



Fall 2006 Newsletter

Greetings friends! As I pull some thoughts together for this newsletter and look outside at a typical fall day, it's evident that summer is now a memory and winter is staring down the barrel at us. Where did the summer go?

A couple of weeks ago we finished our last expedition for the year and have been completing a number of courses in the Brockville area since that time. As usual, there's been a lot of water pass under the proverbial bridge since the last newsletter so here's an update.

Empress of Ireland



The grand old lady of the St. Lawrence didn't let us down again this year. We enjoyed numerous trips with some simply outstanding groups. As good as diving the Empress is it's quite often the people who really add many of the great experiences that you find yourself reflecting back upon. To coin a well used phrase, "Thanks for the memories".

Next year we will once again be returning to this incredible site, however due to other commitments, we will not be running as many trips as we have in the past several years. The 2007 dates are now available on our website at www.advancedexpeditions.com. If this is a destination you've been planning on doing you need to move quickly to avoid disappointment since the trips are already 50% full. We'll forward a detailed itinerary for the dates you are interested in.

The dates for the 2007 season are;

Empress of Ireland 2007

Date	Possible Diving Days	Number of Divers	Spots Available
July 14-20	7	5	1
Aug 19-24	6	5	2
Aug 26-31	6	5	5



North Wind Expedition - June 21-24, 2007

Well it's been quite some time since we ran expeditions to sites that are in the sport diving range, but the North Wind is an outstanding wreck. This site will provide divers with an excellent opportunity to enjoy great diving while honing their skills early in the season for more challenging dives.

The North Wind offers some of the finest diving in Georgian Bay area. Located west of Little Current in the North Channel this ship rests upright in 80 - 120 feet of water. Diving the North Wind offers numerous penetration opportunities for those who have been trained in penetration techniques.

We will once again be calling upon the services of Captain Ray Davis and his live-aboard vessel the Dawnlight. Captain Ray and his crew offer a first rate experience and the Dawnlight is an ideal vessel for this expedition.

We will depart Tobermory at 10:00 PM on Thursday June 21st and plan to be on site by late morning on the 22nd. The scenery in this part of the country is quite spectacular so don't forget to pack your camera. Diving will commence once we are tied in, and continue until the next day. After diving on the 23rd, we'll begin making our way back to the Tobermory area arriving there the morning of the 24th. We will finish our expedition by diving the Forest City and Arabia (weather permitting), two of the areas premiere ship wrecks.

This expedition is limited to the first 10 divers. Three meals a day are included as well as air and nitrox fills. DAN diver insurance or the equivalent is also required.

Payment Schedule (Tax included)

<u>Date</u>	<u>Payment</u>
Canadian Funds	
At time of booking	\$250.00
March 1, 2007	\$300.00
May 1, 2007	\$218.50

Visa, MasterCard and Personal Cheques Accepted

Gunilda and Judge Hart

On October 1st we completed our expedition to the Judge Hart and Gunilda. Both these sites are simply outstanding and better preserved than any other wrecks I've ever been on... without a doubt.



The *Gunilda* was the flagship of the New York Yacht Club and ran aground in 1911. She's 195' in length and nearly 25feet wide. The salvage operation didn't go quite as planned and the Gunilda sunk in 270 feet of water when it was pulled off the shoal. Today the Gunilda sits upright, level and completely in tact. Everything is still on this spectacular wreck making it one of the best preserved wrecks in the world.



The *Judge Hart* encountered a serious winter storm in November 1942. With ice rapidly building on the ship and de-stabilizing it, the captain decided to run it aground and abandoned ship. The storm surge pulled the Judge Hart back into the lake and it drifted for 3 miles before succumbing to the powerful Lake Superior storm. She now sits upright and level in 180 - 210 feet of water. Ironically, the very ice that created this disaster preserved the wreck as it sank and today it's in absolutely pristine condition. The engine room is incredible and there are still preserves in the cupboards of the galley.

Due to the depth of these sites, we require all divers to have Advanced Trimix certification and Dan Master Insurance or equivalent.

Visit www.advancedexpeditions.com/testimonials and read what those who participated have to say about their experience.

We are running 2 expeditions to these locations in 2007. If you are interested contact us for full details.

Gunilda / Judge Hart 2007

Date	Possible Diving Days	Number of Divers	Spots Available
Sept 9-14	5	8	4
Sept 16-21	5	8	7

Technical Instructor and Diver Training

We will be completing our in-water training for the season by early November. When the snow starts to fly, it's time to start thinking about warmer climates for training! Over the winter the theory components of several courses will be completed so that we can begin the in-water components in early spring. If you are interested in advancing your training



either as a diver or instructor visit www.advancedexpeditions.com/training then drop us a line and we'll help you take that next step.

Tip of the Month- To Dive or Not to Dive

It seems that today divers have an over abundance of dive computers, software, internet sites, and of course words of wisdom from the "experts" on how to conduct their dives. If you blindly accept any of these venues without understanding what they are based on, you're looking for problems!

Let's focus the balance of this discussion towards software and computers. All of these products are based on various decompression models. They're not all the same, not even close. They come with default settings and most will allow the user to adjust some of these settings while others allow most settings to be adjusted. Herein lays a major problem.

Too many divers fail to read and more importantly understand what their adjustments are doing and what risk is associated with these adjustments. When you step off the boat and begin your dive, you'll be living with the adjustments made so you had best understand them. Another problem is that divers fail to save their dives when planning subsequent dives on software. This quickly ramps up the risk of decompression illness and that's a trip none of us want to take.

Once the dive is underway, consider the stresses you're under. Have you had to work against a strong current, was your breathing rate higher than usual, is it a subsequent dive and perhaps in cold water with some anxiety. All of these factors would suggest doing a longer decompression. I've yet to see a prize given to the first diver out of the water, so what's the rush? If the conditions during your decompression stops are acceptable, an extra 10 or 15 minutes may be time very well spent.

If you've purchased new software or dive computers don't rely on them until you are completely familiar with their use and the information they're providing to you during a dive.

I hope you've enjoyed this newsletter and welcome your comments or suggestions.

Yours in safe diving,

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