member (Non-Diver) \$ 15.00

Mail us at: Cape Dive Club
 PO Box 92
 Centerville, MA 02632

Check out our website – it is still under construction- www.capediveclub.com

Jodi Burnham – President

Email: Jodi@capediveclub.com

Jerry Cronin – Vice President

Email: Jerry@capediveclub.com

Coleen Bevacqua – Secretary

Email: Coleen@capediveclub.com

Bob Franey – Treasurer

Email: BobF@capediveclub.com

Pam Latimer – Speaker Coordinator

Email: Pam@capediveclub.com

Peter Latimer – Shore Dive Coordinator

Email: Peter@capediveclub.com

DON'T MISS THE NEXT MEETING

MONDAY OCTOBER 29, 2007

AT THE HYANNIS GOLF CLUB

ROUTE 132 – HYANNIS

6:00 TO 8:00 PM