

SUB AQUA JOURNAL

November, 1992 Vol. 2, No. 11

The Forum for North Atlantic Diving

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- **DUAL WRECKS**
- **RP RESOR**
- **CAPTAIN ARCHIE**
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750 West Broadway Long Beach, NY 11561
Voice & Fax 516 / 889-1208

PUBLISHER / EDITOR
JOEL D. SILVERSTEIN

**ASSOCIATE PUBLISHER/
MANAGING EDITOR**
JAMES F. CLEARY

ASSOCIATE EDITOR
MELISSA A. ORENSTEIN

CONTRIBUTING EDITORS
TOM BAKER, DANIEL BERG,
HANK GARVIN, KIRBY KURKOMELIS,
BARB LANDER, HILLARY VIDERS

**CONTRIBUTING
WRITERS & PHOTOGRAPHERS**

EDWARD A. BETTS
CAPT. STEVE BIELENDIA
GLENN BUTLER
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DIVE NEW JERSEY and BEYOND

When I was a child, New Jersey was the place we passed through on our way from Brooklyn to Florida. It seemed at that time to be a place of industrial factories and chemical plants. Age has fortunately changed that perspective. From the office of the *Journal*, on a clear day I can see the Jersey Highlands, and the Ambrose Tower. When my son was younger he called it the "dinosaur," for that's what it looked like to him. New Jersey is one of the larger states on the east coast. When you drive through it, get off the main roads, travel through the little towns, stop in to a diner, and meet the people. Then you will understand about New Jersey and why they're so proud of their home.

This issue of the *Journal* takes you exclusively to the wrecks of New Jersey. George Power, new to the *Journal*, and a permanent figure in the Jersey diving community, leads off with an exciting story about the *Viscaya*, a late nineteenth century steamship on which divers still find gold. Dan Berg brings us the *Dual Wrecks*. As in the story by Peter Benchley, the *Deep*, he finds one wreck resting on top of another one. All you need to do is walk off the sandy shore to find it. Tom Baker brings us to the *RP Resor*, a casualty of WW II which burned for days, and is now one of his favorite dive sites. Melissa shares a different perspective on diving — no crow bars or lump hammers, no penetrations and mandatory decompression. Join her on a beautiful tour of an underwater reef system called the *Stolt Dagali*. Kirby dives the little-seen wreck of the *Macedonia*, and as always, has a fun time with some of the creatures.

Barb Lander profiles a man who's been diving the New Jersey waters for over thirty-five years — Capt. Robert Archibault of the *Robin II*. Doc Lombardo finds time between seeing patients, teaching scuba, running the Staten Island Sport Divers club, and diving, to inform us about sinus problems and how to detect them.

Unfortunately, on the overall diving scene, there have been some more deaths. A number of them happened over the weekend of October tenth, while most of us were in Philadelphia at the NAUI International Conference on Underwater Education. Our sympathy and condolences to those who suffered losses. The news we came home to set the community moving forward to improve diver understanding and communication about safety.

At ICUE I chaired a panel entitled **ACCIDENT PREVENTION — A COMMUNITY WORKSHOP**, an open forum panel comprised of some of the nation's top divers, diving trainers, physiologists, and boat captains. We focused on questioning the ability of divers for both above and below the generally recognized recreational limit of 130 fsw.

The panelists agreed that the current level of training for Open Water divers is sufficient for depths to 60 feet and that the level for "Advanced" Open Water II certifications is sufficient to the 100 fsw depth in non-overhead, no-stop environments. However, we questioned the level of diver knowledge, skills, and discipline when scuba divers extend themselves beyond these levels.

We are deeply concerned about diver safety. Everything we do in life has risk. Whether we choose to acknowledge that risk or not determines our level of maturity. Nationally-known columnist and editor Cathie Cush shares with you a powerful editorial on how we feel about this. Read it a few times and pass it along to your friends and families.

On to New Jersey — a coastline of mystery, excitement and wonder.


Joel D. Silverstein, Editor

The Viscaya

by George Power

The *Viscaya* was built in 1872 in London, England by J.W. Dudgeon and was originally named the *Santander*. The coal fire steamship was 287 feet long weighing 2,458 tons. In July, 1888, she was sold to Compañia Transatlantica Espanola. After being surveyed and rebuilt in New York, her name was changed to *Viscaya*. She was rebuilt as a liner-freighter to carry very wealthy passengers as well as cargo.

She was a staunch and seaworthy ship worth about \$100,000, and insured by her owners. Although powered by a two-cylinder 500-horsepower steam engine, the *Viscaya* was also fitted with auxiliary masts and sails, as many ships of that era, to provide more economical transportation and insure confidence in the steam engine.

The *Viscaya* left Pier 21 on New York City's North River at 1:00 PM on Thursday afternoon October 30, 1890, bound for Havana, Cuba. She had 16 passengers, 77 officers, and crew. Also on board was a cargo worth \$350,000 including Hugh Kelly Machinery, Leon L'Voul wines, Fairbanks & Co. scales, A.S. LaScelles & Co. flour and hams, general merchandise, and a shipment of gold.

Around 8:00 PM the same night, the *Viscaya* was passing Barnegat, NJ. It was dark but there was good, clear visibility. At the same time, the wooden schooner *Cornelius Hargraves* was passing Barnegat just west of them, carrying a cargo of coal from Philadelphia en route to Fall River, MA.



The schooner's second mate, Angus Walker, was on watch at the time and he could clearly see the *Viscaya's* lights about five miles away. Walker became uneasy as the two ships came closer together. He called for Captain John Allen, also an owner of the ship, but Allen dismissed the problem saying, "I guess we can clear him." Walker exclaimed, "We'll strike them, Captain." Allen swore and finally acknowledged ordering, "Hard aport!"

The *Hargraves* hit the *Viscaya* amidship on her starboard side, almost cutting the steamer in half. The schooner bounced back but with her sails set, it forced her into the steamer again. With a glancing hit, she pushed her bowsprit

along the *Viscaya's* deck hitting the bridge and killing Captain Francisco Cunhill and the third officer. Her bowsprit continued sweeping along *Viscaya's* deck tearing away rigging, deck houses, and lifeboats all the way to the stern.

The *Viscaya* sank within five minutes allowing only one lifeboat to be launched. Passengers and crew jumped to the schooner, some of the crew had climbed into the rigging and the rest jumped into the water to cling onto floating debris. Only 25 of her officers and crew were saved, all her passengers were lost. Within fifteen minutes the *Hargraves* also settled to the sandy bottom in approximately 83 fsw, 100 or so yards from the *Viscaya*.

Within two days the company had divers search the *Viscaya* for passengers' bodies and the gold she was carrying. No records show if the gold was ever recovered. On January 31, 1891, the *USS Yantic* destroyed the masts of both vessels, using 325 pounds of explosive charges called torpedoes. In spring of that year the company had divers return to remove the cargo.

Today divers return every winter to the *Viscaya* using scooters to clear away sand and search for the submerged artifacts. Among the many the wreck has given up are a box of jewelry, silver trays, china and silverware, a silver-plated chandelier, brass portholes, telegraphs, silver coins and some gold coins. All the silver and china have the steamship's company insignia on them.

If you don't dive in the winter, this is



Dan Stone, George Power and JR Monahan.

the best time to do research on any wreck you have been diving. A small group of us found many facts on the *Viscaya* in the *New York Times* from the 1890's!

Diving the *Viscaya* requires novice to intermediate experience depending on the visibility, anywhere from five to 60 feet. Her remains lay over a large area with her bow to the south and stern to the north. The boilers and engines project up about 30 feet which makes finding and hooking the wreck easy for most captains. New divers may want to use a tether line from this relief area to search her scattered remains for goodies. Since it can be very disorienting, using a compass can also help divers find their way around.



As a liner/freighter vessel, the *Viscaya*'s cargo was stored in the bow, her passenger cabins were in the stern. Many personal effects have been recovered aft so most divers dreaming of gold go to the stern. When you have found your first piece of gold it will be one of the greatest highs you will ever have, I can tell you this. It makes you want to dive the wreck every day and you will return to her.

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by Daniel Berg



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The New Jersey coast is littered with hundreds of shipwrecks. Unlike New York, many of these wrecks are within easy swimming distance of the beach. One of Jersey's most popular beach dives consists of not one but two shipwrecks and is known as the *Dual Wrecks*.

The *Adonis* was built in Bremen, Germany, in 1853, and displaced 550 gross tons. She was owned by F. Best & Company and valued at \$20,000. The *Adonis* was en-route from Newcastle, England to New York and under the command of Captain Bosse when she struck the beach at 11:00 PM during a heavy fog on March 8, 1859. The wood hulled vessel was carrying a cargo of 124 grindstones, 600 lead ingots, 39 casks of ground flint, 100 casks alkali, 170 casks of powder, and 1300 other soda casks.

Her entire crew was taken off by rescuers from Lifesaving Station Number 4. The wrecking schooners *Ringold* and *Nora* were dispatched to the scene. Steam pumps were fitted into the vessel's hold to try to reduce the water and re-float the *Adonis* but these efforts were soon abandoned due to rough weather. On March 18 that same year, she broke up in the pounding surf. In the 1960's divers recovered over 300 of the lead ingots she was carrying. Each weighed 115 pounds and was embossed with the name Locke Blackett & Co. These early divers also found grindstones ranging in size from two feet to six feet in diameter.

The second wreck to run aground on the same site was the Red Star Line steam ship *Rusland*. She was built in 1872 by Dundee ship builders in Scotland and originally named the *Kenilworth*. She was 345 feet long, had a 37-foot beam and displaced 2,538 tons. At 11:20 PM on March 17, 1877, under the command

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of Captain Jesse De Horsey, the Red Star steamer ran aground. A moderate gale was blowing from the northeast at the time, and a heavy sea prevailed.

According to a statement from Captain De Horsey, the *Rusland* had sailed into a dense fog: "the weather was thick with an occasional snow squall. At 9 o'clock 20 fathoms were found and sea cakes were brought up." Since the cakes had never been found west of Fire Island, he concluded that they were off the Long Island coast. Twenty-five minutes later the lookout cried, "Light on the port bow!" Captain De Horsey thought the sailor had made a mistake, but before they could put about, the *Rusland* struck.

According to the *New York Times* "The vessel headed straight on the beach, and keeled to the starboard side. She filled with water immediately afterward, and, from the volume which rushed in, it is supposed she must have struck a rock, making a hole in her hull."

She was carrying 200 passengers and a cargo of plate glass and iron wire from Antwerp to New York. Rockets were discharged, which attracted the attention of Lifesaving Stations Numbers 4 and 6. After many fruitless efforts, the life savers finally succeeded in getting a line over her bow, and attached a "life saving car." The slow work of hauling passengers and crew ashore wasn't completed until 10 AM the next morning since only two people could be conveyed in the car at a time.

At first, salvage crews anticipated no problem pulling the liner off the beach. It was later discovered that the *Rusland* had actually landed on top of the *Adonis* and was stuck fast onto the sunken wreck. On April 8th, the *Rusland* finally gave in to the constant pounding of the shore breakers and broke in two. Together they are known as the *Dual Wrecks*.

To get to there take the Garden State Parkway to Exit 105 East. Take Route 36 to the end and turn right onto Ocean Avenue. Drive south for 2.5 miles, you will see a red church on the right, and a retreat house opposite it. Note that parking may be a little tricky. I have parked in the dirt lot behind the retreat house on several occasions and have never had a problem. Please remember that this is *not* public property and divers should use manners, courtesy and good common sense when diving in the area.

The *Dual Wrecks* now sit in 25 feet of water just offshore and north of the tip of the jetty. The *Rusland* sits parallel to the beach with her bow facing north. Her large boiler is



The Steamer *Rusland* Stranded March 18th 1877, at Long Branch, N.J.

still on the site and divers will certainly enjoy exploring her scattered remains. At the south end divers will find the *Rusland's* steel propeller almost on top of the *Adonis's* wreck. The *Adonis*, which sits at a right angle to the *Rusland*, consists of low-lying wood ribs.

Still visible on the *Adonis* are the remaining five and six foot diameter grindstones. By digging in the sand just inshore of the grindstones divers can locate some of the barrels.

Be sure to check weather conditions before attempting to dive this site. It's important to have a west wind and high tide to assure the best possible sea and visibility conditions. The *Dual Wrecks* offer the chance to explore two shipwrecks in shallow water on the same dive. As far as New Jersey beach diving goes this is one of the premier dive sites, and is highly recommended to anyone planning to visit an area known as Wreck Valley.

Get Serious

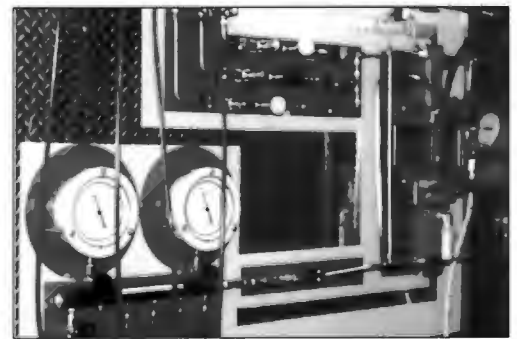
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After the Inferno: A Visit to the **Resor**

by Tom Baker



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No fan of the Thousand-year Reich, I feel increasingly guilty over the fact that I owe most of my favorite shipwrecks to the action of German U-boat commanders who sent these once splendid ships to their watery (and premature) graves. Of the ships among the seemingly endless list of Nazi war victims are the names *Arundo*, *Coimbra*, and *Varanger*. But of them all, perhaps the most interesting is the *RP Resor*, a tanker belonging to the Standard Oil Company.

The *Resor* was much-publicized, state-of-the-art vessel noted for many design improvements, including double bulkheads. And the technological advances worked; after torpedoes from the *U-578* ripped into the hull, instantly converting the ship into a wallowing inferno, the *Resor* remained afloat for two full days. It was one of the more spectacular sinkings of the war. Even now photographs of the burning *Resor* can deliver a powerful shock.

But fifty years have passed since that day in February when the ship slipped below the surface. Time enough, perhaps, to see past the devastation and appreciate the *Resor's* new identity as one of New Jersey's premier dive sites. [Oddly, even though there is no oil slick, a faint yet unmistakable odor of crude oil still haunts the site.]

The wreck continues to harbor many prized artifacts. On a recent dive, I and partner Rich Sciaba landed on a backing plate at the end of our descent. (Unfortunately, no amount of grunting and shaking could rip it loose from its last remaining bolts.) And, on the sec-

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ond dive, Rich found a cage lamp under some hull plating (sadly, without a crowbar, it was "just" out of reach). Numerous portholes have been recovered, and many other prizes will certainly come up in the years ahead.

On our dive, we were tied in at the stern, which remains relatively intact, rising some thirty feet off the sand. It is a spectacular area. The stern gun is still mounted in place, patiently waiting for another chance. Down on the sand, at 130 feet, the rudder makes a great backdrop for wide-angle photographs,

Forward of the superstructure is a broken-down debris field which can be disorienting. However, several long sections of pipe can be used to navigate through the area and back to the stern. The debris field is an excellent place for lobsters, though the biggest seem to be, like the cage lamp, "just" out of reach.

On our second dive, I went down with a camera to try to capture some of the interesting scenery. A very strong current had come up, and when I tried to compose a shot, the current whisked me off. I even wrapped my legs around a mast, hoping to stabilize myself, but the current spun me around so I was nearly upside down. As with the artifacts and lobsters, photography was "just" out of reach that day too.

Despite the setbacks, I wasn't

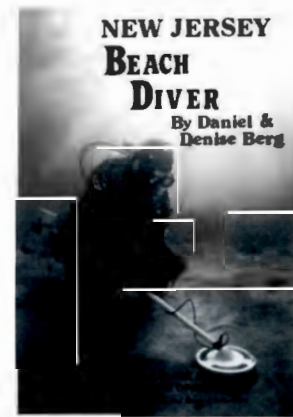
really frustrated; the *Resor* is too fascinating for that. The water was very dark, although visibility on the wreck was close to thirty feet. A year ago, we had unbelievably bright, clear water and abundant fish life. In fact, one of my favorite memories from last year's *Resor* trip is waiting out my hang surrounded by a school of African pompano. If only I had "just" brought a speargun!

Whether interested in artifacts, lobsters, photography, or history, divers will find the *RP Resor* one of the most fascinating shipwrecks of the Jersey coast.

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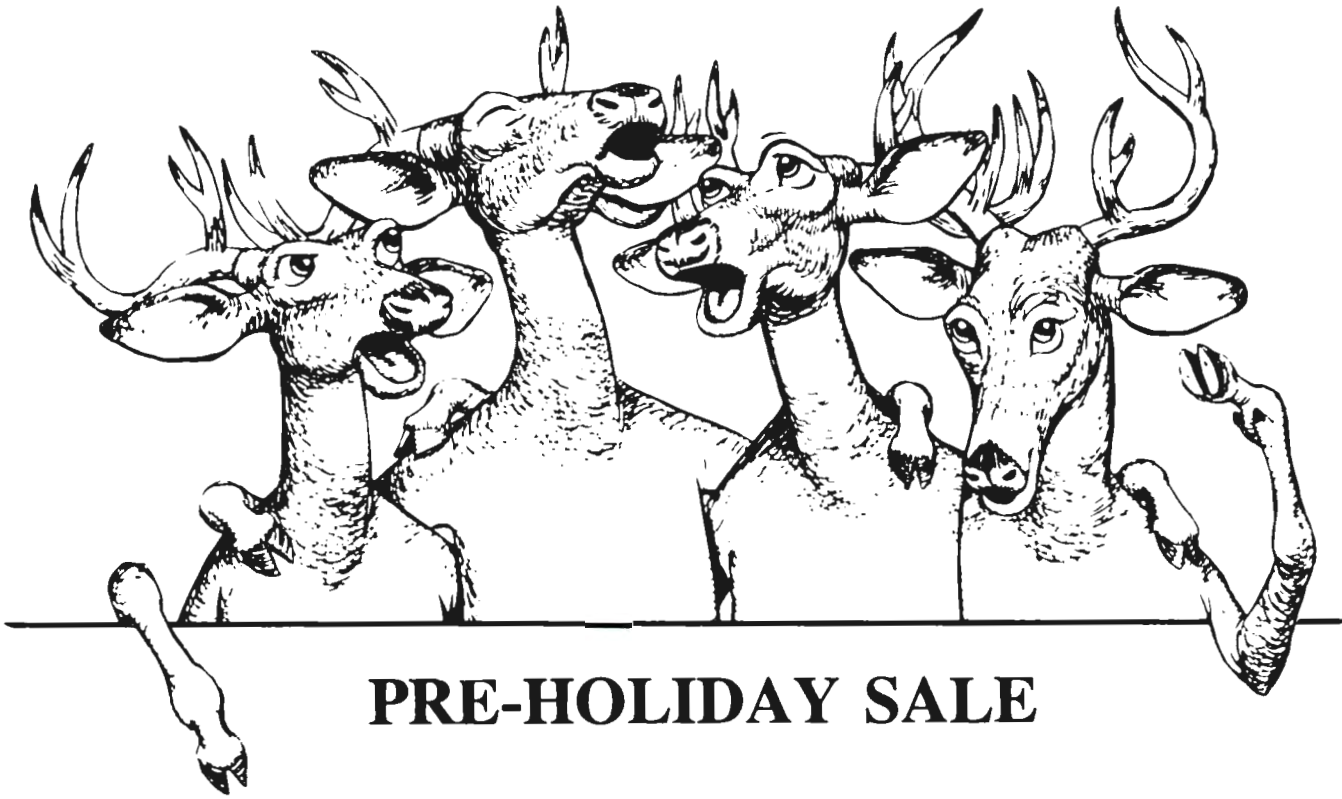
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Captain Archie

by Barb Lander

Captain Robert Archambault remembers when a dive charter cost six dollars, regulators were double-hosed, and there was no such thing as a dry suit or even scuba certification.

With thirty-four years of diving under his weight belt, Archie has accumulated a lot of memories and stories. Archie recalls the days of his Swim Master Regulator with a J-valve. Submersible pressure gauges weren't in common use; with a J-valve on your regulator you didn't have to buy a J-valve for each individual tank!

Did the J-valve ever get pulled accidentally? "You bet," Archie answers. He didn't consider it much of a problem though. Most of the diving was between 80 and 90 feet. "If you stayed calm and headed for the surface you would get a breath of air for every ten feet or so when you went up," Archie explained, "that's enough."

All those years of wreck diving renders more artifacts than Archie knows what to do with, so many in fact, that his artifacts are on loan to the Admiral Farragut Academy in Beechwood, NJ. "I figured more people would see it up there than here."

At the Admiral Farragut Academy you would see the periscope from the U-85, a German U-Boat sunk off North Carolina, china emblazoned with a swastika, the gyro compass from the *Great Isaac* and the electric enunciator from the *Jacob Jones* to name just a few.

Archie recalls he and Danny Bresette were the first to dive the bridge of the *Jacob Jones*. It was a small piece of wreckage hardly worth diving, except that the bridge equipment was still intact. In one dive Archie took the electric and danny took the manual enunciators; plus they each got portholes. "We haven't been able to find it again."



Thirty-four years of diving can bring with it experiences of terror, like the night Archie and three other divers anchored on the *Tolten* and they all turned into their bunks to sleep. "My bunk was the farthest in and I was the first one on deck when the glass started to shatter," says Archie. "I'm on the back deck and looking up I see this big black thing going by us. It took the wheelhouse off."

When asked about his favorite wreck Archie hedges, "I couldn't be satisfied with one wreck." He has an extensive list of favorites that include:

The offshore *Gulftrade*, sunk in 90 fsw courtesy of the U-588. The *Great Isaac*, also in 90 fsw, sunk as a result of a collision. The *Cannonball* wreck, which is covered and uncovered with sand on a regular basis. The *Bonanza*, "a big wreck in 115 fsw." And, of course, Archie pays homage to one of New York's finest the, *San Diego*.

These days, Archie and his partner John Slotnick can be found running the *Robin II* out of the 18th Street Marina in Barnegate Light.

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So simple it's ingenious.

The Penguin and the Albatross

By Cathie Cush

The peak diving season is winding down, and to my mind, it can't happen a day too soon. I think more than a few of us along the eastern seaboard would like to rip the last couple pages off our '92 calendars and just get the year over with. In a lot of ways, it hasn't been a good one.

We've buried too many of our friends.

In the past five months we've seen deaths on the *Andrea Doria* and the *Arundo*, the R.C. *Mohawk* and the U-boat—and that's only taking into account New York and New Jersey. The list gets even longer if we include Florida cave deaths and incidents elsewhere. I'm almost afraid to answer my phone these days, for fear of what news it might bring.

The logical question on everyone's lips is, "How can we stop this?"

That's a good question. But more to the point, "Can we stop it? Do we have the power to stop the dying?"

It's a question that some of us have been struggling with since long before this summer.

In its infancy, scuba diving had a perhaps deserved reputation as a dangerous sport. People died learning the limitations of the then-new technology. They were truly pioneers and, perhaps, daredevils and adrenaline junkies—the kinds of people who are comfortable accepting a high level of risk and its consequences.

We've come a long way, baby. We

can go into the water today and have a high probability of coming back alive. All we have to do is follow a few simple rules that have been developed as our knowledge and experience with scuba technology has expanded. Recreational scuba guidelines taught by the major certifying agencies appear to be highly reliable—as long as we don't run into Mr. Murphy. Even for those of us who wear seat belts every time we get into a car, recreational limits keep the risks of diving at an acceptable level.

It's important to remember, particularly as so many people seem ready to pass judgment on certain divers these days, that "acceptable risk" varies from one individual to the next, from one day to the next—sort of like our oxygen tolerance or susceptibility to decompression sickness. Personally, I'm petrified at the prospect of strapping boards to my feet and sliding down an icy mountain. But I have done things that others consider too risky. I also have done dives that I probably won't do again, at least not with technology currently available. I understand better now what risks I was taking.

Sometimes it makes me shudder.

I'm concerned that many people who are extending their ranges underwater are, like I was at the time, a bit naive and unaware of the magnitude of the risks they are taking. I think we each need to look at our motivations with unbiased eyes and to evaluate our skills

with critical objectivity. You may fudge on a resume and get away with it, but not in the ocean. And you can't use the term "technical diver" as *carte blanche* to do something stupid. If you do, you're really missing the point.

A few weeks ago a friend asked me about some material I had written on technical diving.

"I don't get it," he said. "I thought you were in favor of it. You sounded like you were trying to talk to people out of it."

I was, and I wasn't. I am, and I'm not.

At the NAUI ICUE in Philadelphia a few weeks ago, Gary Gentile said, "We shouldn't ground the albatross just because the penguin can't fly."

We shouldn't try to ban extended-range diving just because it's not for everyone. It's exciting, and all divers can benefit from some of the technologies and operational discoveries that extended-range divers are making. But it's no more appropriate for recreational divers than commercial diving. It's *work*. And it's *dangerous* work.

Can we stop the deaths? Probably not—definitely not all of them. People are going to find a way to do what they want to do regardless of what obstacles you put in their path. And I personally don't believe in expending a lot of energy trying to protect people from themselves. I think it's better spent educating people to help them make intelligent, thoughtful decisions that are consistent with their philosophy and appropriate to their acceptance of risk. That's why I think it's important to write about what is going on in *all* facets of diving, and not to pretend that some aspects don't exist.

I also need to believe that we might be able to reduce the number of deaths related to diving beyond the recreational limits. The "Extended Range Diving Committee," currently being formed to address diver knowledge, skills and discipline beyond the realm of the existing certifying agencies, is a step in the right direction. The committee will have to work hard in the coming months to show that this particular part of the diving community is as responsible and safety-conscious as any other, because right now we don't look too good to the outside world. But the alternative is to have our choices made for us by recreational agencies, or even the government.

The most effective influences, however, can't come from a committee. They need to come from each of us. You can't change human nature, and risk-takers will be risk-takers no matter what any of us does or says. But any decision-making process is complex, and if by our own attitudes we can plant the seed that might lead someone to make the right decision somewhere down the road, we will have done what we can.

We can try to make people think. We can give our unquestioning support to anyone who decides to call a dive or who doesn't share our level of risk. If those of us in dry suits and doubles want to be respected by the wetsuit-and-singles crowd, we need to respect their choices. And we need to earn their respect by demonstrating that we value uncompromising commitment to safety over daring and machismo.

Lastly, we need to look at the losses we've suffered over the last months. If our friends' and loved ones' deaths are not to be in vain, we must look at them and learn the lessons they teach us—about diving and about life.

Sinus Problems in Diving

by Stephen J. Lombardo, MD



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Earlier this year at *Beneath the Sea*, I was privileged to give a workshop in Diving Medicine with Dr. Jordan Josephson, Chief of the Division of Otorhinolaryngology at Maimonides Medical Center. Otorhinolaryngology translates into Ear, Nose & Throat, or ENT for short. Since most of the questions from the audience were ENT related, I felt it appropriate to consider both the medical and surgical aspects of sinus problems. I also wanted to clear up a few misconceptions and to provide some good common sense advice on how to deal with maladies that frequently affect sinuses, as well as when it's time to consult a physician.

One would be hard-pressed to find a diver, especially in the Northeast, who had not experienced sinus congestion at one time or another. Some minor symptoms can be alleviated by an over-the-counter remedy such as Sudafed or Afrin Nasal Spray. Remember that the *minimal relief* such cures offer can be exceedingly temporary, and may lead to a *rebound* exacerbation of symptoms on a long dive. [For example, if your antihistamine tablet or nasal spray's remedial affects wear off before you surface, the rebound affects can be worse than the original symptoms, especially under water.]

Any sinus congestion not immediately responding to conservative measures, including fluids and rest, [or causing chronic discomfort] should be treated by a physician. Resting and staying well hydrated are the easiest ways to avoid sinus problems. Water is best for hydrating the body, and using a cool air vaporizer over night can help to rehydrate tissues affected by compressed air. Oxygen enriched air and especially pure oxygen on long hangs are dryer and perhaps more irritating than regular compressed air, but it is critical to ensure the purity of whatever mix you choose to breathe.

If all conservative measures and precautions fail, only a doctor can prescribe antibiotics for bacterial infections and stronger decongestants for non-bacterial problems. It is of paramount impor-

that nothing be given that will cause drowsiness which can be potentially catastrophic at any depth. For this reason, all medications should be taken on a trial basis for several days, if possible, to ascertain their ability to induce sleep.

Sometimes, despite the best intended medical therapy, one will experience severe pain above, behind between or below the eyes; a bloody nasal discharge; or even tooth pain. All are symptoms of *sinus squeeze*. Dental pain in a patients with no cavities is *maxillary sinus squeeze* until proven otherwise. The frontal sinuses, however, have the longest ducts and are most often the culprits in *sinus barotrauma*, producing headaches above the eyes and by the temples. Sinus barotrauma is twice as common on descent as on ascent, and in 60% of cases produces nosebleed. Any cases which fail to resolve with maximal medical therapy should receive a surgical evaluation.

Dr. Jordan S. Josephson an ENT surgeon is well versed in dealing with *refractory* sinus problems has helped many divers return to the water utilizing a procedure he pioneered at

Johns-Hopkins Medical Center, called *endoscopic sinus surgery*. Since a sinus squeeze will occur because the opening to

the affected sinus is too narrow, Dr. - tance that nothing be given that will cause Josephson locates the opening with an *endoscope* and utilizes micro instruments under local anesthesia to enlarge the opening and allow it to drain. On

occasion a laser or a microdrill is employed. But whatever method is used the patient does not get black and blue marks or facial swelling, goes home on the same day, and can usually resume work the next day. Diving must wait for two months, but these are people who otherwise would never be able to dive again without pain.

It is possible, although somewhat unusual, for a patient to have a smooth, round benign growth in one of the sinus cavities causing symptoms of nasal obstruction. This growth is called a *polyp*. Obstructive symptoms are more commonly caused by *septal deviations*, especially with a history of a broken nose or other trauma. Both of these problems respond very well to surgical intervention. Individuals with allergies, however, have obstruction which is most

amenable to medical therapy. In any case, it is a good idea to let your Doctor guide you through the hazardous region of [chronic] sinus problems so that you can avoid them if you can, and deal with them if you must.

SYMPTOMS SUGGESTIVE OF SINUS PROBLEMS

- Yellow or green nasal discharge (usually bacterial)
- Grey, white or clear nasal discharge (viral/allergic)
- Change in sense of taste
- Headaches
- Pressure
- Blockage of one or both nasal passages
- Cough
- Asthma
- Bronchitis
- Hoarseness
- Bad breath
- Post nasal drip
- Allergies
- Low grade fever
- Tiredness
- Fatigue
- Pain exacerbated in elevators or airplanes
- Feeling of a nail being driven into the head
- Nasal bleeding, blood in mask
- Tenderness over cheekbones
- Dental pain in upper teeth

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First Time on the STOLT DAGALI

by Melissa Orenstein

Laura Betts and I dove the *Stolt Dagali* together for the first time on the Thirteenth Annual Aqua—Woman Dive this summer. It was our first dive together as well as without our usual male partners. But we were in perfect sync — attitude, mix, plan — and agreed to complete a shallow tour of the wreck. Then we'd harvest mussels; Vreni Roudner's recipe for steaming them in butter, garlic and wine still enticed me from last year's expedition.

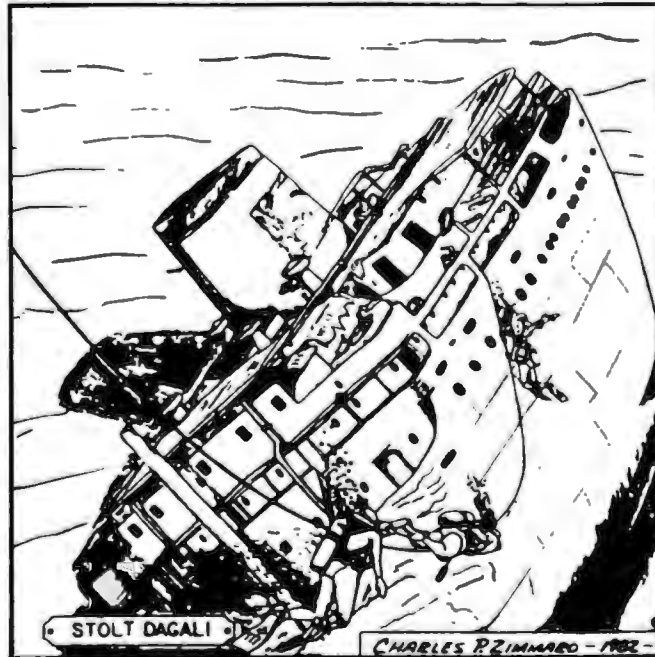
The *Eagle's Nest* mate tied us into a strut near the highest relief of the wreck in roughly 65 fsw outside an upper passageway. One of the best things about the *Stolt* is that she starts shallow and bottoms out at 130 fsw. The lobsters and artifacts are deeper and in the debris fields, but Laura and I were staying above 100 feet on both dives.

For the first eight years of her life at sea the tanker *Stolt Dagali* was 583 long; until the *SS Shalom* sheared her in two one foggy night. Her bow remained afloat and was repaired, as was the *Shalom's*. We're fortunate to dive the intact remains of her 140-foot stern section — unlike the nineteen crew members who perished, ironically, on Thanksgiving Day, 1964.

She now rests on her starboard side

with the intact end up. It was a little disorienting to me, so even after talking to divers and consulting the sketch, I can only piece together our location from what we saw.

We dropped down the darker side to about 87 fsw and traveled in a circular pattern that would bring us back to the anchorline. Peering into big gaping holes as wide as a two-car garage door, we



Sketch of the *Stolt* as she sits today in 130 fsw by Charles P. Zimmaro.

were looking at a mangle of machinery with fish darting in and out, which looked temptingly easy enough to enter.

The one thing we didn't anticipate was the amount of sea life covering the wreck. We continued around towards the lighter side and came, like doing a wall dive on an angle. A carpet of huge full-feeding anemone bloomed in the sunlight. Alongside them clutches of mussels were also feeding.

We stopped long enough to make note of where the best-looking mussels were but didn't pick any yet. We continued on amazed at the beautiful pale

pastel array of colors — pink, sea foam green, bright orange, and almost blue — of the anemones, feelers out still feeding among the mussels in the current despite our intrusion.

First we had to find the anchorline. It's something I'm not particularly good at and hadn't checked with Laura about it either. Then, straight above us, "I found it!" No small wonder for many perhaps, but I'm rarely the one who navigates. We went forward a bit along the open walkways in the remaining five minutes, mapping out our next dive.

Laura's dry suit valve unscrewed and flooded on our ascent but we made our planned safety stops even though she was freezing. After she'd thawed and dried out we returned for the harvest of mussels. Making the same circle on the second dive, we were tempted to enter the machine area but penetration was not in the profile. I'm told the *Stolt* makes a great penetration dive down the open corridors to 95 feet and out through a skylight, but this was only our first dive here.

Then up the portside wall we floated as if in a dream. The pastel powder puffs were still open, although the water was churned up, and so were the mussels. I'd never harvested them before except to feed the occasional fish and they weren't letting go without a fight. Nevertheless we carefully plucked the best looking mussels, giggling like kids on Halloween.

Dinner for four accomplished, Laura's catch for a family-style barbecue, we clipped our bags near the ascent line. Then we swam further along the walkways, peering into gaping spaces where ~~port~~ holes used to be. Most of them are gone now or out of reach, perhaps under the starboard passageway that divers can swim through on the bottom. We didn't go deep enough to see what Captain Klein described as a panoramic view at 105 feet looking down at the twisted deck swarming with marine life. A surge from the predicted storm had kicked up so we unclipped our booty and went up.

It had been a perfect diving day, except for the wicked sunburn I got while cleaning the mussels on deck. We dove a lot of first's that day even with a minor setback, and both felt pretty good about it. Then I remembered this guy we dove with in Cancun saying, after the "nth" dead reef dive, "It doesn't get much better than this." If he only knew.



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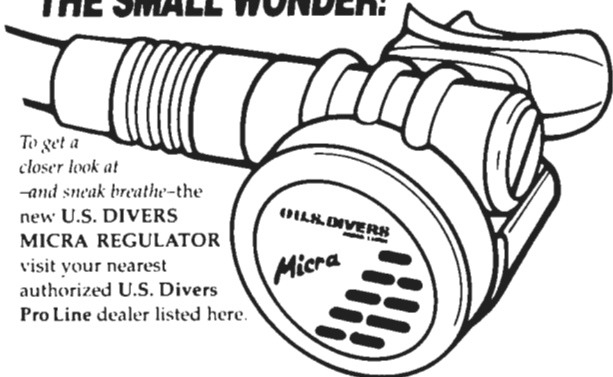
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- 14 **Long Island Divers Assoc. 10th ANNIVERSARY FESTIVAL**
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The Macedonia

by Kirby Kurkomelis

I have always had a fondness for Jersey wrecks. So I gathered a few dive buddies, and boarded the *Jeanne II* out of Brooklyn, New York.

Hurricane Andrew was pounding the Florida coast but the weather in New York was mildly windy with three to five foot seas. A warm breeze guided our path. The sun was fighting the clouds for space in the sky. Closer to New Jersey the wind came out of the south at twenty-two miles an hour, the *Jeanne II's* hull cut through each passing wave. The sun is slowly winning the battle of the sky; we could use some Irish luck.

The mate yelled fifteen minutes to show time. Divers scurried about preparing their equipment, especially lift bags and bug bags in hope of filling them with lobsters, artifacts, dishes, and of course treasure. You know, the gold type that sparkles in the dark.

I got our group on the upper deck to discuss our dive plan including dive-master, equipment handler, out of air emergency plan, and who would be the lucky diver to carry my bug bag. In the distance the Ambrose Light Tower was glistening in the sun. The blue sky is finally making her presence known. On deck the mates were ready to jump in and set the hook. There was a feeling of excitement among the passengers. Time to put on my dry suit and go over the wreck in my mind.

The Ward Line freighter *Macedonia* on a routine voyage from Cienfuegos, Cuba to New York, collided with the steamship *Hamilton*. She, too, had trouble leaving New York Harbor that June morning in 1899. The *Hamilton*, on her way to Norfolk, VA, hit the *Macedonia* in dense fog, almost cutting her in half, whistles blowing, horns and passengers screaming. The *Macedonia's* shattered hull slowly began to sink

in seventy fsw between Long Branch and the Jersey Highlands.

One by one, over the side we went, each diver taking his leap of fate. I seem to always land on that same jellyfish, he's always following me. I pulled myself down the anchorline and my expectations grew as I was tried to imagine a turn of the century ship. But reaching the bottom things were different. Swimming around this twisted hull was not what I had expected.

The broken up ship rested about ten feet off the bottom, with plenty of places for lobsters to roam. The seabass munched on the soft coral that grew on her metal hull, and porgies all over the place looked for hand-outs from these strange guests. Swimming on, next to the boilers, we could see large blackfish pecking for small crabs. Looking up toward the surface, I noticed a rather large shark, about thirteen feet long, with a big dorsal fin. I slowly moved between my dive buddies. Another quick glance, the shark was gone. I know he was looking for a...

The *Macedonia's* remains cover an area of 280 feet long and forty-one feet abeam, broken in many pieces. The water is dark, and visibility is fifteen feet at best. She holds many artifacts, and if you dig around her boilers you can still find dishes.

Captain Bill Reddan had told me that during WW II the *Macedonia* was wire dragged to prevent U-boats from hiding next to wreckage.

It was getting time to head back to the anchorline. I make sure to stay with my dive buddies, constantly aware of that unexpected friend. I signaled and started up the line filled with divers performing safety stops.

Onboard everybody was telling stories.



I had a big fish story too. The next day in the paper, white sharks were sighted off Ambrose Tower. I guess we had the luck of the Irish . . .

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DICK LONG RECEIVES **NOGI AWARD**



Dick Long, President of Diving Unlimited International, is the recipient of one of this year's NOGI awards. "NOGI" stands for "New Orleans Grand Isle," and the award was originally developed for a spearfishing competition held at Louisiana's Grand Isle. The award is now given to individuals who have made significant contributions to diving in the arts, education, medicine, and other areas.

Long was selected to receive the 1991 NOGI award for education. He attended the very first NAUI instructor course in Houston in 1960 and taught diving for many years. He has served as an advisor to both PADI and SSI on the development of their dry suit training specialty courses.

Dick has made outstanding efforts to increase the level of dry suit diving education on a world-wide basis. He is a co-author of the recently published book, *Dry Suit Diving*.

Long has invented and developed numerous pieces of diving equipment including the hot water suit for commercial diving, as well as many innovations in dry suit diving. His company, Diving Unlimited International, is one of the world's largest manufacturers of dry suits.

Dick is also the founder of the **Scuba Diving Resource Group (SDRG)**, a non-profit organization whose goal is to educate divers about the risks in diving. Dick helped create the **Responsible Diver Campaign**.



Photographs by: Robert Ianello (top) and Jim Hegemann (below).

How to...

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LOCAL HEROES

OCTOBER 1992



NYC Sea Gypsies head south to Cape May to dive off the Dawn Deep. Samy, Joe, Tony, John, Tom and Kevin.



DUI Day aboard the Wahoo. The suits from San Diego dive the San Diego.



Dick Long, shares the new Responsible Diver Checklists at NAUI ICUE.



Evelyn Dudas and Charlie Dullin of Dudas' Diving Duds



Hank Garvin gets a big one for dinner!

LOCAL HEROES

Local Heroes is your section. Send in photos of you and your friends. Black and white or color prints are preferred. Please include date, name and phone number of the people in the picture. Include a self addressed envelope if you would like your photos returned.

Call us to discuss any photo ideas you may have.



Jim Cleary and Capt. Steve Bielenda display empty shell casings recovered from the USS San Diego.



Capt. Billy Deans, Barb Lander and explorer, Ken Clayton at NAUI ICUE.

DIVE BOAT SCHEDULES

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Capt. Rich Cassens
(619) 584-0742
Kelp Forests, Wrecks
Shark Diving
San Diego

CONNECTICUT

Orbit Diver II*

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(302) 333-DIVE
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FLORIDA KEYS

Key West Diver*

Capt. Bill Deans
"High Tech" Dive Center
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Daily Gulf Wreck Charters
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Bourne Marina
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Nov 1 Catherine Marie

Scuba Charters*

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Capt. George Hoffman
Capt. Kevin Brennan
(908) 528-6298
Weekday Nite & Weekend
Trials

Venture III*

Capt. Paul Hepler
(908) 928-4519
Shark River Inlet

NEW YORK

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(212) 885-0843
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Capt. Mike Carew
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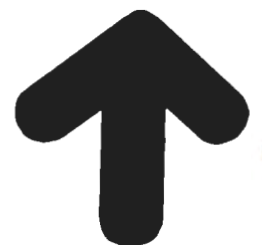
The 1993 Dive Boat Schedules will be available shortly. The captains are diligently preparing an exciting 1993 season for you.

Beginning with the December issue we will be listing the *Specialty Trips*. These are the trips that book up fast, so early reservations are recommended.

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