

WÄRTSILÄ AND MAERSK COLLABORATE

THE ELGIN MARBLES AND THE SPONGE DIVER

THE BADGE: FRANCESCO COSTANTINO JO LUYTEN

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International Diving Schools Association (IDSA)

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Chamber of Commerce Reg No: 27199463

The Alan Bax Award honourable mention:

Alan Bax Dag Wroldsen Leo Lagarde





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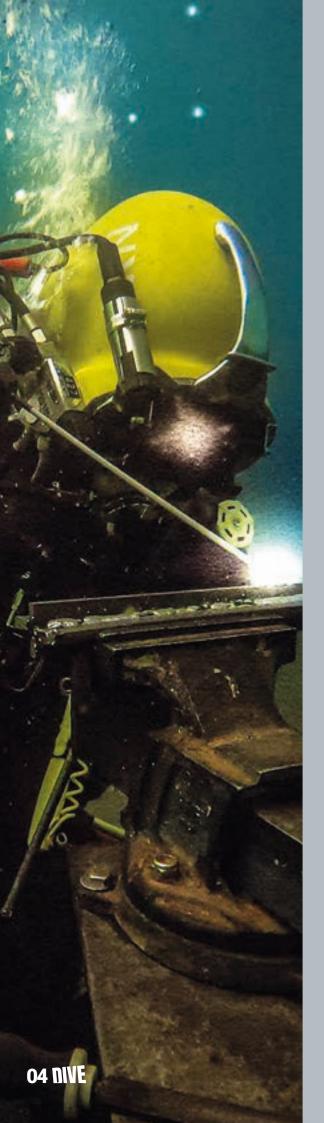
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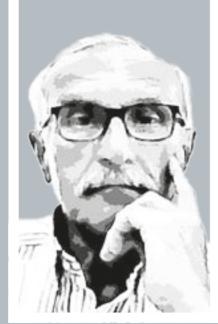
THE BADGE: JO LUYTEN

IDSA MEMBERSLIST 2022





FROM THE CHAIR MAN



It was again a stormy year, but we have managed to keep everything on track. And we where very glad to see a lot of schools on the annual meeting in May this year with BIM.

We would like to thank BIM for this and to see the diving training on the school.

This is also the year that IDSA celebrate his 40th anniversary, on which we have had a special moment with the Annual Meeting.

I was also flabbergasted that I have had the Alan Bax award, on which I am very honored and I hope to continue mine work with the IDSA board for some more years.

During the annual meeting we have also had the board election during the annual meeting, Robbert de Bie was re-elected and we got a new board member Dr. Hossam Elmasry for MECD, and we welcome him to the Board.

We would like to thank Mark van der Esch for his tribute to the IDSA and the board for a very long time and we do hope to see him with some IDSA meeting in the future.

Please put the new IDSA annual meeting in your agenda this will be with HVL in Bergen, Norway on 9 -11th May. Our host has set up an interested program for this meeting.

Joining the IDSA Annual Meeting is a tool of our mission. Our mission is and stays to improve the diving quality and diving safety worldwide. To communicate, network and exchange knowledge is essential for our aim.

As a member of IDSA you will take the opportunity to use the worldwide built knowledge about diving safety and quality. And you and your staff will show the importance of good education and proof that a certain basic education is required to perform the profession safely.

The power is that worldwide IDSA members offers the same training conform IDSA standards & procedures in their own language in their own region. Which improve the safety on dive site as well.

IDSA is the platform to communicate with commercial diving schools worldwide about diving safety.

IDSA members –together - are helping to make commercial diving safer – this is a continuing process.

Our influence, with your support, goes beyond training.

We achieved last year that we have now 1891 followers on Instagram. This and the IDSA news are good tools to promote your school. So sent us more training, pictures etc. to post and publish.

The audit program is back on track and the re-audits for the full members are scheduled throughout the year.

Hope to meet you in person.

We need your help Your Chairman, Leo Lagarde





For rent. Containerraised Diving Decompression Chamber (DDC) Twin lock 1500 mm.

www.decompressionchamberrental.com



In this fourth edition of the new version of IDSA news, our goal of having a magazine for the members by the members is becoming more of a reality, and this is exactly

what we want.

Unfortunately, we do need more articles from you our schools, and we are looking for someone who help out with the making of IDSA news. Being the editor of IDSA news is a very challenging and satisfying responsibility. After all, our readers rely on IDSA news to fulfil their needs regarding topics which they bring to the table.

We have some standard items, topics in our magazine, such as;

 Medical issues • The Badge • Historical Diving • The Student if we get out your articles!

Finely we trust that you can identify yourselves in these topics and that this will encourage you to take part in the next edition of the magazine, therefore we ask you to send us articles regarding your schools, education and from the divers who followed the trainings.

So please which school we can challenge to tell what they are doing!

So if you have interest to help out with IDSA news, please sent an e-mail to info@idsaworldwide.org

Enjoy reading the IDSA News and Safe Diving Training.

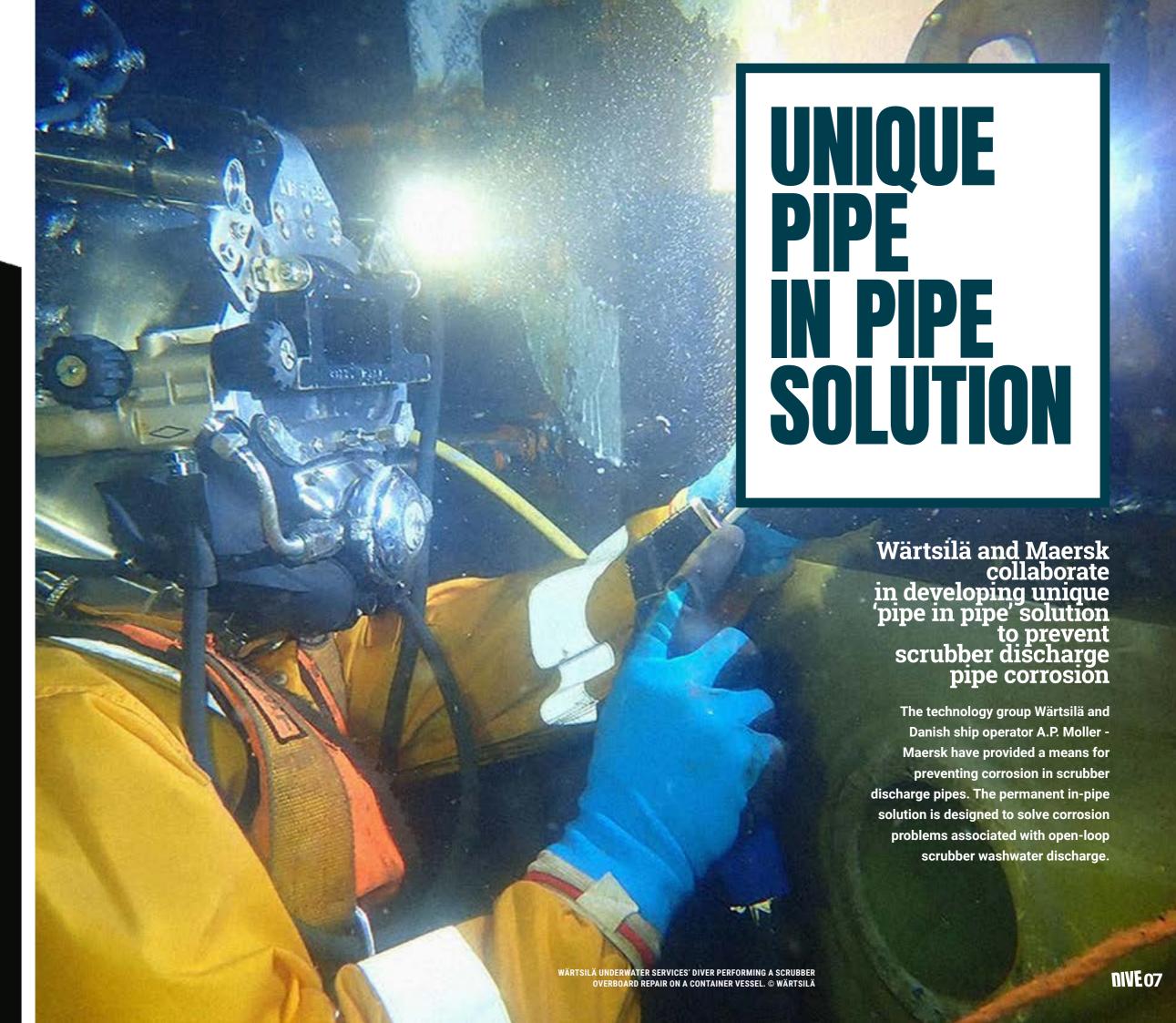


WELCOME TO OUR NEW IDSA BOARD MEMBER HOSSAM ELMASRY

Let's Welcome the new IDSA board member, Hossam Elmasry. Hossam was born in the first of January 1983. After his graduation from faculty of medicine he started his diving pathway as a hobby. Beside his work as a vascular surgeon, he decided to advance his diving career & start Middle East for Commercial Diving in 2014 with an aim to be one of the best commercial diving training establishments in the region. In 2021, he joined IDSA technical committee & in 2022 he was nominated to be a board member.

Since Hossam has joined IDSA as a full member, he has been very interested in sharing ideas and expertise among IDSA schools. He shared diving training standards during COVID pandemic and First Aid for Diving standards and has been shared with all IDSA members. He has also spread IDSA standards to many countries in the Middle East.

Hossam besides being a vascular surgeon and commercial diving school owner, he is NAUI diving & DAN instructor. He likes horse riding, shooting & traveling.





The majority of the estimated 5,000 scrubber systems installed across the global fleet are of open-loop configuration. With this system, seawater is used to scrub SOx from the exhaust gas, with the used water then being discharged back to the sea after cleaning.

Under IMO Guidelines, the washwater from exhaust gas cleaning systems, commonly referred to as scrubbers, should have a pH of no less than 6.5. However, in reality the pH of scrubber washwater is typically acidic, prior to being diluted by seawater. This creates the risk of structural corrosion to the discharge pipes.

The risk is particularly high for pipes made of mild steel. In some cases, if the discharge pipes are inadequately protected, severe corrosion can damage the surrounding mild steel hull plates, resulting in water ingress.

The new 'pipe-in-pipe' solution allows for the original overboard pipe to re-



main in situ while a new glass reinforced epoxy (GRE) pipe is inserted into it. No metal cutting or welding is necessary. A SMO steel sleeve is inserted between the new

GRE pipe and the existing steel pipe. An adhesive permanently secures the GRE pipe in place. Since this 'pipe-in-pipe' solution has a small impact on the internal diameter of the pipe, it is best suited for overboard pipes with a diameter greater than 300 mm.

"This is a long-term solution that can be planned for at any time, even if corrosion has not yet occurred. The component pipes can be prepared and stored either on board or at an engineering facility ready for fitting either during a scheduled drydocking or port-call or, if necessary, whilst afloat and in operation using a cofferdam at a convenient time and location" explained William Winters, Managing Director of Wärtsilä Underwater Services. He further added "This in-operation repair offers substantial overall savings to the ship owner and allows the vessel to stay in service"

"We have noted corrosion incidents occurring on some scrubber equipped vessels and wanted to be proactive in solving the problem," said Jorn Kahle, Senior Lead Specialist, Maersk. "Additionally, taking a vessel out of service

THE PERMANENT IN-PIPE SOLUTION IS DESIGNED TO SOLVE CORROSION PROBLEMS

is extremely costly.

One of the key driving forces for development of this pipe-in-pipe concept with Wärtsilä Underwater Services is to minimise these

disruptions and costs. We are happy to offer this unique cost-efficient service to any vessel with any make of scrubber".

Installations of this unique, patented solution and licensed know-how will be carried out by Wärtsilä Underwater Services. In most cases, the repair will be completed in less than two days, which can avoid the ship having to go 'off hire'. Considerable time and cost savings compared to alternative repair solutions have already been demonstrated.

The Wärtsilä/Maersk solution is intended for long-term protection. It reduces complications associated with welding work required on pipes and sometimes hull plates, particularly in underwater repair situations.

Media contacts for more information on this release: William Winters

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All Wärtsilä releases are available at https://www.wartsila.com/media/news-releases and at http://news.cision.com/wartsila-corporation where also the images can be downloaded.

Wärtsilä Marine Systems in brief

Wärtsilä Marine Systems supports customers with high quality products and lifecycle services related to the gas value chain, exhaust treatment, shaft line, underwater repair and electrical integrations. We are committed to providing the latest and most efficient solutions, in line with Wärtsilä's vision for a safe and sustainable future for our customers, our communities and our planet.

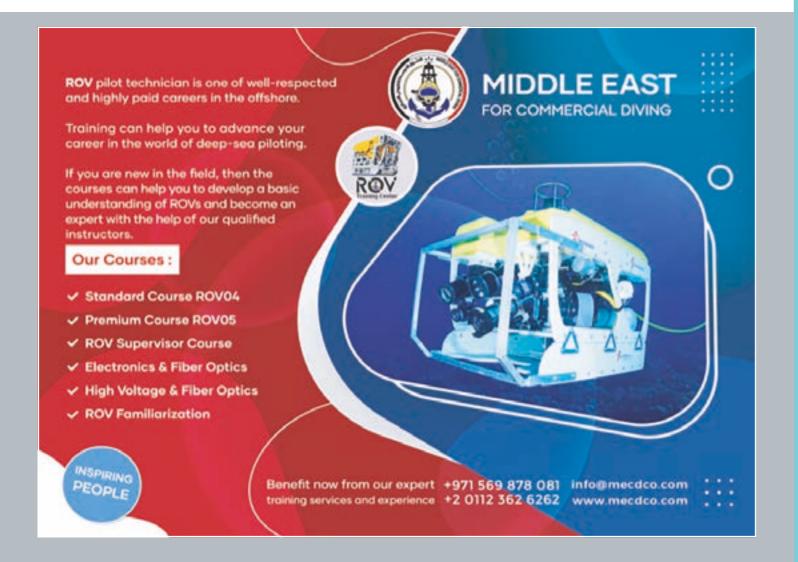
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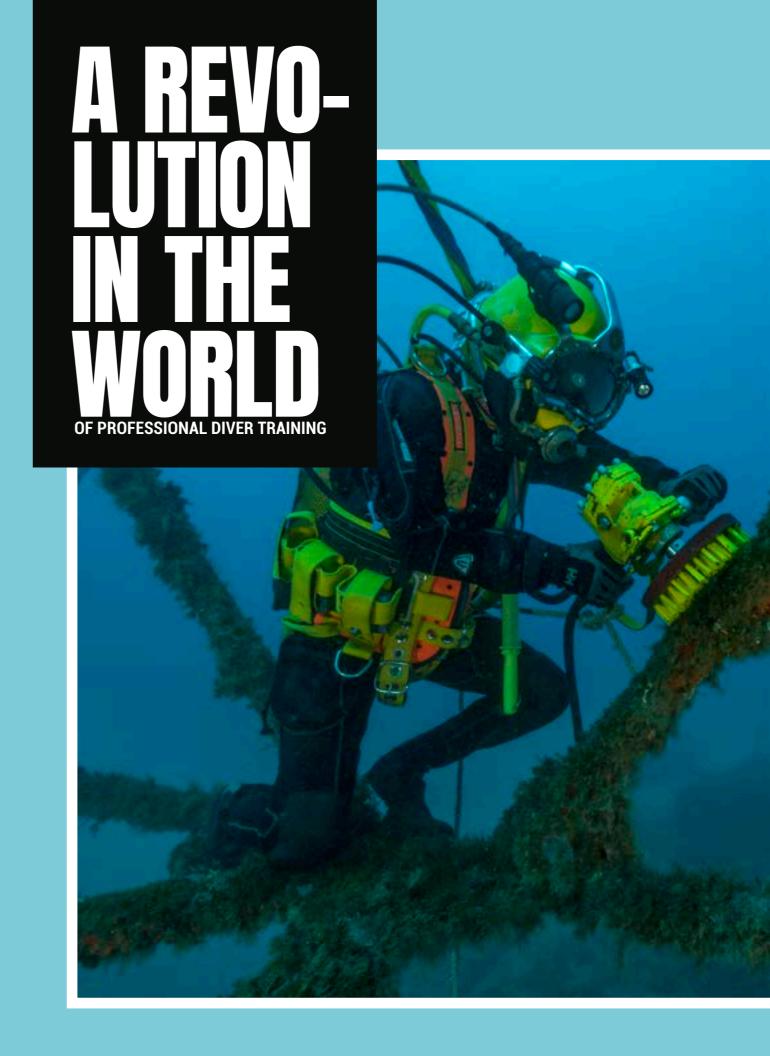
Wärtsilä in brief

Wärtsilä is a global leader in innovative technologies and lifecycle solutions for the marine and energy markets. We emphasise innovation in sustainable technology and services to help our customers continuously improve their environmental and economic performance. Our dedicated and passionate team of 17,000 professionals in more than 200 locations in 68 countries shape the decarbonisa-

THIS IS A
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SOLUTION
THAT CAN BE
PLANNED FOR
AT ANY TIME

tion transformation of our industries across the globe. In 2021, Wärtsilä's net sales totalled EUR 4.8 billion. Wärtsilä is listed on Nasdaq Helsinki. www.wartsila.com





Since the disappearance of two large French companies (Sogétram and Comex) and their "ab initio" schools, young French divers are trained in one of three schools which offer the official curriculum leading to the issuance of the State Certificate of Diver. The duration of these courses varies between 8 and 15 weeks depending on the school. The longest course is that of the Ecole Nationale des Scaphandriers (ENS) with 15 weeks.

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The extreme brevity of the training for such a dangerous profession does not satisfy anyone, and especially not the employers who deplore the low level

of competence these young divers trained in a few weeks demon-

strate. Employers keep on stressing to the Ministry of Labor that "[they] do not want divers to make bubbles but rather to do the job!", to no avail.

It was therefore necessary to scrap this scheme which consisted in issuing, for more than 40 years, a simple work permit and release, on the market, young people qualified to dive but with no real professional skills

Aware of the expectations of professionals and with the goal of satisfying those, the ENS, based in Fréjus on the French Riviera, began a restructuration in 2020

with the real needs of professionals.

This innovation in our profession allows the employer who has recruited a young apprentice to actively participate in his training since three quarters of the apprenticeships take place directly in the employer's company: 26 weeks at the ENS for 78 weeks in the company.

The employer can therefore complement the lessons given at school, develop and adapt the skills of the young apprentice according to its own needs, working methods,

"Center for Training of Apprentices" authorized to train professional divers. The ENS had just given birth to the teaching of professional diving on an apprenticeship basis and over a long period.

As such, at the beginning of 2022, the ENS launched the first diver session under an 18-month apprenticeship contract. It was met with immediate success.

Building on this success and in order to meet the significant demand from companies, the school will offer a second session from October 3rd, 2022, this time over a period of 24 months, its final format

With this long and complete cycle, the ENS will release, onto the labor market, truly operational employees after a preto become, a year later, the first and only paration that complies in all respects

tools, means, missions, customers, etc.

In addition, the long duration of the course allows for enough time to prepare the apprentice for all of the trade

configurations and for improved efficiency. Indeed, the ENS has the most comprehensive technical platform in France and stands out from all the other schools by not only training its trainees at sea, but by also training them in troubled waters of rivers, in polluted waters, in bentonite, in emissaries, in lakes (with a diving barge equipped with a bubble), on a bridge, on two dams, in two ports, in hyperbaric chambers, etc.

Furthermore, during the periods with his employer, the young apprentice will also have access to the construction sites of

the company and thus, to other working environments: oil platforms, nuclear power stations, sewers, water treatment plants, etc.

BENEFITS OF THE APPRENTICESHIP CONTRACT

Benefits for the apprentice:

- Completely free training;
- An employment contract from day one;
- A salary for the duration of the training;
- Assistance with the financing of the driving licence;
- A complimentary waterproof diving suit.



- A 24-month apprenticeship, with a truly operational employee;
- State aid for hiring of 6,000 to 10,000
- The cost of the training covered by a financing body;
- Exemption from employer and employee contributions;
 - The loyalty of the employee in order to avoid a too frequent turnover within the profession.

The educational course alternates between periods in school and periods in a company: during these two years of study, the apprentice will spend 6 stays at school for a total of 26 weeks (i.e. 25% of the total time) and will work 78 weeks in a company (75% of the contract).

Ecole Nationale des Scaphandriers: 04 94 54 01 01 http://www.ens-france.com



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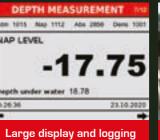
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The Alan Bax award was introduced in 2017 to show the association's appreciation towards individuals who have made an outstanding contribution to promote IDSA or in other ways have worked to the associations benefit.

founded our organization. A man we owe our gratitude and respect for all he has done for the community of diver training organizations

Alan was the first chairman and served for a long time. He was hard to replace. But not impossible, it turned out. Alan took the role of administrator, and we were lucky to have a new chairman that could follow up and improve the organization.

The first recipient was of course Alan Leo Lagarde has been our chairman Bax himself who was taken by sur-since. He was a member of IDSA for prise in Palermo in 2017. No one many years as commander of the deserved it more, and it was natural Dutch military diving school and for to name the award after the man who the Dutch Association for Diving Contractors. After being elected chairman he has run the association with a firm hand. He does not put up with any bullshit. He is a tough guy, but soft on the inside. He is demanding, but fair.

> I hope the audience realizes the amount of work Leo has put into the association over the last 15 years. He has contributed to a more professional association and managed to introduce our training standards in a number of countries.

Normally we have waited for people to retire before giving awards like this. This is not a sign of us wanting you to retire, Leo. On the contrary. We hope you will stay on for many years still, and continue to develop and improve our association, to the benefit of all schools and the industry as a whole.

It Is a pleasure for me, on behalf of the board and the member schools, to present the Alan Bax award to you, Leo Lagarde.





MEDICAL ISSUE FOR SAFE DIVING

By Dr Hossam A. El-Masry - CEO Middle East for Commercial Diving MECD



Shock is one of the most important issues related to diving first aid knowledge, it's a life-threatening condition which needs a good knowledge, rapid intervention & immediate alert of emergency medical services EMS.

Shock is a failure of the circulatory effective perfusion, Anaphylactic o Have the person lie down on their system to supply sufficient blood to peripheral tissues to meet basic metabolic requirements for oxygen and nutrients and the incomplete removal of metabolic wastes from the affected tissues. Shock includes Hypovolemic shock which caused by severely decreased bodily fluids, Neurogenic Shock abnormal enlargement of blood vessels causing "pooling" of blood and compromised circulation, Septic shock due to toxins produced by certain bacteria lower



shock systemic reaction to an allergen that can result in a maldistribution of intravascular fluid and Cardiogenic Shock refers to a reduction in the heart's ability to circulate blood to the brain and vital organs.

Hypovolemic Shock

Occurs due to decrease in circulating blood volume results in a deficiency of blood supply to vital organs. Blood loss is secondary to internal or external bleeding.

Signs and Symptoms vary from anxiety or agitation, pale / cool / clammy skin, confusion, generalized weakness rapid breathing, decreased urine output up to unconsciousness.

- This is a medical emergency **alert EMS** immediately
- o Attempt to stop all external bleeding.

- o Check for signs of circulation if absent begin CPR
- o Keep the person warm and comfor-
- o Replace the lose with blood & IV Fluids



Cardiogenic shock:

Refers to a reduction in the heart's ability to circulate blood to the brain and vital organs.

Signs and Symptoms like hypotensi-



on (low BP) ,Pale /Cool /Clammy skin, Cold hands and feet,

Severe shortness of breath, Weak pulse, altered mental status, nausea/ Vomiting, chest pain that radiates to the arms, shoulder, neck or back, unconsciousness, finally cardiac arrest.

- This is a medical emergency **alert EMS** immediately
- o Have the person lie down on their arrest

back or in a position of comfort

- o Check for signs of circulation if absent begin CPR
- o Keep the person warm and comfor-

Anaphylactic Shock:

Occurs due to severe allergic reaction to several allergens like medications, pollens, food & insect bites.

Signs and symptoms may be mild or moderate like, generalized itching (pruritis), bloodshot, puffy eyes, Facial swelling (eyes, lips), localized or diffuse swelling, localized redness, raised rash (hives). Or severe like airway narrowing, respiratory distress, cardiac



This is a medical emergency - alert **EMS** immediately

- o Assist the injured person with administration of allergy medications if prescribed for them personally.
- o If airway narrowing or difficulty breathing is present, consider use of anti-allergic medications or an epinephrine auto-injector if available & prescribed.
- o Monitor airway and breathing.





TODAY'S SPEAKERS

COM MERCIAL OPERA

'Lessons learnt and challenges faced by the Commercial **Diving Industry**

The inaugural Underwater Ships Husbandry Port Authority seminar was held on 12th September 2022 in Dubai. This was organised by the International Oil and Gas Operators (IOGP), the Association of diving Contractors International (ADCI), and the International **Diving International Marine Contractors** Association (IMCA). The collaboration of the leading industry groups provided a leading voice and platform to raise the awareness for commercial diving safety when conducting ships husbandry works.



Due to the high risks associated with vessels. However, it working underwater, the health and has been identified safety of divers is critical. Dubai was that this is not alselected by the International Diving ways the case. Industry Forum (IDIF) to launch this safety initiative as the United Arab A serious concern Emirates is a global energy and maritime hub. Led by Tony Greenwood, Diving Critical Activity Specialist from ExxonMobil, the select group of speakers from ADCI, TotalEnergies, BP, IMCA, IOGP and KBA Training Centre Pte Ltd provided a full day of industry



sharing on lessons learnt, safe diving practices, emergency response planning, challenges faced while sharing solutions to conduct safe commercial ble safe commercial diving practices diving operations.

IOGP Health, Safety, Security and have raised questions about safety. For more information, contact KBA Wells Director, Olav Skar, gave the opening address by sharing the importance of commercial diving operations in the shipping industry, the global challenges of various standards and preparation to fail," said Darren in his in many cases, no standards around the world. ADCI and IMCA have produced safe diving guidance for conducting ships husbandry which energy organisations implement for their worksite and check that their ERP is

shared were statistics of commercial diving fatalities while conducting

operations. Other major factors resulting in injury or fatality at work for divers included the use of Self-Contained Breathing Apparatus (SCUBA), and suitable commercial diver and diving supervisor training and competence of commercial divers.

KBA Training's Managing Director, right? Darren Brunton, gave an engaging presentation on 'Emergency Response Planning' (ERP) using recent case scenarios when divers have been injured or killed due to the failure of suitaand in effective ERP's. "We empathise with the victims, but these mishaps measures in the commercial diving industry. Do diving companies walk the talk of their emergency response planning? Failing to prepare leads to presentation. In closing his presentation, Darren asked all attendees to take at least one action from the day's seminar, and to return to the office or

valid, functional, in date with information, communicated to all entities involved from the client to the diver and conduct regular emergency drills from diver rescue, loss of

ship husbandry / inshore, near shore comms, loss of air supply, injured or incapacitated diver recovery and through to transiting to the decompression chamber for treatment. Time to Treatment Action plays a significant role in the success of diving related injuries, while Darren challenged the industry during his talk asking, have we got the requirements of a decompression chamber availability

> Over 180 delegates attended the successful inaugural seminar including Port Authorities, Energy Companies, Industry Associations, Diving Contractors, Managers, Diving Supervisors and Divers.

> Training at +65 6542 4984 or marketing@kbassociates.org





New Location

De Zeeman PRO is pleased to welcome you to its new location at Wayenborgstraat 1-2, 2800 Mechelen Belgium. Less than 200 meters from the former address.

De Zeeman PRO has moved to a building of 1800 m², to be able to help its clients better and more efficiently.

Don't you know us yet?

De Zeeman PRO has years of experience in the purchase, maintenance, and sale of diving equipment for professionals. Over the past 45 years we have become a reference in the field of diving equipment for professional divers, military and life support.

Among our customers are many prominent and worldwide operating companies, governments and agencies.

De Zeeman PRO is active in 5 divisions:

- Commercial diving equipment
- Military diving equipment
- Medical Hyperbaric
- Scuba Diving
- Rope Access

Interested in getting to know us better? Feel free to take a look at our new website

www.dezeeman.be















20 NIVE

BIM NATIONAL FISHERIES AND DIVING COLLEGE HOST IDSA AGM 2022

BIM hosted the International
Diving Schools Association's
annual general meeting at the
National Fisheries and Diving College
in Castletownbere Co. Cork Ireland
from Monday 9th May to Thursday
12th May 2022. The college offers a
range of maritime courses in the busy
fishing port of Castletownbere on
Ireland's western seaboard. A total of
28 delegates attended from schools in
Norway, the United Kingdom, Ireland,
Spain, Argentina, Belgium. A number
of other schools, who were unable to
travel, attended online.



IDSA's aims are to improve quality and safety in the international diving industry by standardising training and sharing knowledge and best practices. The collective experience and knowledge IDSA members share helps to ensure training standards are realistic and safe. This is particularly important for countries where local standards for diver training do not exist. IDSA membership is important as a means of staying current in training standards and techniques and for recognition as a safe and approved school internationally.

Hosting the meeting gave BIM the opportunity to showcase all aspects of the college to an international audience and to present itself to IDSA members as a fully functioning high quality diving school. Delegates toured the college and the new diving barge and were given a detailed presentation on the diver training process and the QQI system of awards. Delegates were highly complementary of both the diving barge and systems and the rigorous training and certification process.

BIM is currently an IDSA Associate Member and based on this visit, IDSA board members have suggested that the time is right to submit a full membership application. Full membership allows schools to issue IDSA certification as well as own country certification. This helps divers secure work internationally and confirms that the training, facilities and equipment have been audited by IDSA and meet the required standard.

Topics discussed over the course of the week covered new developments in diving standards, proposed changes to dive minutes required for training and new training materials being developed by IDSA

The meeting was an opportunity for BIM to forge strong relationships with the Association of Diving Contractors UK (who manage Dive Supervisor qualifications for the UK and Ireland) and other dive schools. This aspect of the meeting

is really important; meeting people face to face and getting to know the person has huge value. It is something that cannot be done over





22 NIVE NIVE 23



Skype or Zoom and is best done in a relaxed and informal environment. These relationships allow you later to pick up the phone and have a meaningful discussion or just a quick question answered.

These meetings also allow IDSA to achieve one of its primary aims, to "share knowledge and best practices." And the absence of the meetings during the Covid restrictions has now reinforced the benefits of the face to face meetings and it behooves all IDSA members to really make an effort to attend these meetings so that we all build close working relationships and learn from each other.

In the case of BIM it allowed me to travel to Oslo and spend a few days with Lars and Dagg Wroldsen at NYD, where I was able to view the inner workings of a school that has a world wide reputation and sets the highest standards for their students. Their location, facilities and set up are all excellent, and while I

was envious of their school, they shared freely advice on equipment, setup and configuration, training etc. etc. I have taken some of their ideas and will implement these on our upcoming courses. We are also working closely with the PDA in Dunoon to facilitate our inshore qualified divers gain the next level in certification for those who want to make

the move to offshore diving. I believe this is all made easier when you have met and know the people you are dealing with

The agenda for the meeting included the acceptance of minutes for the previous meeting, Chairman's Report, re-election of the Board, Financial Report, IDSA Membership & Qualification Cards and



proposals for changes and details of the new IDSA Diving Student Course Book.

A lot of work goes into preparation of the items to be discussed at these meetings and most of it is done by the Board members who give their time freely to support IDSA in its aims and to help all IDSA members. They deserve a special word of thanks.

During the meeting at the college we were joined by Alan Bax, founder member of IDSA.

Alan joined us through video link as he was unable to travel to the meeting. He shared his joy in celebration IDSA's 40th year in existence and thanked those for

their continued work in supporting and growing IDSA.

Appropriately, the Alan Bax Award was presented at the annual dinner to Leo Lagarde, Chairman of IDSA since 2009 and member for many years before that. Leo has put an enormous amount of his time and personal effort into ma-



king the organisation what it is today. His work as Chairman is recognised by this award.

Guest speakers presented interesting talks on the INFOMAR project and the Whiddy Island disaster.

INFOMAR is a joint programme between the Geological Survey Ireland and the Marine Institute, surveying Irelands unmapped marine territory and creating a range of integrated mapping products of the physical, chemical and biological features of the seabed. All materials produced by INFOMAR are available free to the public, this is a valuable resource and is used by exploration companies, fishing fleets and many others. The maps also show the precise location of thousands of shipwrecks around our coast and in many cases three dimensional images created by multibeam sonar are available to download. https://www.infomar.ie/ On the subject of ship wrecks, Dr.Matt Murphy made a presentation on the The Whiddy Island disaster, also known as the Betelgeuse incident, which occurred on 8 January 1979, around 1:00 am, when the oil tanker Betelgeuse exploded in Bantry Bay at the offshore jetty for the

oil terminal at Whiddy Island.

Matt was on duty the night of
the disaster and despite his
current poor health he gave an
account of the events that
took place that night. His talk
was accompanied by a docu-

mentary that was filmed at the time of the event and includes the subsequent salvage operation that was carried out by Dutch salvage firm L Smit & Co, who raised the Betelgeuse in four sections. The documentary is a fantasising watch as it shows the enormity of the task and the resource, planning and ingenuity that was required and how diving operations at the time were carried out, very different to todays diving operations. Betelgeuse Salvage

Delegates also enjoyed the social events surrounding the conference, some managed to squeeze in a round of golf in the rain while others strolled through the streets of Bantry town and harbour. The annual dinner was held in the Bantry Bay hotel allowing everyone the opportunity to fully relax and enjoy the best of Irish hospitality. A tour of the Beara Peninsula was arranged for the following afternoon bringing delegates to see some of the



breath-taking scenery along this wild and beautiful stretch of the Atlantic coast.

BIM are happy to have had the opportunity to host the IDSA annual meeting, we would like to thank all who made the journey and to extend an open invitation to any who would like to return or to those who were unable to attend at the time but would like to visit our school.

The next IDSA meeting is being hosted by HVL in Bergin June 2023, be there!















The making-off of a rather unusual photoshoot

A creative mind well feeded and triggered on that particular moment can produce sparkles of new ideas. The idea for this photoshoot...

SAB-Diving had been working with people of the army for quite some time when they got an unexpected phonecall from Filip Blommaaert.



Filip had seen SAB-Diving working and thought they would be an ideal partner to realize his rather bizarre dream

Filip: "It just popped up in my mind during a model photoshoot almost a year and a half ago. Like a vision, I clearly saw the picture I wanted to create. Then the whole brainstorm process started, like a rolling thunder. The idea was to get an industrial helmet diver having an encounter with mermaids. Not the fairy tale ladies, but 'the real creatures of the sailor stories.' The contrast of the high-tech full-equipped human who

becomes very vulnerable towards those half-naked mythical figures."

Being a parttime model photographer and a fulltime military combat diver he had all the right skills. He already had some experience with underwater videography, but this new idea was a different level. The purchase of professional underwater photo equipment was the first step. Doing some practice shoots, looking for a location and gathering a team followed soon after.

To create all this, he thought the ideal And the story continues. The next partner was SAB-diving. shooting will be done with the same

After the logistic planning and testing for more than a year, he could count on an amazing team of mermaids and THE IDEA WAS
TO GET AN
INDUSTRIAL
HELMET DIVER
HAVING AN
ENCOUNTER
WITH
MERMAIDS

technicians for the realization of his dream, which resulted in this amazing photoshoot.

More of this shoot you can find on my website www.Lemurvision.com and on the Instagram accounts Lemurvision models and Lemurvision.

And the story continues. The next shooting will be done with the same mermaid as she will be captured by fishermen and executed, attached to an anker...



Apox B.V. is specialist for all medical solutions for divers and diving companies. We are located in the Netherlands and export to all countries in the world. You will find our medical cases from Vietnam to Brazil and Norway to South Africa. All items are certified by a Medical Doctor specialized in diving medicine, qualification B. Apox is a pharmacy department, all medicines are available. Apox is a GMP certified company for filling medical oxygen cylinders.



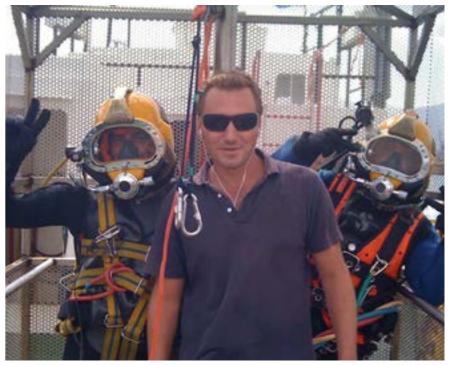
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THE BALLE

How did you get involved with diving? What are your ambitions? What annoys you the most? In The Badge we talk to people from the Professional diving world and find out who they really are and what drives them. In this month's issue we meet Francesco Constantino who is Diving Supervisor/Chief Instructor at Cedifop.





How did you get involved with the Professional diving world?

I start diving, as spearfisher, when I was a kid. I guess, at that time, I was "dreaming" that diving would become my job. As professional diver, I started in 2005, after completion of my commercial diving training, and start working with a local company, in Sicily

Who did you learn the most from?

Let's say I had many mentors during the years, one of the most important was the first Supervisor I had, his name is Pino, I appreciate a lot his calm and modesty.

As I said before, I should thank many people for their teaching, dependig on different aspects of diving. Among them, I care to mention one more in particular: Mr Alan Bax. Since we entered into the IDSA world in 2009, he strongly influenced me, concerning to safety aspects of commercial diving.

What are your drives and ambitions?

I like my job. In charge of Chief Instructor at Cedifop. I maintain a tight contact with every of our divers, even after graduation, as we represent a reference point for them. My ambition is teaching good and safe Divers, increasing their possibilities to join the commercial diving field, both for national and worldwide opportunities.

What annoys you the most?

The limitation of Ialian divers, given by bureaucracy and not appliance of international rules

What is your life motto?

The only thing I know is that I will never finish learning.

THE ONLY
THING I KNOW
IS THAT I WILL
NEVER FINISH
LEARNING

30 DIVE DIVE 31



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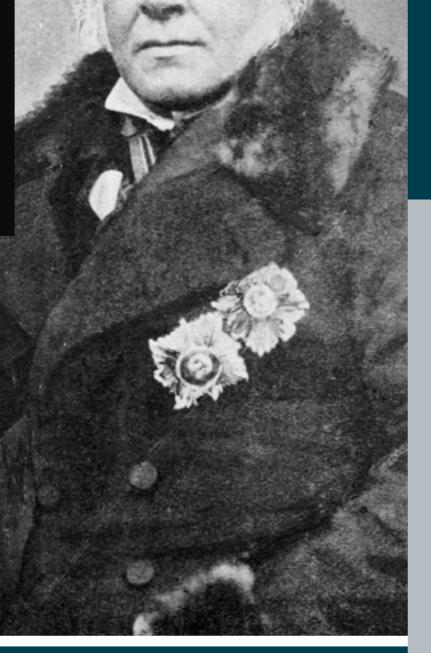
From Snorkels to Superlites, the Historical Diving Society is dedicated to recording our diving heritage for future generations.

Your diving experience is part of the story. Share it with us. www.thehds.com/join-us





DIVING STORIES OF THE PAST



The dispute between Greece and Britain over the ownership of the 'Elgin Marbles', the sculptures that adorned the Parthenon frieze, has rumbled on for over 200 years and has once again come to the fore with the opening of a new museum in Athens specifically designed to show all the surviving ties within the Turkish dominions was to be the means of bringing his sculptures. The rights and wrongs of the case need not concern us here,(1) but an accident that befell the Elgin Marbles on their way to London is not so well known, and, since it involves wilfully or by neglect to the antiquicases were loaded, but the remainder



Thomas Bruce, seventh Earl of Elgin um. (2) spent the four years from 1799 to 1903 as British Ambassador to the Ot- Elgin owned a small brig, the Mentor, to study and record Grecian antiqui- take him on a tour of Greece, and this (which then included much of modern collection home. In September of 1802 Greece, including the mainland), en- the Mentor lay at Piraeus taking on a gaging painters, draughtsmen and cargo consisting of parts of the modellers to carry out the work. Con- Parthenon frieze and some reliefs cerned at the damage being caused, from the Temple of Victory. Seventeen divers, is well worth recording. ties, he obtained licences from the had to be left behind because they

Turkish authorities to remove some items, his liberal interpretation of these permits and diplomatic skills leading to the collection now known as the Elgin Marbles, which he subsequently sold to the British Government and placed in the British Muse-

toman Porte. He took the opportunity which he had purchased in 1801 to





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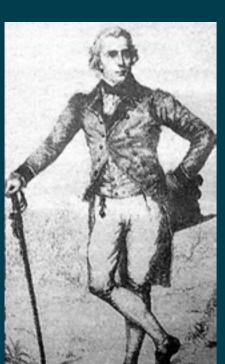


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were too large to pass through the Meanwhile, Lord deck hatches, which Captain Eglen Elgin had arranhad refused his permission to enlarge ged for a navy (3). The Mentor sailed on the 15th Sep-ship, La Victorieutember and was driven south by se to go to the site, strong winds. A leak had developed in there to rendezthe bow and Eglen, on the advice of vous with a Greek his Greek pilot, made for the island of ship and between Kithyra. In the afternoon of the 17th them raise the they reached S. Nikolo Bay and at- Mentor. Captain tempted to anchor. Two anchors failed Richard of the Victo hold and had to be cut free and the torieuse was clear-Mentor struck a rock and sank in ten ly not prepared to fathoms. All 18 on board, including mess about. He Lord Elgin's private secretary, William waited 13 days for Hamilton,(4) got ashore safely.

Mentor for a payment of 15,000 pianos (5) to salvage the cargo for 7,000



the other ship to arrive, refused to as- way - we shall therefore on the first sist the divers in breaking open the fine day, try to widen the hole in the Hamilton immediately engaged two Mentor's deck on the grounds that he Mentor's Starboard Bow, which was vessels already in the bay to raise the would raise her whole or not at all and made when she struck, so that the cafinally attempted the lift on his own. ses may be dragged out of the hold stres. Nothing came of this and on the He succeeded in raising the wreck two and easily brought up." 9th October he reached an agreement fathoms before the cables broke and with some sponge divers from Kalym- then abandoned the task and left, just Later the same month, Hamilton two hours before the Greek ship enga-reported that the vessel engaged to piastres. The divers recovered a case ged to assist arrived. A item in Hamilthe following day. Four more cases ton's expenses (see below) shows that captain having done all he was able were recovered in November, see- Captain Richards received some help mingly by a different team of divers, from the divers in preparing his at- "....but his Ship had not the force to this time from the island of Symi. (6) tempt, but what that help consisted of break up the Decks ... Therefore the is not known.

> By December, Hamilton had given up business for us, or that the winter all hope of raising the Mentor and was storms will entirely destroy the Brig ..." relying entirely on the sponge divers from Symi. On the 9th of that month In a postscript dated 30th December he wrote to Elgin that

> "The Season is very much against us, morning and particularly the cold, which will soon prevent the Symiotes diving any "... on their declaration that it was no longer: and they tell me they must longer possible for them to dive on give it up entirely the 18th of this account of the cold: and that it was in month; however if the weather conti-vain to make any further attempt to

HE HAD SUFFERED MUCH

nishing the whole shortly, I shall probably prevail on them to break thro' their general rule of leaving off on the holiday of St. Nicolas ... Postscript. It has not been possible to break up the Deck and the Divers almost despair of getting the Cases up by the Hatch-

assist La Victorieuse had left, the

only hopes that remain, are that some large Corvette or Frigate will do this

Hamilton recorded that he had dissolved his contract with the divers that

nues fine, & there is any prospect of fi- get at the remaining cases until the

Decks are opened: Judging therefore "... he had suffered much from the stone weight to minimise the physical ceive one fourth part of the sum mostly drunk." agreed for on the Extraction of the whole, I have had to pay them 2,125 The final two cases were recovered in to tie off ropes to wreckage that piastres." (7)

Hamilton's list of expenses included

Tobacco given to the divers 5 piastres February, 1805. Wine given to the divers while they worked

with the Victorieuse

5 knives for the divers

to cut away ropes

hyra, but in February of the following include the major items, so it seems year (1803), the divers returned and unlikely that the final cost exceeded worked the summer without a fresh £1,000. contract. In July, Hamilton wrote from Athens to Caluci, the British Vice- The Greek sponge divers would have Consol at Kithyra, authorising him to had no difficulty in reaching 10 take the best means of salvage in his fathoms (60 feet). Indeed, they were power within a limit of 6,500 piastres. known to dive to 100 feet in pursuit of By November, when Hamilton was their trade. When sponge diving, their again on site, the divers appear to practice was to dive with a flat stone, have raised four more cases, since a known as a skandalopetra, which September contract between them carried them to the bottom without and Caluci agreed a payment of 400 physical effort. A knife was used to piastres for each of the last eight cut free the sponges, which were cases to be salvaged. The divers were stored in a bag and the return to the also to get their board and an allowan- surface might be by swimming (in ce of 150 piastres for their boats and shallow water) or by holding on to the miscellaneous expenses. Before work recovery rope tied to the skandalopeceased on the 19th December, six more tra and being pulled up by the tender, cases had been salvaged. The divers a system that had evolved indepenwere sent to Athens for their money, dently in many parts of the world for Caluci writing to Lord Elgin on the 7th sponge, coral and pearl fishing. For January that he had bound them to their salvage work on the Mentor they return in April, adding that

that from what they have already Re- barbarous conduct of the divers, who effort. Even for the most experienced covered, they were fully entitled to re- were men of unstable character and divers, bottom time would have been

> June of the following year (1804). To needed clearing, so that it could be protect the hard-won salvage from winched clear and to the cases to pirates, Caluci had it buried on a enable them to be hoisted. beach, covering it with seaweed and brushwood. It was finally collected in Notes:

Elgin estimated the cost of the Mentor 5 piastres and the salvage operations to be £5,000.(8) What portion of this repre-1.8 piastres sents the cost of the salvage operations is not recorded, but the listed Hamilton and the divers now left Kit- expenditure of around £500 seems to

> most probably would have descended on established lines, again using a LECTION OF SCULPTURED MARBLES, P. XI (1816)

unlikely to exceed one minute. However, this would provide sufficient time

1. THE OPPOSING ARGUMENTS CAN BE FOUND IN THE WEBSITES OF THE BRITISH MUSEUM AND THE GREEK CULTURE MINISTRY. THE PARTHENON WAS BUILT ABOUT 2.500 YEARS AGO AS A TEMPLE TO THE GREEK GODDESS ATHENA. AROUND 600AD IT BECAME THE CHURCH OF THE VIRGIN MARY OF ATHENS AND. FOL-LOWING THE OTTOMAN CONQUEST A MOSQUE IN THE FIFTEENTH CENTURY. IN 1687, DURING A VENE-TIAN BOMBARDMENT, MUNITIONS STORED WITHIN THE BUILDING BLEW UP CAUSING MAJOR DAMAGE. THE BULK OF THE SURVIVING SCULPTURES ARE DIVI-DED ROUGHLY EQUALLY BETWEEN THE BRITISH MU-SEUM AND GREECE. THE REMAINING PIECES ARE IN FRENCH, DANISH, GERMAN AND AUSTRIAN MUSE-UMS AND ALSO IN THE VATICAN.

2. 1766-1841.

3. THE SHIPPING LIST, DETAILS OF THE SHIPWRECK AND SUBSEQUENT SALVAGE ARE RECORDED IN PA-PERS BELONGING TO CALUCI, THE BRITISH VICE-CON-SUL AT KITHYRA, WHICH WERE PRESENTED TO THE GREEK HISTORICAL AND ETHNOLOGICAL SOCIETY BY A DESCENDANT. THEY WERE PUBLISHED IN HESTIA (XXVI, 1888, PP. 681-799). FURTHER INFORMATION IS CONTAINED IN CORRESPONDENCE BETWEEN LORD ELGIN, HIS SECRETARY (WILLIAM HAMILTON) AND THE CHAPLAIN TO LORD ELGIN'S EMBASSY, THE REV. P HUNT SEE ALSO SMITH A H. LORD ELGIN AND HIS COLLECTION IN THE JOURNAL OF HELLENIC STUDIES. VOL. XXXVI (1916), PP.163-371.

- 4. 1777-1859. ANTIQUARIAN AND DIPLOMATIST, HIS APPOINTMENT AS LORD ELGIN'S PRIVATE SECRETARY WAS THE FIRST STEP OF A DISTINGUISHED CAREER.
- 5. THE DODECANESE ISLAND OF KALYMNOS LIES AP-PROXIMATELY 350 KMS EAST OF KITHYRA AND CLOSE TO THE MAINLAND OF TURKEY. IT WAS THEN THE CENTRE OF THE SPONGE FISHING INDUSTRY, MUCH OF THE MALE POPULATION MAKING LONG SUMMER EXPEDITIONS AS FAR AS THE NORTH AFRICAN COAST IN PURSUIT OF THEIR TRADE.
- 6. SYMI, APPROXIMATELY 450 KMS EAST OF KITHYRA WAS ANOTHER ISLAND FAMOUS FOR ITS SPONGE FIS-
- 7. THIS MUST HAVE BEEN THE PAYMENT FOR THE 4 CASES RECOVERED IN NOVEMBER, A QUARTER OF THE 16 CASES REMAINING AFTER THE KALYMNOS DI-VERS HAD RECOVERED THE FIRST CASE.
- 8. REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON THE EARL OF ELGIN'S COL-

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BADGE

How did you get involved with diving? What are your ambitions? What annoys you the most? In The Badge we talk to people from the Professional diving world and find out who they really are and what drives them. In this month's issue we meet Jo Luyten.



How did you get involved with the Professional diving world?

It all started with my previous job working as Business Developer for Syntra AB, a Flemish governmental organisation. When the head of ??, asked me to reorganise the professional diving training course that was totally out-of-date, I decided to accept the challenge. Three years of research and a lot of hard work resulted in the current formats of our training courses. As there was a shortage of financial means within the organisation, I tried to look for other posibilities to offer diving training courses in Belgium. After a few years of cooperating with Syntra AB, my diving school SAB-Diving, currently known as number FF35, continued to grow further independently.

Who did you learn the most from?

I learned a lot from many people... But I'm especially thankful to the following persons: First of all, without any doubt, one of my former partners. He's a valued supervisor within the diving industry. With his expertise and experience he was the ideal person to guide me through this world. But to develop and commercialise training courses according to a governmental protocal, it is important to share the same vision and to follow the legislation accordingly. So sadly, we went our own way.....

Second, SAB-Diving would not have been this successful without the help and effortless energy of my team: Jan Van Heijst, Jan Vandenbosch, Wim De Bruyn en Philip Dekkers. These trainers have ensured the future of the profesional diving industry in Belgium.

What are your drives and ambitions?

In Belgium, the diving industry doesn't get the attention it deserves. There are a lot of possibilities and opportunities but due to the lack of thorough and clear legislation, the certification is not accurate, not even in governmental institutions. Courses of high quality, accurate information, consistent guidance and clear legislation form the base of a solid training. How can you possibly

ensure safety in the field if the training course bend the safety rules?

Our hope is to continue to grow as the leading diving institution in Belgium, offering a solid and safe future to our trainees in a pleasant environment.

Our ambition is to grow internationally together with IDSA. Being recognised internationally and offering a transparant frame for future commercial divers is our goal.

What annoys you the most?

Sadly, little is awarded to each other. I'm also annoyed by the laxity of players in the industry while rules and legislation are of utmost importance in this risky sector.

Instead of competing, let's just work together with the common goal of ensuring safety by all means.

What is your life moto?

The holder wins... Starting is difficult but when we all work together and share the same vision, we will achieve our goal



IDSA NEWS IS LOOKING FOR NEW ARTICLES

Dear Members we need your help in articles for IDSA news, because IDSA news is for and from the members.

We have some standard articles in IDSA news such as

The Badge

for which we have some standard questions and we will invite you for this.

But we have also an article about the Commercial Diver 2022 explain, SO please ask one of your old students to write for this and please see below the standard questions.

The Commercial diver in 2022 explains:

In what year were you trained as a professional diver?

Where did you receive your diving training? How did you experience the time of your training?

What is your technical background before starting the training?

What did you have to do in the field of further education / safety training to practice your profession?

How did you experience the time after your training eg. finding the right employer?

Are you employed by a diving company or are you self-employed?

How did you find your way into the job market in the beginning?

Have you overestimated things?
Where do you work now; diving company
/ region / international / work field civil
underwater construction, shipping, ports, SAT)?

Have you underestimated things?

What is your specialty within the specialty of the diving company?

What does your day look like in the workplace?

How did you see your profession develop or foresee future developments in terms of innovation, knowledge transfer, rules about safe diving, etc. (Do you see differences in the workplace since you started and now)? Have you mapped out your future - are there still challenges?

If you had the choice now to become a professional diver - with the knowledge of today - what would you do?

How do you see the labor market developing? How important is it to be able to work in a team where the dive supervisor is in charge, but you as a diver are also expected t= think along about diving safety and the technical aspect of the assignment?

What would you like to advise future divers?

Do also notice that there is a possibility to promote your school by a article of your school and training complete with pictures, so please use this possibilities.



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Middle East for Commercial Diving (MECD)	Egypt	3
Luksia Sukellusala	Finland	3
Ecole Nationale des Scaphandriers (ENS)	France	3
The Irish Navy Diving School	Ireland	3
Centro Studi CEDIFOP	Italy	3
Centre Mediterraneen de Plongee Professionnelle (CMPP)	Morocco	3
Foundation NOK (formely NDC)	Netherlands	3
Norwegian Commercial Diving School, Oslo (NYD)	Norway	3
Western Norway University of Applied Sciences, Diver Education (HVL)	Norway	3
KBA Training Center PTE Ltd	Singapore	Specialist Diving Training
Oceanos Escuela de Buceo Profesional SL	Spain	3
Commercial Diving School of Gothenburg (YRGO)	Sweden	3
Interdive Services	United Kingdom	Specialist Diving Training

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Kerry Education and Training Board	Ireland
IDEA Kuwait	Kuwait
Daivtechnoserviss SIA	Latvia
Liepaja Maritime College	Latvia
Divestuff Ventures	Malaysia
Instituto de buceo comercial techdiving AC	Mexico
Regional Centre for Underwater Demolition(RCUD)	Montenegro
Nitrox SARL	Morocco
Commercial Diving Panama	Panama
OSNZ FROG	Poland
JUST DIVE Blue Academy	Portugal
Namaka Subsea LTD	Scotland
Atlantis Marine Services LLC	United Arab Emirates
Divetech Underwater Services	United Arab Emirates
Gulf Marine Contracting FZE	United Arab Emirates
HHA Diving Services LLC	United Arab Emirates
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