

New York Sub Aqua Journal®

April 1991 The Newsletter for North Atlantic Divers
Premiere Issue Vol .1 No. 1

New York Sub Aqua Journal

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NOTICE

Diving is a potentially dangerous activity. Persons seeking to engage in this activity should be certified by a reputable training agency. Once trained you should dive within your training and personal limits. Articles and information published in the *New York Sub Aqua Journal* are not a substitute for education or training. *New York Sub Aqua Journal* is not responsible or liable for the contents of any information or recommendations published herein.

SUBSCRIPTION RATES: Single copy \$1.75 published monthly, 12 issues (one year) \$19.95. Subscription outside of U.S. add \$8.00 postage. Paid orders U.S. funds only. Send requests to: The Silverstein Group 750 West Broadway Long Beach, NY 11561.

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Welcome to the NEW YORK SUB AQUA JOURNAL

We're proud to premiere this issue of what we feel will be an indispensable part of your diving. The *New York Sub Aqua Journal* is the kind of publication we've always wanted. We're serious about our diving. We also have fun and great times. Our publication focuses on the unique world of the North Atlantic diver. Critical and timely issues will be discussed by nationally recognized experts who dive our part of the ocean. The Journal will cover diving medicine, safety procedures, educational topics, equipment, "technical diving", lifestyle, entertainment, environmental issues and most of all local diving, New York style. Real world information, and travel stories about the places you like to go. If this sounds good to you, read this issue. You'll find we deliver what we promise. We hope you like the *New York Sub Aqua Journal*, and hang on the mailbox for the next one.

Joel D. Silverstein, Editor

WHAT'S INSIDE

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KIRBY'S KORNER

WHAT'S COOKIN'

Kirby's Korner

Kirby Kurkomelis, PADI OWSI

I arrived at the boat yard early, just after the sun broke the morning clouds. The sky was blue and the sun shone brightly. I turned on the weather channel and confirmed that today was going to be an outstanding day for diving. I checked over all the equipment on the boat, radios, Loran, and depth recorders. Once the electronics checked out I moved on to the engine, oil, and fuel, and safety equipment.

It was 8:30 and my dive buddy, Don Fink arrived with the tanks and two beautiful women. Lucky for me one was my wife. We loaded all the gear, rechecked the weather and agreed that today was a day for lobster hunting. Since it was lobsters we were after the "Pipe Barge" was our destination.

Lobsters like to hole up in holes and crevices the **Pipe Barge** is the perfect place for them and us. The **Pipe Barge** sits in 60 feet of water surrounded by sand with a relief of almost 25 feet. At this depth we could safely do 2 or 3 dives during the day. As we neared the location I turned on the depth recorder and Don prepared the anchor. When we passed over her the depth recorder picked it up and Don threw the anchor over the bow and into the wreck.

The **Pipe Barge** got its name from what she was carrying, concrete sewer pipes. She was submerged accidentally and has become an artificial reef. Over the years she has become home to some of our more popular local sea creatures. Sea Bass, Blackfish, Ling, Eel pouts, crabs, mussels, sponge, and Lobsters.

We completed our final gear check out and down the line we went. The visibility that day was exceptional for the inshore wreck 35 - 45 feet. As we neared the wreck she unfolded into an enormous fish tank, there was life all over. After checking the anchor we worked around the wreck to the darker areas and started looking into and around the pipes. It wasn't too long before those little critters started showing their claws. Everywhere we looked was lobster. Don and I looked at each other like kids in a candy store. After checking the lobsters for size and eggs (no shorts or mommies) we stopped the hunt at 4. A long time ago I learned not to take more than you can eat. We continued our dive exploring the barge itself as well as scoping out new spots for the next time we went bug hunting.

The **Pipe Barge** is a dive for all levels. A diver can get the opportunity to tour a wreck in relatively shallow water, and get some good bottom time without nearing mandatory decompression. A dive of 45 - 50 minutes is typical for this wreck. In addition to an abundance of foods the **Pipe Barge** is a beautiful place for underwater photography.

Many of the local dive charters go to the **Pipe Barge**. If you own your own boat you may want to head out on your own. On the marine chart she can be found at the Northeast Corner of the Atlantic Beach Haven. Heading out of East Rockaway Inlet take a course of 155 south at 10 knots you should be there in about 30 minutes. My Loran C #'s are 26869.7 over 43738.6, use them as a guide for your own equipment.

Next month the Iberia, have fun and dive safe!

WET FILMS

Film & Video Reviews
by Jeffrey J. Silverstein



This column will review movies which relate to diving and divers...from feature films, to television specials, to tapes specially produced for the diving community. Feature films shape the public's perception of diving, and are now very accessible through tape rentals and purchases. We're willing to bet you probably got turned on to diving through *Sea Hunt*, *Jacques Cousteau*, *The Deep*, or *Flipper*. If you have any all-time favorites, please write, we're working on a Top Ten List.

DESPERATELY SEEKING OXYGEN
or ROCKY MEETS FLIPPER

THE BIG BLUE - 1988 VHS \$89.95 also rentals

France: Gaumont Productions USA RCA-Columbia

Dir.: Luc Besson

Script: Luc Besson / Robert Garland

Starring: Rosanna Arquette, Jean-Marc Barr, Jean Reno

Director of Photography: Carlo Varini

Underwater Camera: Luc Besson, Christian Petron

Technical Consultant: Jacques Mayol

Based on the life of World Champion Free Diver Jacques Mayol, *The Big Blue* is a study in how deep someone will go to prove something. The free diving world is a place where you test your lung capacity and slow your autonomic system down so your brain can survive on minimal O₂. As Enzo says "How long can you hold your breath?"

Luc Besson's lyrical film opens in black and white flashback to our heroes' youth in 1965 Greece, and we can reflect on the forces in two boys' lives which drive them towards this monomaniacal pursuit. Enzo wants to be a big shot and control all the other kids with his physical prowess. He's arrogant and expansive. As an adult he's played by Jean Reno, who gives a wonderfully cocksure yet vulnerable quality to this man. Jacques moves away from people. He's a loner, and prefers the company of a moray eel and his ever present dolphin- muse. We are also asked to believe that the trauma of watching his father drown with a severed air hose motivates Jacques to "see" how deep he can survive without air.

The Big Blue is a scenic look at compulsion. It is stunningly photographed by Carlo Varini in Greece, Sicily, and Peru. Bill Conti's haunting music gives it the requisite Rocky flavor. Here as "Yo Adrian" is Joanna Taylor, played by Roseanna Arquette with moist dippyness. We never quite buy her relationship with Jacques, played with distant intensity by Jean-Marc Barr. He is clearly in love with the dolphins, and she is just no competition.

Big Blue cont.

The most telling relationship is between Jacques and Enzo. Here are two men who clearly love each other as brothers, yet hate the fact that they force each other deeper towards asphyxiation. That two men with such polar personalities should find expression in the same way is fascinating.

This is most importantly a psychological picture. After enjoying the gorgeous scenery, the sublime dolphins, and the lung-bursting tension of free diving, ultimately one question remains. "Why do they do it?"

JJS

Jeffrey Silverstein is a screenwriter and producer. Although he has jumped out of a plane and been on a couple of Outward Bound missions, the deepest he usually goes is to the bottom of his bathtub to find his squeaky duck.

What's Cookin

NORTH ATLANTIC CRAB CAKES

Here's a killer dish that everybody loves. We've tried crab cakes all over the world, from Edna Lewis's southern style, to Maryland-style, to Cajun, to San Francisco Dungeness, to Hong Kong Crab dumplings. This batch was developed over a couple of summers on Isle au Haut, in Penobscot Bay, Maine. You see, a by-product of lobstering is that the Jonah Crab gets into the traps, going for the bait. When we've gone out with lobstermen, they toss the crabs into a bucket "for home."

First ingredient...crabmeat. Fresh, lots of it, steamed in the shell and picked by hand (ouch). It should be so good that you can't resist nibbling it while you are making the cakes. We don't care what type of crab swims in your waters...if it's local and fresh, it's fine.

Let's whip up about a pound of crab, which will give you four meaty "Mrs. Paul's" size. You can double the recipe, or multiply it. You can make bigger cakes (for pigs) or smaller ones for appetizers (McNuggets size).

Throw your meats in a bowl. Throw in a couple of tablespoons of mayonnaise. Throw in a teaspoon of Dijon mustard. Depending upon your taste, you can throw in a few shakes of Old Bay Seasoning, and a couple of hits of Tabasco. Take a Pilot Cracker (or a couple of Uneeda Biscuits) and powder under a piece of wax paper...smack it with your hand



CRAB CAKES cont.

or something friendly. Fork blend the cracker crumbs with the crab mixture until it forms firm, not-too-gooney, not-too-crackery cakes. You can adjust with a little more crumbs or mayo; it's like mixing cement. You can make the cakes between your palms, and then you'll get to lick the stuff off your hands. Try it with a friend.

Now comes the *BIG SECRET OF CRABCAKES*. Make them, place on a plate and cover with some ecologically sound cover. Before frying, refrigerate them at least an hour, preferably more. This lets the crumbs and the mayo set, and the cakes then won't fall apart in the frying pan.

We know, you can't wait. Trust us. You can prep them the night before. Frying is easy. Butter or margarine or light olive oil or PAM all work depending upon your taste. Butter is optimum culinary-wise, but we've made great-tasting ones with PAM. Don't fool yourself, though, the cholesterol is in the mayo. Fry 'em golden brown, medium heat, in your favorite pan. Beat people away from the stove. Serve piping hot. We usually whip up a little sauce with mayonnaise, Dijon mustard, Tabasco, and lemon juice. You can customize the sauce with a few shakes of Old Bay OR one of Paul Prudhomme's Cajun spice mixes. Don't overspice...you want to taste sweet crab meat.

So now you know one of the best things to do with crab, besides eatin' it plain. Stay tuned to this channel, we're working on some grilled fish recipes, Caribbean specialties, White Clam Sauce, and an authentic Maine Lobster Bake with recipes by real lobstermen's wives and daughters! (As well as lobsterwomen's husbands and sons.) Chow for now.



DIVING ? IN.... NEW YORK ?

Why travel halfway around the world to dive a dead reef or a scuttled row boat ?

New York has more to offer. Put these destinations on your calendar for the 1991 season.

Andrea Doria	Linda
Arundo	Lizzie D
Asfalto	Margaret
Ayurouoca	Mohawk
USS Bass	R.C. Mohawk
Black Point	Oregon
Black Warrior	Pinta
Bronx Queen	Pipe Barge
Coal Wreck	Reggie
Coimbra	Republic
Delaware	R.P. Resor
Dodger	USS San Diego
Dragger	Stolt Dagali
Edwin Duke	USS Tarantula
Fran S	USS Turner
Gulfrade	Texas Tower
Iberia	U - 853 Sub
Immaculata	Varanger
Kenosha	Yankee
Lillian	and more

FUTURE ISSUES:

Decompression Sickness	Oxygen?
Dive Boat Schedules	Dive Stores
Classified Ads	Recipes
New Product Reviews	Film reviews
Tide Charts	Travel Log
Dry Suits	Photography
Technical Diving	Rigging
Artifact restoration	Shipwreck History

New York Sub Aqua Journal would like you to feel that this is your publication. If you have a story, an experience, a news item, or technical information you would like to share please send it in to the editor. We also welcome your comments and letters. Thanks for your support !

read the JOURNAL

New York Sub Aqua Journal is the only publication dedicated to the New York Diver

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SAFETY TIPS...I knew that!

Joel D. Silverstein, PADI OWSI

Each month in SAFETY TIPS...I knew that! I will discuss different procedures on how to make diving safer. The topics will range from how to put together a spare parts kit to air managment for decompression dives and everything in between. This month I will discuss how to choose the right size tank for your dive.

Chosing the right tank is a little more involved than just picking the right color. Size, material and valve type are all items which you must consider before buying a tank.

Tanks are sized in cubic feet 65, 80, 100, and 120 and variations in between. Each tank has a stated working pressure when full, the aluminum tanks are 3000 - 3300 psi and the high pressure steel tanks are 3500 - 3850 psi.

When planning the dive we need to look not only at the dive tables but also how much air we will need to do the dive. If we plan the dive like we plan any other trip we will know what it costs to get there and back and we will know how much we have to spend (air that is) while we are there.

A diver needs to carry enough air to make the descent and ascent. When planning the ascent you must take into consideration the air needed for the safety or decompression stops. The chart illustrates the Bail Out Requirements (bo) for specific depths. These are the minimum amounts of air needed to reach the surface once you have terminated the dive. In using this table we will back into tank size.

The average diver in cold water with moderate exertion will consume about 2.0 cu ft of air per minute at depth. The *minimum* air needed at the end of a 100 ft. dive to go from 100 ft. to 20 ft. to surface is 8.7 cf (cubic feet). Assuming that it takes about 5 minutes (10 cf air) to reach the bottom (adjusting gear, equalizing, etc.) and leaving about 300 psi (pounds per square inch) (10 cu) in your tank at the end, an 80 cu tank will provide you with about 51.3cf of air for your dive. 51.3cf of air will allow you a dive of about 25 min. This amount of air will deplete even quicker if you are cold, working hard, swimming against a current or having a minor problem.

The formula looks like this:

$$80\text{cf} - 8.7\text{cf}/\text{bo} - 10\text{cf} - 10\text{cf} = 51.30\text{cf}$$

$$51.30\text{cf} \div 2.0\text{cf}/\text{min} = 25.65 \text{ min}$$

NEXT MONTH WEIGHT SYSTEMS

Divers always want to have an ample air supply for emergencies or strenuous conditions.

Because of our desire to be safe we need to increase the volume of the tank for these contingencies. A tank with 20 cubic feet more volume will provide an additional 10 minutes of air, this is a safety margin of almost 40% ($10 \div 25.65 = .3899$) The result of this exercise dictates that for a 100 ft. dive a 100 cf. tank would be the logical safe choice.

As you dive deeper you will need to carry more air. If you are planning a decompression dive or if your personal dive profile mandates a longer safety stop than usual take this into consideration. Using larger single tanks (100 /120 cu) or a double tank rig may be your only logical choice.

For those of you that are new to double tank rigs, two single tanks are joined together using either a solid manifold (making a permanent setup) or a crossover bar (temporary setup) to **double** the amount of air you carry $80\text{cf} \times 2 = 160\text{cf}$. remember that when using doubles the working pressure remains the same (3,000 psi) it is the volume that has changed.

Once you have chosen your main air supply you will need to consider your alternate air supply or PONY bottle. Use the chart to determine the size pony bottle you should carry. Remember that the pony bottle is **NOT** used to extend your bottom time or as an extension of your main air supply it is only to be used in the event your main supply is terminated. Your pony should carry enough air to complete your ascent and safety stops. Pony Bottles come in 12 cu 14 cu 15 cu 20 cu and 30 cu. Pony Bottles are fast becoming mandatory equipment on North Atlantic wreck dives.

Planning your dive means planning for air also. Whether you dive off the beach, or on the deep wrecks having the air you **NEED** and not using it and not having the air when you need it makes all the difference. **TANKS ! /JDS**

Is there something you would like to know about ? Send your questions in and I will address them in future columns.

Bail Out Requirements

Bail Out Depth fsw	Air to Surface Cubic Feet (cu)	w/3-min Stop at 20 fsw
60	2.9	5.3
80	4.4	6.8
100	6.3	8.7
130	9.7	12.1
150	10.2	12.6
200	20.2	22.6
250	30.0	32.4

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The maximum depth limit for recreational diving is 130 fsw. Plan your dives as No - Decompression Dives. Deep Diving requires special training and equipment.

SPECIALTY DIVE TRIPS

These dives are for advanced divers only! **D**eep diving requires special training and equipment. The dives listed **Require** an ample air supply with a complete redundant air system. Redundant depth gauge and bottom timers, lift bag and wreck reel.

SEA HUNTER III Freeport, New York

Coimbra 190'	6/17	\$130
Andrea Doria 240'	6/24 -27	\$575 incl. air/food
Oregon Overnighter 130'	7/ 22- 23	\$180 incl. air/food
Varanger Overnighter 130'	7/ 8- 10	\$300 incl. air/food
Resor/Varanger/ GulftradePaddlew heeler & more 130'	8/ 5- 7	\$300 incl. air/food
Oregon, Jug Wreck & U-Boat Special 130'	8/ 12- 15	\$280 incl. air
Montauk U-853 Submarine 130'	8/ 13- 15	\$75 per day
Texas Tower 70 - 180	9/ 9	\$100
Coimbra 190'	9/14	\$130

For information and reservations call Sal at (516) 735-8308 at nite (516) 796-9414

A 50% deposit is required for these dives.

Captain Sal and his crew, Mark, Roy, Adam and Cynthia will make sure you have fun.

Sal has a reputation for being one of the finest cooks at sea.

To make your overnight dive trips more enjoyable this year Sal has installed a new 10 cfm BAUER air compressor which is capable of 4,000 psi fills.

Research Vessel WAHOO Captree Boat Basin, New York

Lobsters 130'	wed 5/29	\$65
San Diego 110'	wed 6/2	\$65
Virginia 160'	fri. 6/7	call
San Diego 110'	wed 6/12	\$65
Andrea Doria 230' 3 days	6/20 -23	call
U-Boat 853 140' Block Island Overnighter	7/3- 4	call
U-Boat 853 140',USS Bass, Essex & Lightburn On Board guide Prof. Henry Keats	7/5- 7/6 7/7	\$300
Virginia 160'	Fri 7/19	call
San Diego 110'	Wed 7/24	\$65

For information and reservations call Capt. Steve Bielinda at (516) 928-3849

A 50% deposit is required for these dives.

Capt. Steve Bielinda has been called "King of the Deep", he and his crew, Capt. Janet Bieser, Capt. Don Schnell Hank Garvin, Sally Warhman, Mary Artell & Gary Gilligan will make your trip an adventurous one.

The Wahoo is equipped with full safety gear and oxygen, as well as an air compressor.

Dive trip departure time is 6:30AM. Please be at the boat by 6:00AM to load your equipment. For your convenience you may make arrangements at no additional cost, to board the Wahoo the night before in order to get a full nights sleep.

NEW PRODUCTS

DAN OXYGEN KIT

A specially designed demand-valve oxygen kit with jumbo-D cylinder for scuba diving injuries.

The DAN Oxygen Kit contains a multi-function regulator, non-resuscitator demand-valve with clear tru-fit mask, Lateral pocket mask with six-foot oxygen tubing, non-rebreather mask, jumbo-D cylinder, valve/wrench/hand wheel with chain and green water proof case.

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