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*The Forum for North Atlantic Divers*



# **THE PINTA**

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CHALLENGED  
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**JUST HANGING  
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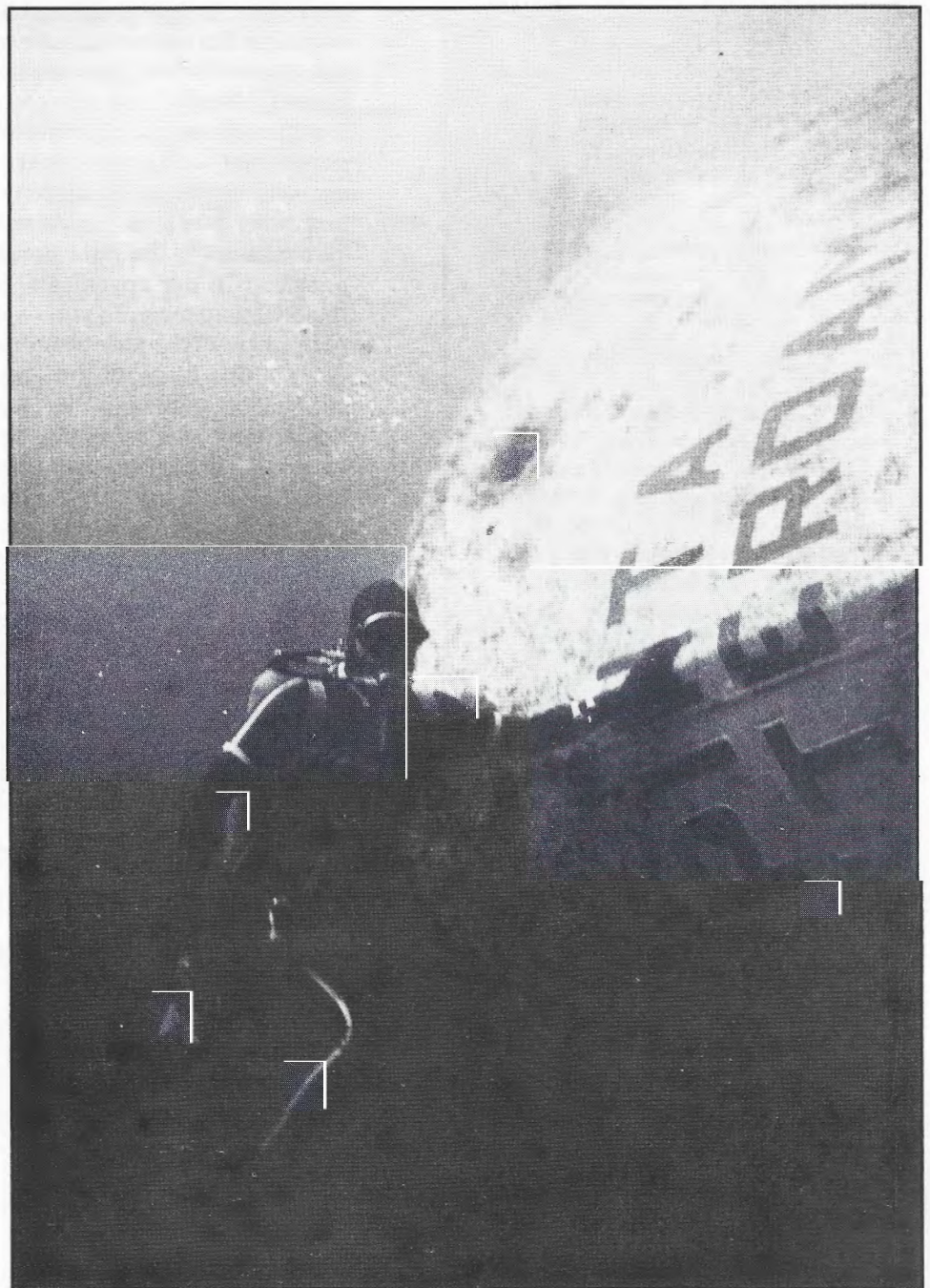
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**HOLIDAY SHOPPING**

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**BOAT SCHEDULES**



## New York Sub Aqua Journal

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## EDITORIAL

# WHERE DO WE GO FROM HERE?

**T**he first year of the *Journal* is quickly coming to a close. Holiday parties, family gatherings, reflections on the past — goal setting for the future. We have gone through our metamorphosis from a six-page newsletter to a magazine in only nine short months. It's important that we look back at where we have been so we can go forward.

We have taken you to the depths of the *Andrea Doria* and the *Monitor*, to the shallow afternoon dives like the *Black Warrior* and local beach diving. We've shown you photographs of your friends and you have gotten to know more about what goes on around you in the diving community. A community that not so long ago was discontent and separated. Stories and information encouraged by you from entertaining items like film reviews to such highly controversial subjects as solo diving, wreck penetration, decompression sickness and alternative breathing gasses. We have made many friends along the way and as a result we feel the *Journal* is accomplishing its goal — to bring together the diving community — to share information and experiences — to make friends.

I would like to personally thank all the people and organizations that have come to the *Journal* to contribute, to lend a hand, and to introduce us to the right people. Without you the *Journal* would not be possible. To our advertisers who have shown their support to a small regional magazine. To you — our readers — who keep asking for more. At this time of the year when we reflect on the past we say . . . thank you.

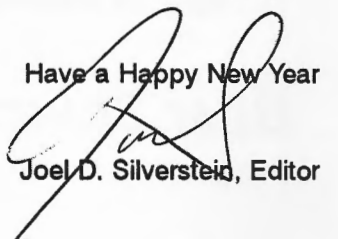
This issue of the *Journal* continues with our tradition of dive information, exploring the *Pinta* and a little *Barge* with many little fish. Reviewing where you have been — diving that is — so you can plan ahead. Hank Garvin is back with hang line techniques. There's a how-to guide to help with your rights as a diver and a profile of a unique organization that has your safety in mind. And a story of cooperation in search of reasons how a special group of divers can dive more safely.

### So . . . where do we go from here?

The 1992 editorial calendar is shaping up to be an exciting and informative second year for the *Journal*. Future issues will include expanded coverage of dive sites including: New York, Connecticut, Rhode Island, Massachusetts, New Jersey, Delaware, the Carolina's and even as far south as Key West. New columns will include equipment care, new products and letters to the editor (this should be hot). *Sub Aqua Profiles* — get to know who's doing what, where, when and why? News events, shows, training programs, *Sub Aqua Journal* Dive Days and much, much more.

The *Journal* is your forum — designed for the active North Atlantic diver, from the new — just out of the classroom to the experienced — who just wants to get better. Rest assured we will continue bringing you the finest in North Atlantic diving. Where do we go from here? Up. †

Have a Happy New Year



Joel D. Silverstein, Editor

## DIVE WRECK VALLEY

# The PINTA

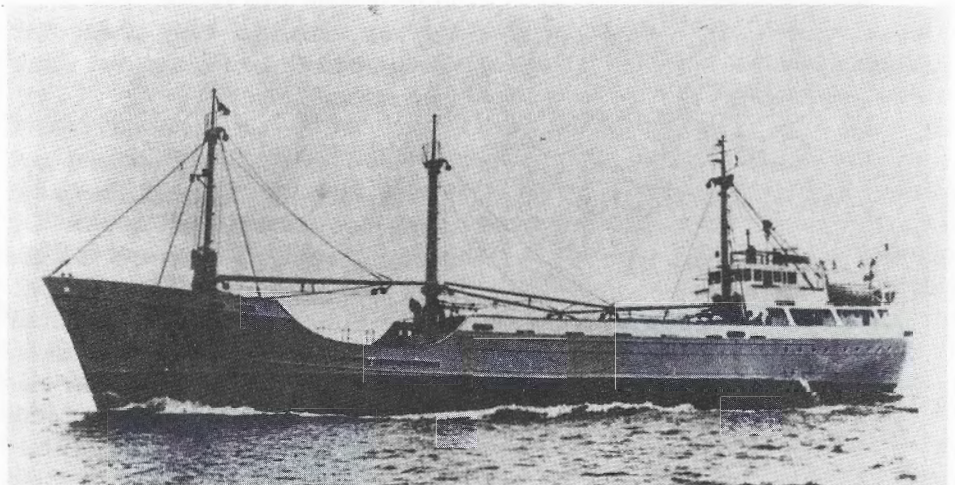
by Daniel Berg

The *Pinta* was a 194-foot long by 31-foot wide, 500-ton Dutch freighter. She was built in 1959 by N.V. Bodewes and was owned by Dammers & Vanderheids Shipping and Trading Company, located in the Netherlands.

On May 8, 1963, the *Pinta* was inbound from Central America carrying a cargo of teak lumber. It was just after sunset on a Tuesday evening. Weather conditions were good with the wind blowing out of the southwest at 17 knots, seas were running 3 to 4 feet and visibility was in excess of 14 miles.

At 7:59 P.M. the *Pinta* was struck broadside to port by the 7,547-ton British freighter, *SS City of Perth*. The U.S. Coast Guard received the following message, "*The City Of Perth struck Pinta, registered Rotterdam. This ship and Dutch vessel making water. Require immediate assistance.*" While the Coast Guard was on the way they received another radio message, "*Pinta crew abandoning ship and rowing to board me. Pinta listing to port.*" At 8:46 P.M. a final message was received, "*No further assistance needed.*"

The *Pinta* had remained afloat for only 48 minutes while all twelve of



The Dutch Freighter *Pinta*. Courtesy Steve Bielenda collection.

her crew, including Captain Korpelshoek, took to a life boat and boarded the *Perth*. The *Pinta* then slipped beneath the waves settling in 85 feet of water. Despite a huge gash in her bow, the *City Of Perth* proceeded safely back to New York harbour under her own power.

The collision was never investigated by the USCG because it involved two foreign vessels sailing in international water and the *Pinta's* wreckage posed no hazard to navigation. To date, we don't know who was at fault or even how the two modern vessels with radar could have

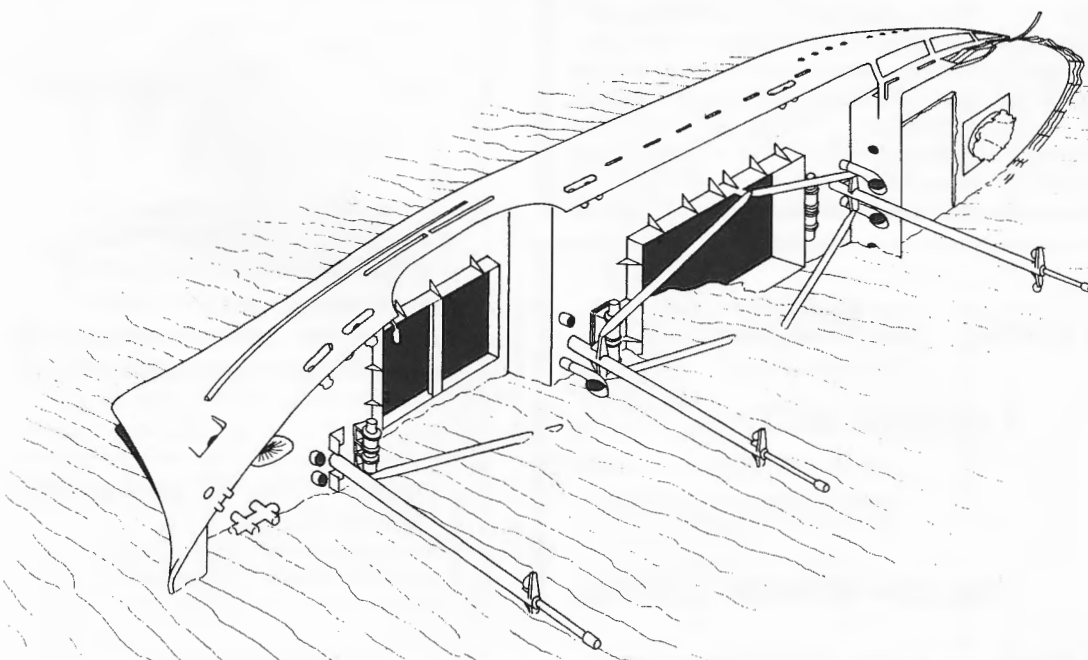
collided on a clear, calm spring night.

The *Pinta* lies in 85 to 90 feet of water, eight miles from Shark River Inlet and 22 miles out of Rockaway Inlet. She rests on her port side and is still almost completely intact. Her masts and boom protrude from the wreck and lay in the sand. Her holds are open exposing her cargo of lumber. This pile of boards is now a favorite area for divers to search for lobster.

Since she is one of the most intact shipwrecks in the area, navigating on the *Pinta* is fairly simple. Once you have descended to the sand, simply keep her deck on your right side to swim to the bow, of course do the opposite to head astern. I run my boat out of Debs Inlet, Long Island, and because of the long run I don't get a chance to dive the *Pinta* as often as I would like to. But when I do get there I have never been disappointed.

Recently, Rick Schwarz and I were filming the television series *Dive Wreck Valley* aboard the dive boat *Rebel*, out of Sheepshead Bay, Brooklyn. When we arrived at

*continued next page*



Underwater sketch of the *Pinta* by Dan Lieb.

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## The Pinta *continued*

the site, jumped in and started to descend down the anchorline, we could not believe our eyes. The visibility was, to say the least, fantastic. Only twenty feet down we could see the complete wreck lying on the bottom.

We covered the entire exterior of the wreck in one dive, swimming and filming from bow to stern. Rick even caught two lobsters, one by searching through the *Pinta's* cargo area and the other by wiggling into her smoke stack.

After the dive we each remarked on how clear the visibility had been on this picture-perfect shipwreck. She certainly makes up for the long trip out with great dive conditions at a relatively shallow depth. The abundance of marine life on the *Pinta* is the norm and the picturesque value of this intact shipwreck adds greatly to the wreck diving experience in an area known as Wreck Valley.

Cover photograph by Mike DeCamp,  
courtesy Dan Berg Wreck Valley Collection.

## UPCOMING EVENTS

### DECEMBER 9

#### LIDA'S 9th Annual Film Festival *"Legends of the Deep"*

Long Island Divers Association representing 20 Long Island dive clubs will sponsor its 9th annual film festival. This year's speakers include:

Brad Sheard — *The Andrea Doria*,  
Chuck McCormick — *Watercolors*,  
Gary Gentile — *The Monitor*, and  
Dan Orr from Divers Alert Network —  
*Dressed to Kill*.

This group of divers has the makings of the best show LIDA has ever put on. A gala reception will follow the festival. The event will begin at 7:30 p.m. at Hofstra University Gymnasium in Hempstead, Long Island.

Contact: Ray Jahr at 516/631-0574 for more information and tickets.

### DECEMBER 11

*USS MONITOR* — Gary Gentile, veteran wreck diver, photographer, and author, will present photographs and his video on the Civil War Ironclad *USS Monitor*. His show — sponsored by the Rockland Aquanauts and free to the public — chronicles the ship's construction, historical battles, and sinking. Seating is limited.

Contact: Ken Lindroth 914/358-6250.

### PHOTO CONTEST

1992 Beneath The Sea Photo Contest  
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Contact: Ken Salstrom 914/667-3805  
for more information and contest rules.

### HAVE AN EVENT YOU WANT TO ANNOUNCE?

Send typewritten copy to us by the 10th of the month prior to your event. Please include a phone number and contact person.

### NEW BOOK — *Shipwreck Diving* by Dan Berg

Dan Berg has published his latest book, *Shipwreck Diving: A Complete Diver's Handbook to Mastering the Skills of Wreck Diving*, which imparts much more than the "inside" tips from one of the North Atlantic's most experienced and published divers.

This is Dan's 6th book but his first instructional work geared for the novice and advanced diver alike. Over 80 color photos in this 88-page softcover guide compliment its vast array of topics, all fully indexed.

From the basics to the innovative and functional diver do's and

don'ts, Dan covers such diverse subjects as equipment preparation and modification, shipwreck research and underwater mapping, treasure hunting and artifact preservation, even lobstering and spearfishing.

Dan is a 15-year veteran of sport diving, he is also a photographer, teacher, and the producer of the underwater series, *Dive Wreck Valley*. This exciting new book — available at your local dive store — informs divers about techniques in *Shipwreck Diving* that, until now, could only be learned through years of experience.



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## Safety Tips . . . I knew that!

## REFLECTIONS . . . GETTING READY FOR 1992

by Joel Silverstein

**D**ecember, cold and windy. Few if any boats are going out. "What do I do now?" You can beach dive, there are many accessible sites on Long Island and plenty of wrecks off the New Jersey beaches.

For those of you who chose to hang up your fins, now is the time to plan out what you want to do next year. Use this "down time" productively to do additional research, read new dive books, go to the dive shows and club-sponsored events, consult back issues of the *Journal*. Ultimately, you want to decide what dives to do next season and how you plan to get there. What equipment is needed? What training, what certifications and what documentation? How do you budget your time and your money?

The only way to go forward is to first see where you have been. Remember back to the days of Open Water class when a log book was the essential means for documenting your dives? It still is. If you've been vigilant and have kept your log book up to date, looking up where you've been will be easy. If not, you will need to do a little home work.

### DETERMINING QUALIFICATIONS

Create a log book. I don't care what you use or whether you put in *all* the things that will make future dives easier. But what you do need is pretty simple:

DATE, LOCATION, DEPTH, DURATION OF DIVE, DIVE BOAT, TYPE of DIVE (wreck, deep, lobster, photo, training, etc.), & RATING OF THE DIVE from 1 WORST - 5 BEST.

I've found that if you dive a lot and don't log your dives, the whole season becomes one big dive! Go back through your calendar, your checkbook, call your dive buddy, call the charter boats you dive on and compile your information. There are some log book computer programs

available or the spreadsheet programs like *Lotus 123* or *Multiplan* work well too. List your dives then sort them — by date, by depth, however you wish, but do it.

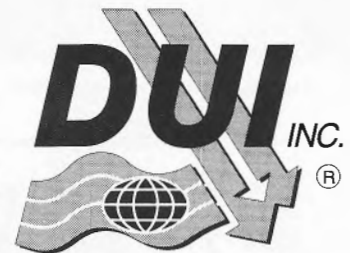
I like to sort by **RATING** first

so I can see the quantity of good dives. From there I look over other aspects of the dives — artifacts, photos, fun? After sorting and compiling the data, I choose the ones I would

*continued on next page*

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## ARE YOU READY FOR 1992 ?

*continued from page 5*

like to go back to and eliminate the dives I have exhausted.

If you find that you were satisfied with where you went but would like to try other dives, review the depths and conditions. Where were you most comfortable? Deep, shallow, intact, scattered fields, penetrations, wrecks?

List the new dives you would like to visit then check the depths and the qualifications necessary for each. If you feel some of them may be a stretch for you, call your dive shop, one of your instructors or a boat captain to ask what you need to do to "train up to" the dive.

Perhaps you only need to make a small adjustment or — you could be required to undertake something major. Some dives take serious commitments of both time and equipment. Only you can determine how much of a commitment you are willing to make. Are you a going to be a once-a-month diver or out there three times a week? Will you dive on private boats, charter boats or off the beaches? Whatever you decide, plan for it financially.

Heavy dive schedules get quite expensive. Charter fees, food, *miscellaneous* gear, air and mixed gas fills, transportation, education. By pre-planning your season you can also establish a budget for it. Many dive stores have discount fill cards, buy one each month during the winter. Also, putting down advance deposits on dives with reputable captains helps spread out the costs. Ask about multi-dive discounts.

### PLANNING OUT THE SEASON

Now that you have stated your qualifications, comfort level and sites, start planning your dives. Obtain the charter boat schedules (you will find many of the specialty schedules in the January *Journal*). Notice the specialty wrecks like the *Andrea Doria, Coimbra, Texas Tower, U-853 & USS Bass submarines, Virginia, etc.*, run infrequently, sometimes only once  
*continued on page 7*

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# PHYSICALLY CHALLENGED DIVER DECOMPRESSION STUDY UNDERWAY

A scientific study that will compare air decompression data from both physically challenged [handicapped] and able-bodied sport SCUBA divers will begin this December at the North American Hyperbaric Center (NAHC) on City Island, New York. The research project was developed by the *Center for Underwater Research and Exploration Inc.* (C.U.R.E.) to determine if fundamental differences can be observed in able-bodied as compared to paraplegic divers simultaneously exposed to repetitive dive profiles. Doppler ultrasound techniques will be used to detect and compare "silent" bubbles in the two groups of divers.

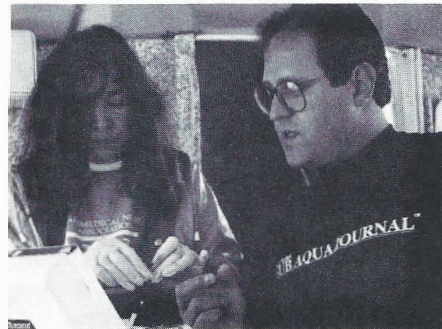
According to C.U.R.E. many physically challenged divers find tremendous pleasure, life-long physical and emotional benefits from the sport. Yet in general, SCUBA certifying agencies and various other diving industry entities are reluctant to sanction training and participation in our sport by spinal cord injured and other handicapped divers. Industry concerns are regarding the potential medical, safety, and liability issues disabled divers might represent.

It is hoped that new information developed under this study will assist the diving medical, certification agencies, and underwriting groups to develop realistic policies specific to handicapped divers. One possible result may be the creation of an entirely separate set of decompression tables for the physically challenged diver.

Principle investigators of the study are Glenn Butler of *Manned Diving Technology Group-Reimers Engineering, Inc.*, R.W. "Bill" Hamilton, Ph.D of *Hamilton Research, Ltd.*, and Andre Galerne of *International Underwater Contractors, Inc.*, owner of NAHC. The BUTLER-HAMILTON-GALERNE team have extensive experience in decompression research, table development, and diver decompression sickness (DCS) treatment. Additionally, the team is responsible for the

latest *repetitive excursion tables* (REP-EX), saturation tables developed for the *National Oceanic and Atmospheric Administration* (NOAA) underwater habitat program.

Data management on the Doppler comparisons will be conducted by Hillary Vidars, Ph.D and Ray Olsen of C.U.R.E.'s Science and Technology staff. A blood-glucose study related to diver decompression — already in progress under the direction of Nara Sullivan, RN of *Hyperbaric Services, Inc.* — will be included to increase the database. Additional diver medical examination and study health supervision will be provided by Stephen Lombardo, M.D., President of the *Staten Island Dive Club*.



Nara Sullivan draws blood from Joel Silverstein.

Data will be forwarded to several additional experts affiliated with diver training agencies including the *Diver Alert Network* (DAN) and the *Undersea and Hyperbaric Medical Society* (UHMS) for further review and recommendations.

The C.U.R.E. study requires six able-bodied and six lower spinal cord injured paraplegic men or women to serve as subjects for the study. Volunteers need not be divers, but must be able to pass a diving physical and be available for two days per month at the NAHC facility on City Island, New York.

Pioneer volunteers in this study will be the *Moray Wheels*, a physically challenged dive club based in Boston.

Unfortunately, no outside funding has been secured to assist

the scientists and dive volunteers with direct travel or diver medical exam expenses. Participants will be required to cover their own study related expenses. Please contact the C.U.R.E. office for further information, to make a tax-deductible donation, and to participate in the study. (516) 226-SAFE Voice or (516) 226-9546 Fax.

#### *Publishers note:*

The certification organizations are NOT funding this project. The dive volunteers will have to travel from Boston at their own expense. Help this project be a success. Send in at least \$10.

## ARE YOU READY FOR 1992 ?

*continued from page 6*

or twice a season per charter boat. Trips to the *Cindy*, *Lizzie D*, *Oregon*, *Pinta*, *RC Mohawk*, *Resor*, *Turner*, *USS Algol* (newly sunk), *USS San Diego*, etc., run often so you can plan these around your specialty dives.

Now pull out your 1992 calendar. Sit down with the family and your friends, schedule all the things you have and want to do with them, whatever is left over is *your* dive time. (Guilt free.)

When you call in your reservation, find out what the boat policies are. Alternate dates, cancellation and substitution policies, gear requirements, and how many divers the boat will carry. Ask what facilities the boat has — bunks, galley, food, drinks, and whether it carries oxygen and first aid kits for accidents. Find out what certifications and documentation are necessary. Many boats not only require a "C" card but a log book too — that's no problem, you just created one.

Now that you've pre-planned your 1992 dive season, start to imagine how nice it will be when you get there. Informed and prepared to go diving, you will never be turned away at the dock or shut out of the hottest dives of the season. Plan your dive season and go *diving*. See you on deck!

# E.D.B.A. Who?

by Jim Cleary

**E**astern Dive Boat Association was founded in 1974 as a self-regulating, non-profit organization by a core group of North Atlantic dive boat captains — George Hoffman, *Sea Lion* — Bill deMarigny, *Aquarian* — Dick Zaminski, *Explorer* — Jim Irizzo, *Wreck Diver* — John Larson, *Deep Adventure* and Paul Hepler, *Venture*. EDDBA's mission begins with their commitment to introduce and encourage safe diving in the greatest area in the United States — the coasts of New York (Long Island) and New Jersey. Since the early days EDDBA has attracted members from Connecticut, Rhode Island, and Florida. Diver training and safety are their stated objectives as well as to promote and provide cooperation and effective communication among all dive boat captains, preserve and actively assist in conservation of the oceans, and to provide total professionalism in dive boat operations.

EDDBA is recognized by the U.S. Coast Guard for their accident management expertise. The Association works as liaison for cross-training



Capt. George Hoffman, founding member.

between the USCG and its member-boat captains and has planned a demonstration for next spring to practice helicopter evacuations from dive boats in the open ocean. The EDDBA also organizes the drug testing procedure required by the USCG for the license renewal of commercial boat captains. Each year the EDDBA's efforts help captains fulfill their requirements before the dive season begins.

Among other projects EDDBA sponsors to improve the quality of service to the diving community are



EDDBA members at NJ Council Show (left to right) Captains' Howard Klein, Steve Nagiewicz, Art Kirchner, George Hoffman, Steve Bielenda, and Bill Reddan.

Oxygen Management programs for captains and crews. A new program is being developed for a dive boat crew exchange to help each crew member learn more about diver safety by working and observing on another boat. The EDDBA dive boat operator's ultimate consumers are you — divers with certifications from all agencies worldwide with significantly varying experience and training levels. Therefore, ever vigilant quality control is a mandate for safety in scuba.

There are approximately 35 members of EDDBA whose experience levels range from not more than two years of running a commercial dive vessel to some with over 30 years of North Atlantic captain's experience. Membership in the Association is accomplished on four levels. A *Regular* member is one who captains a commercial dive vessel, a *Sustaining* member is a non-commercial dive captain who meets all of the USCG regulations for carrying passengers. An *Associate* is a crew member sponsored by a *Regular* member. *Honorary* membership is granted to retired member-captains or members who are geographically inaccessible but wish to remain informed. Neither *Associate* nor *Honorary* members vote. EDDBA meetings are held eight times a year with a hiatus during the primary diving months.

EDDBA members include some of the most visible and involved members of the North Atlantic diving community. The Association has shown significant growth over the past five years as the sport of diving has grown. The overwhelming concern for diver safety and effective communication are the cornerstone of this self-sustaining, self-regulating organization.



Capt. Steve Bielenda, President.

The future of the EDDBA is very optimistic. Come dive with the captains and crew of the EDDBA and explore our underwater heritage — in this unique area where four thousand shipwrecks abound, some lost since colonial days through two world wars and up to our recent past.

For a complete listing of all EDDBA dive boat operators, for more information regarding EDDBA, including membership, contact:

Captain Steve Bielenda, President  
 Eastern Dive Boat Association  
 P.O. Box 888 Miller Place, NY 11764  
 516/928-3849.



## JUST HANGING AROUND by Hank Garvin

Whether you are a sport diver, technical diver or commercial diver, we all have one thing in common. We all have to "hang" — decompress. Commercial divers do it in a chamber, as sport divers and technical divers, we do it on the anchorline.

If you are either a commercial or "tech" diver, the hangs are planned and are usually time consuming. If you're a sport diver, you should be doing what the certifying and instructional agencies call a "Safety Stop." No matter what your reason is — you should find yourself on an anchorline at 20 or 10 fsw with a bunch of other divers hangin' it out. You may have some questions like. . .

Is there a correct way to Hang?  
How do you do it?  
What do you do for 2-90 minutes?  
Is there such a thing as "Hanging Etiquette?"



Hank Garvin . . . asleep on the Jon line.

Hang time is a very important part of your dive plan. When you are deciding the length of your bottom time, you should be including the hang time as well. [See NYSAJ Vol. 1, No. 6.] The total of that time will equal your *dive profile*.

The amount of time spent hanging will add exposure to your dive and that factor could easily dictate the length of your dive. For example, if the water temperature is 46 degrees, your dive profile will probably be shorter than one done in 59 degrees. You must look at the sea and the surface conditions — rough or flat — they should always influence

your dive plan. Oh, one other minor detail. . . Is the amount of air you're carrying enough?

**Don't be so serious about the hang that you forget you're there to have fun.**

Once you've selected your dive profile, you're ready for the dive. You jump into the water and do the dive. When your time is up, come up. Just when you think the fun is over the enjoyable part begins. Now some people might take exception to that statement. These are people with short vision! Getting through a long hang requires a relaxed mind, a *Jon line*, a little consideration by and for others, patience and buoyancy control.

**JON LINE** — a rope with a loop on both ends used to help a diver hang in a strong current or on rough days. The line is cinched around the anchorline with one loop — the other loop is for your hand or to clip to your BC or harness.

The first thing is to pick a spot on the anchorline to hang. If there are other people already there, try to position yourself either above or below them — 20 or 10 fsw are not absolute numbers, 24 and 14 fsw are okay too — in such a way as not to interfere with *their* comfort. They were there first. More specifically, don't be on the giving or receiving end of a hammer or tool bag in the head.

Once you've found your niche, get your buoyancy just right so you're hanging out like a flag in a breeze. A little current goes a long way to help. This skill allows you to take up only a handful of anchorline. Now you can relax, you can practice "Zen Hanging," sleeping, thinking about anything that pops into your head, concentrating on your breathing, or goosing the person next to you just for a laugh. Don't be so serious about the hang that you forget that you're there to have fun. The worst thing you can do is spend the entire hang glued to your timer to see when it's over.

*continued on page 10*

# SHERWOOD

**So simple it's ingenious.**



# Getting Involved

by Howard Klein

Last month a young lady asked me, "How do divers go about preserving their right to dive?" The question made me think back to the days prior to the *Abandoned Shipwreck Act* being signed into law when I was just starting to get actively involved in the shipwreck legislation issue.

In thinking back to those days, I remembered a number of key ingredients which are necessary for *anyone* who is serious about taking action in the fight for divers rights.

Ingredient number one is MOTIVATION. In my case motivation was the love of the sport and the freedom it has to offer. Fear of giving up that carefree freedom to a group of chair-warming bureaucrats was enough to make me angry. That anger motivated me to take action.

Ingredient number two is EDUCATION. Anyone wanting to become effective in fighting for their rights must

fully understand all sides of the issues at hand. This includes:

- *Understanding your adversaries and their point of view.*
- *Finding out who has aligned themselves with your adversaries and what their motivations are.*
- *Seeking out your allies and sharing information.*
- *Learning all you can about the past performances of both your "adversaries" and "allies".*
- *Knowing enough about the issues to be able to stand alone in the event your allies fold in the [home] stretch.*

Ingredient number three is PLANNING. Make a plan and stick to it. You will never reach your objective if

you keep changing your mind and your plan.

Motivation, education, and planning are the key ingredients for those who are leadership oriented, but most divers do not have either the time, desire, or ability to hold a divers rights struggle together. Most divers who want to get involved will do so through such organizations as the Alliance for Maritime Heritage, American Sport Divers Association (ASDA), the Eastern Dive Boat Association (EDBA), Long Island Divers Association (LIDA), New Jersey Council of Diving Clubs, New York State Divers Association, Preservation of the Rights of the Individual for Diving and Exploration (PRIDE), etc.

This approach to involvement is fine as long as you are actually involved. If you intend to get involved with the preservation of your rights through an

*continued on next page*

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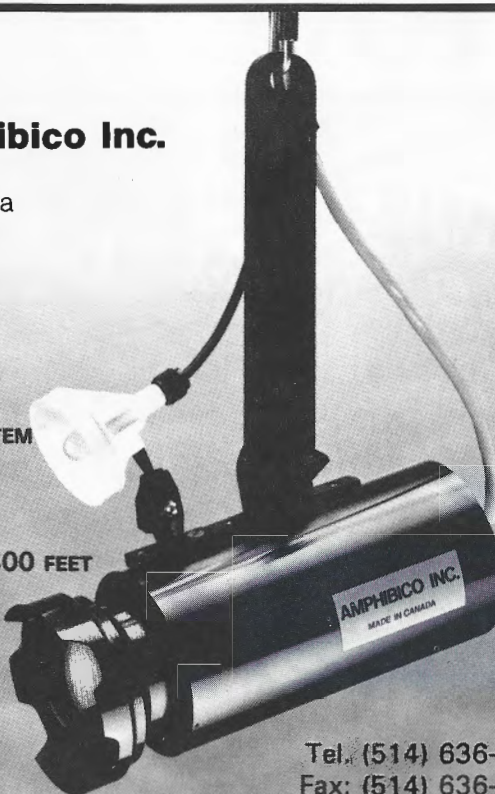
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## GETTING INVOLVED

*continued*

organization or group association there are a few things you must first determine.

- Are the views of the group the same as yours?
- Is the group associated with organizations that act with, or against, your best interests?
- Will you have a voice in this organization and will it be heard?
- Has the organization been effective in the past and will it be effective in the future?

If you can't find an organization or association that meets the litmus test of these four questions you might think about acting independently on the one or two [specific] issues that interest you instead of tackling the large number of issues that an organization faces. If this is what you choose to do you will find the following to be most effective.

- Write to your *elected* official about what is bothering you. Letters usually get a response.
- Follow up your letter with a phone call and a second letter if you don't like the response you have gotten.
- Don't take a politician's word for anything! Follow up and make sure he or she has done what they promised. (The same thing goes for a bureaucrat or non-elected official.)
- Never give up! Keep fighting no matter how hopeless things may seem. You may be surprised by the results your tenacity brings.

There is one thing that none of us can afford to do in the continuous battle to preserve our rights, and that is to sit back expecting "the next guy" to fight the battle for us. By the time the next guy gets around to doing something, *your* rights will be gone!



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## Dry Suits Should Last Forever by Darryl Steinhauer

Caring for your dry suit is easy and will help it last longer. By following these basic skills your wrist and neck seals will also last much longer and your suit will always be ready to wear. This discussion will focus on vulcanized rubber dry suits and suits with latex seals.

Vulcanized suits have a lifetime guarantee which applies only to seam leaks, not punctures and tears. The rubber the suit is made out of needs to be kept clean and free of oils and silicone. As long as the suit is clean it can be patched indefinitely. If oil gets on the suit, a good quality wet suit shampoo will displace the oils from the rubber. Silicone (spray or gel) will be very difficult to remove from the rubber since it has the ability to be thin and move into the pores of the rubber. Eventually, it will aid

in the break down of the rubber. Washing a vulcanized rubber suit is very easy. Close the back and the relief zipper (if you have one). Hose off salt. If available, wash in a bucket of wet suit shampoo (a good quality shampoo will have a conditioner in it). If the inside got wet or dirty it will need to be cleaned in the same manner.

Dry the suit by hanging it over a wide bar at the waist. Dry the outside first, it should only take about twenty minutes. Next dry the inside, if you washed it properly, it could take days to dry in a damp environment. One good trick is to put the suit outside in the sun for about twenty minutes. This also helps to kill bacteria that might grow in the damp, cool lining of the suit. Be sure you pull the ankles down as close to the boots as possible to allow the

air to circulate and aid drying.

Once you have cleaned and dried the suit, you need to properly talc the latex parts — the wrists, neck, and hood — inside and out. It is very important for the seals to always have a barrier of talc between the latex and the ozone in the atmosphere. Use the talc liberally, it's cheap and it preserves the rubber the seals are made of (that's what makes them so soft and comfortable). The zippers need a light coating of paraffin wax on them — not bees wax, it's too soft. You should wax your zippers every six dives or when the zipper looks dry or is hard to pull. Never force the zippers, they should move smoothly and easily. If the zipper jams, **DO NOT FORCE IT.** Pull it in the opposite direction, inspect it

thoroughly and retry slowly. The best way to ruin your zipper is to let someone who does not know how to do it or doesn't care pull it quickly.

Now that it's clean, dry, talced, and waxed — roll up your suit with the zipper open. Start at the feet, turning them in, and roll up the legs to the top. Once at the shoulders, fold the hood over then gently bend the arms and zipper around the rolled up suit. Place your suit inside its bag where it should always be stored. When storing for long periods of time (more than a month) completely cover your vulcanized rubber suit in talc.

Caring for your suit will bring you many seasons of dry diving as well as enhance its value. ---

Darryl Steinhauer is the President of Dive Inc. He is a PADI MSDT with specialties in Equipment Care and Repair.

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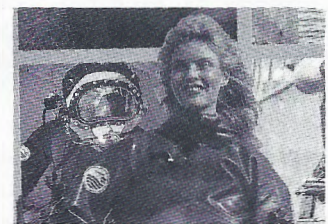
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## Kirby's Korner

**Bayville Boondoggle** by Kirby Kurkomelis

Pulling into the parking lot in Bayville, Long Island, at 11:30 A.M., I was so excited that I had decided to go diving that day. The sun was shining high in the sky and a cool breeze was blowing out of the northwest. Across the Long Island Sound I could see the Connecticut shore line. Long Island has many great beach diving spots if you know where to look for them. Today's dive would be the *Bayville Barge* and as an added attraction, the *Mini Sub*.

It was one of those rare days when there wasn't anyone to go diving with, so I decided to go it alone. Solo. I made sure that my wife and friends knew where I was going and what time I would be back. I also made it a point to check the weather. As I started to put on my diving gear, I made sure all my equipment was working properly, including my redundant air source. Taking a look at the sketch of the area I had prepared the night before from previous dives, I planned my dive.

Wading into the water I noticed a small, transparent jelly fish floating on by and that the viz was very good for low tide. [The visibility in the sound gets better in the colder months.] I dropped down eight feet.

Swimming northwest along the bottom, I found the remains of an old steel hulled boat that had been filled with large rocks and used as a jetty. It was probably placed here to protect the shore line from erosion. Along this little reef you can find a great deal of marine life. Large pieces of white coral encrust each of the rocks and rock crabs lie in wait to catch their prey. Four-eye butterfly fish dart in and out in a never ending search for macroscopic brine shrimp that feed on the large coral heads.

Plotting a course 350 degrees from this tiny reef, I swam across the sand bottom watching hermit crabs feed on the remains of a blue claw crab as small wrasses tried to steal little bits of glory from those scavengers. Broken clam shells lay scattered with little pipe fish standing guard over them like centu-

rons waiting to sound the alarm if anyone approached. Looking up I saw the *Barge* — just as I had remembered it — a large living reef with a few small sea bass swimming along the broken ribs of this long time forgotten structure. My depth gauge indicated 22 feet, my air supply was sufficient so I would have plenty of time to explore the *Barge* at this depth.

Out of the corner of my eye I saw a red claw sticking out of one of the holes under a rib and I knew he was mine. I reached in but in a flash he was gone, deep into his hole. I shined my light back and forth trying to get his attention and failed, so I decided to wait him out. Staying motionless, breathing very slowly, blackfish swam by and the crabs reached up at me to protect their homes. Right next to the lobster's hole was a sea urchin stretching its spines pulling itself across the wreckage.

Slowly moving towards the front of the hole the lobster wanted to know who was knocking at his door, another fast grab — I missed. Twice after this one and no luck so I swam along the wreck to see what else I could find. After a few minutes I slowly worked my way back. Waiting for me with open claws was Mr. Lobster. This one was tricky, as he felt me reach for him he quickly darted back into his hole. My hand followed deep inside and pulled out not the lobster but the tail of a big eel. Quickly dropping the eel I decided to go "artifacting" on the *Mini Submarine*.

Back tracking my course I quickly came to shallower water and the *Sub*. Back in the 1930's about a dozen midget submarines were decommissioned and sunk on the shores of Long Island by the U.S. Navy. Most of the *Sub* is buried beneath the sand and the only piece visible is the large stabilizer fin. I dug a little but didn't find anything. Checking my bottom timer again I realized that it was time to head home. Walking up the beach I thought, "That lobster was too small for dinner tonight anyway. I'd better stop off at the store . . ."

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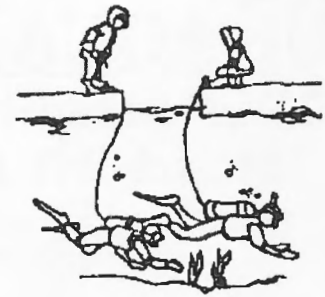
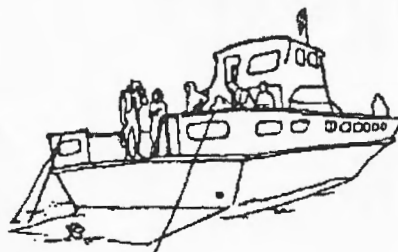
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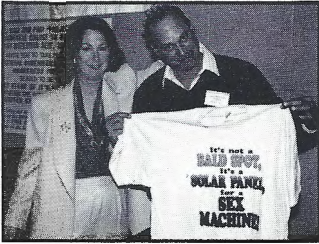
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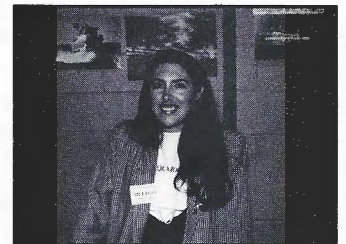
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