

SUB AQUA JOURNAL

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The Forum for Atlantic Diving

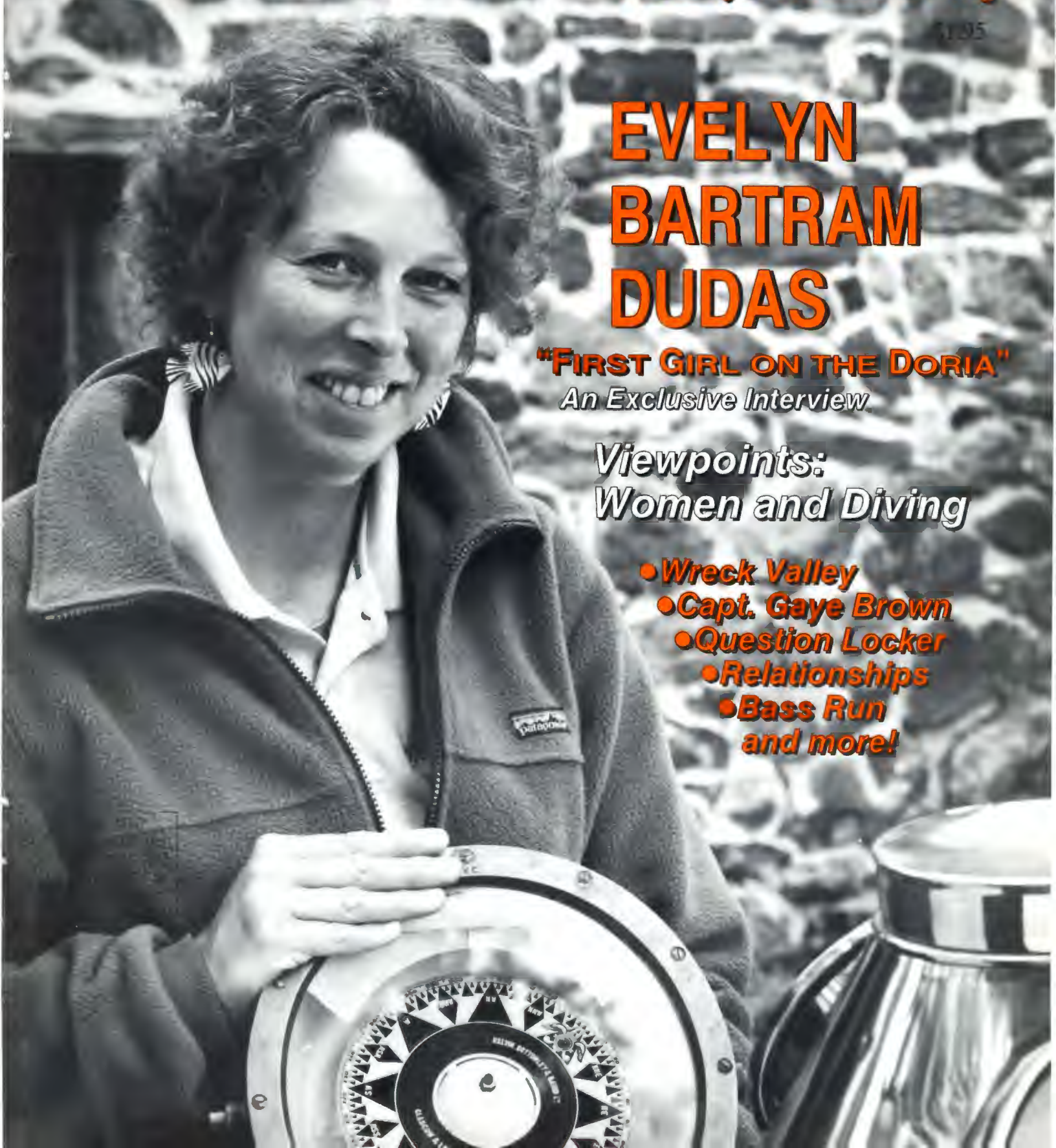
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EVELYN BARTRAM DUDAS

"FIRST GIRL ON THE DORIA"
An Exclusive Interview.

***Viewpoints:
Women and Diving***

- ***Wreck Valley***
- ***Capt. Gaye Brown***
- ***Question Locker***
- ***Relationships***
- ***Bass Run
and more!***



SUB AQUA JOURNAL

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CONSCIOUSNESS

The artifacts are coming! The artifacts are coming! Winter storms have tossed the sea, and the wrecks are producing. Yielding up stuff. Coughing up goodies. More artifacts are coming up these days than ever before. Things so hot we can't even print them yet. The dive boats are booking up and the good diving is in full swing.

Talking about artifacts...we're still dreaming about some of the things Evelyn Bartram Dudas showed us. (That is the compass from the *Doria* on our cover.) We know you'll find our exclusive interview with Evie thought-provoking. Her diving experiences, starting from the mid-60's, include pioneering dives on the legendary wrecks many of us are just starting to explore today. She holds nothing back as she talks about her tragedies, her goals, her family, and the future.

Evie was called "The First Girl on the Doria" long before it was uncool to call her a girl. Women in diving have strong feelings. When we floated the trial lift bag about covering this subject, we got a whole range of opinions from "If you do a Women in Diving issue you have to do a Men in Diving issue." to "Great idea!" to "We want more wrecks." In this issue you get it all.

Dr. Jolie Bookspan and Andrea Zaferes speak out about gender issues in diving. Their viewpoints stimulated a lot of discussion here. Is that the sound of consciousness being raised?

Psychoanalyst Dr. Jennifer Flynn helps you maintain something more important than your equipment — your relationships.

More wrecks you say? Dan Berg does a roundup of three of the classics in Wreck Valley — the ever-popular *Black Warrior*, the prohibition tug boat *Lizzie D*, and the Vanderbilt yacht *Tarantula*. These wrecks are among those now giving up more artifacts...hurry.

Barb Lander visits with Captain Gaye Brown who lets us in on some of her favorite wrecks in the Chesapeake and Great Lakes regions. Bob Raimo swims around in the Question Locker, and surfaces with the answers.

Kirby dives in with only mask, fins and snorkel, and oh yes, a G string, as he goes after Moby Bass. A fish story?

Events Calendar and a jam-packed Boat Schedule round out the issue. Artifacts? Get ready to hunt them down!



Joel D. Silverstein, Editor

DIVE WRECK VALLEY

Three Artifact Favorites

by Daniel Berg

The South shore of Long Island is well known to mariners. This notorious area is referred to by divers as Wreck Valley, and the broken bones of over a hundred vessels can attest to the accuracy of the name. The name was earned due to the abundance of maritime traffic that has sailed or steamed over its sandy bottom. Whenever there is an abundance of ships certain mishaps and disasters are bound to take place. Add in the U-boat factor from two world wars, some fierce winter storms as well as fog and mechanical difficulties, and you end up with a lot of shipwrecks.

Because of these mishaps, Wreck Valley has become one of the best wreck diving locations in the world. On the bottom are the remains of a wide variety of vessels including everything from German U-boats, prohibition rum runners to schooners, passenger liners and even some warships. Each wreck is uniquely different varying not only in location, depth and dive conditions but in history and the types of artifacts that divers can recover. Let's take a look at three of Wreck Valley's most popular dives.

BLACK WARRIOR — 35 fsw

The *Black Warrior*, built in 1852, is a wood ship 225 feet in length. Aside from being fully rigged with sails, the 37 foot beam was flanked by two steam driven side wheels.

On February 20, 1859, about 9:00 A.M., while trying to enter New York harbor in a heavy fog, the captain of the *Black Warrior* ran his ship aground on Rockaway Bar.

The *Warrior* rests in 30 to 35 feet of water. Winter storms have recently uncovered a huge section of previously buried wreckage. She is broken down and scattered over a large area. Lucky divers may still find anything from brass spikes and portholes, to silverware. Take note



that the eating utensils found here have the vessel's name engraved on their handles. In the past eight years, we have made many dives on this wreck, and although the site is home to some huge blackfish which would be great for spear fishing, I have always been content to find a spot in the sand and dig for artifacts.

LIZZIE D — 80 fsw


A tug boat weighing 122 gross tons, the *Lizzie D* was 15 years old when she sunk on October 19, 1922.

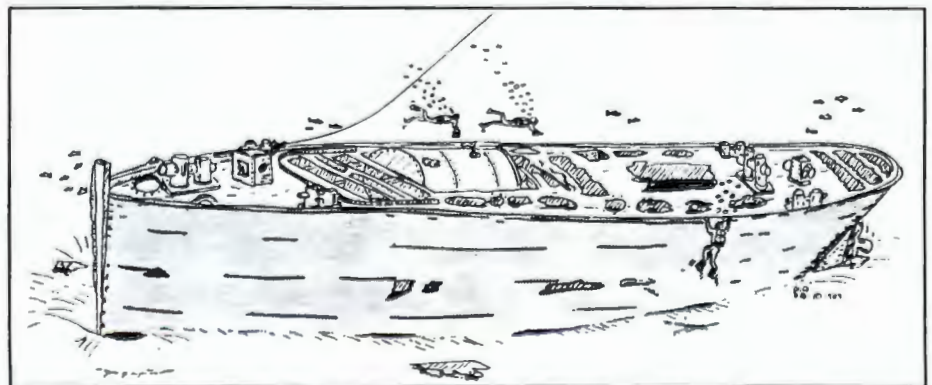
According to the owner's casualty report, filed with the Department of Commerce's Bureau of Navigation, the 84 foot tug was on a "cruise of the narrows," carrying no cargo, but with eight crew members on board when she

went down. The *Lizzie* was reported sunk due to unknown reasons. All of her crew were lost.

In July of 1977, captain John Larsen located the wreck. He discovered that this was not just a sunken tug boat, but a prohibition rum runner. Joan Fullmur recovered the ship's brass bell which identified the wreck. Also recovered were portholes and crates full of 100 proof Kentucky bourbon and Canadian rye whiskey. This first

group of divers on the *Lizzie* reported that the whiskey "still smelled good."

Today, the *Rum Runner*, as she is more commonly known, rests in 80 feet of water, eight miles southeast of Atlantic Beach Inlet. Her hull sits upright and mostly intact except for the entire upper deck which lies in pieces surrounding the wreck. She looks like a giant rowboat with many openings in the main deck. Her boiler rises just over her deck and openings ahead and astern allow easy penetration. Most of the cargo of full bottles is gone; her interior is littered with about two feet of broken glass and mud, but for the lucky few who dig in and around the wreck, intact bottles can still be found. If a diver is lucky enough to find an unbroken bottle, it is usually empty with the cork forced inside. 



The *Lizzie* as she rests today. Sketch by Captain George Quirk and Daniel Berg.

The *Lizzie D*, is still delivering her cargo of illegal whiskey, not to the speakeasies of the roaring 20's, but to a few lucky divers who take the time to explore this fascinating wreck.

U.S.S. TARANTULA — 115 fsw

Commonly known as the Gun Boat, the identity of this wreck had been unknown since she was originally located by Jay Porter. She was given the name Gun Boat by divers who noticed the

armament that she had carried.

In 1985, Captain Billy "Bubbles" de-Marigny, found and recovered the ship's brass bell. Inscribed on the bell was the ship's true name, *Tarantula*. The *Tarantula* was a private steam yacht. But why would a yacht be armored? Through some research, I believe I've found the answer.

While researching the name, *Tarantula*, I came across two yachts, both owned by W.K. Vanderbilt, one built in 1902 and the other in 1912, the

H.M.C.S. Tuna and the *Tarantula*. The *Tuna* had never sunk; she was sold in 1918 and eventually stripped for salvage. After a collision with the steamship, *SS Frisia*, on October 28, 1918, the *Tarantula* sunk.

Today, the *U.S.S. Tarantula* lies 22 miles off Jones Inlet in 115 feet of water. If you want to dive on her or fish over this wreck, most captains know her as the *Good Gun Boat* wreck. The remains are very low lying with only her boilers coming off the bottom about seven feet. She lies in a straight line. Her bow, which only protrudes about three feet off the bottom, still has a navy anchor in place on the starboard side. Divers can dig just ahead of the boilers for ammunition or behind the boilers for china and silverware.

Some other wrecks in Wreck Valley include the more popular *U.S.S. San Diego*, (see next month's issue for this feature) the *S.S. Oregon*, the *R.C. Mohawk* (May '93 issue) and many more.

I have only discussed three of the many interesting wrecks located off Long Island's south shore and New Jersey. Every year, thousands of divers take trips to these sights in search of either bringing home a piece of history, catching lobsters, taking underwater photographs or just for the thrill of exploration. For those of you that have never experienced New York's underwater world I would recommend calling your local dive store, or charter boat, and then joining in the fun and adventure of diving in an area known as Wreck Valley. ■

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WRECK VALLEY

Andrea Doria	240	Lizzie D	80
Arundo	150	Martin's Misery	60
Asfalto	90	Masodinia	70
Bald Eagle	90	Oregon	130
Black Warrior	35	Pilot Ship	90
British Corvette	70	Pipe Barge	60
Bronx Queen	35	R.C. Mohawk	110
Cindy	90	S.S Republic	240
Coimbra	190	Texas Tower 75-180	
Fran S	70	U - 853	135
G & D	120	U-Who	240
Gypsy	110	USS San Diego	110
Iberia	60	USS Tarantula	115
Immacolata	100	USS Turner	50
Keagon Tanker	60	USS Bass	150
Kenosha	110	Virginia	160
Lillian	150	Yankee	120

These are the more popular wrecks found from New Jersey to Block Island. Some require advanced training and equipment.

Viewpoint

by Dr. Jolie Bookspan

Over 2300 years ago Aristotle stated with certainty that women had fewer teeth than men. Until the time of the great anatomist Vesalius in the 1500's, it was also dogma that women possessed one more rib than men. After all, God took away one of Adam's to create Eve since Adam would not accept Lilith, the first woman, created from the same dust as he and therefore equal. Not until the 1920's were women allowed to officially compete in foot races as long as 200 yards. Women were known to be physically incapable of running any further. They had to be protected from hurting themselves. Until the 1930's deodorant and antiperspirant ads were directed solely at women. Ads never aimed at men, who, reality dictates to all but the smelling impaired, were more deserving.

Today when open racism is uncool, women still average 60-70% of men's salaries for equal work, and an old game resurfaces - men are divers, women are women divers. Men are 'the standard,' women are 'the other.' How ridiculous does it sound to you to speak of a man engineer, a man doctor, a man lawyer? You never watched the 'Undersea World of Jacques Cousteau: Man Aquanaut.'

What modern egalitarian would say "Those Asians are so small, they'll have trouble carrying tanks and competing with big Anglos in demanding swims?" Who would write magazine columns stating that African Americans have special buoyancy problems and susceptibility to cold because of decreased body fat?

Articles devoted to special little problems of women who dive do more

than insult and stereotype, they mislead. Women are not more susceptible to overheating than men, for instance, just the opposite. Women are not more prone to hypothermia. Women do not have special buoyancy concerns. These falsehoods subtly siderail women from their true competitive status.

And where is equal time for men? In the advanced text book of a national scuba agency, the section on women features a photograph of sanitary pads and tampons. Where is the photo of jock straps and Cruex in the absent section on men and their unique health problems? Studies reveal men have exercise related reproductive problems, they overheat in summer, chill in winter, have problems with their figure, their backs, their beer guts, and yes, their buoyancy. They have eating disorders and mood swings that



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Dr. Jolie Bookspan continued

no one talks about, and they even rage through cyclic hormonal tides.

No one who has ever clicked through successive channels on TV depicting war movies, Kung Fu movies, cop shows, domestic violence teledramas, the evening news, or any other behavioral product of testosterone should ever again, with a straight face, claim that men are the unemotional ones, and women are at the mercy of their hormones. If women committed 90% of the violent crime in this country, as do men, there'd be a national task force to stop the madness.

Widespread assertions that women have special diving health problems would dictate a logical rush to study this supposed high risk group. However, substantiating research is scarce, and funding scarcer, than for studies of men divers.

While women need real information on pregnancy and menstruation during diving, they don't benefit from hokum about women having special considerations while men have none. Stop artificially segregating women. Inventing problems that women do not have does not benefit women or diving. Health concerns are for everyone. ■

Dr. Jolie Bookspan is a research physiologist, a former scientist for the US Navy, and leading authority on thermal effects during immersion. She holds a Masters and Doctoral degree in exercise physiology and underwater physiology.

THIS MONTH'S COVER

of Evelyn Bartram Dudas was taken on location at her 18th century family farm. In her hands — the compass and binnacle cover from the *Andrea Doria*.

We used a Hasselblad 500 C with a 150 mm Sonar lens. Exposure in Tri-X pan film was f11 at 1/125 sec. Lighting was a blend of soft daylight, a Norman 200B portable strobe and a 1000 watt Colortran tungsten light.

Photo by Joel Silverstein

Women and Diving: Valid Questions

by Andrea Zaferes

It takes a new diver asking questions about diving and pregnancy, decompression sickness susceptibility, menstruation concerns, and birth control pills, to make us remember that as long as there are women divers there will be women and diving issues. Questions cannot be ignored, nor can the fact that there are gender myths, stereotypes and realities of life in general that also emerge in diving.

For example, there are the relatively new marketing campaigns aimed at recruiting the older diver. This results in our teaching a generation of couples where there often are roles of dependence assumed by the wife. How many times have I heard, "My husband works out the dive profiles for us," "My husband decides where we will dive," and "I don't need a rescue class, I just sport

dive, and besides, my husband is a rescue diver." In reality, the woman has the greatest need for a rescue class because the man has the higher chance of having a heart attack or other problem during the dive. The woman especially needs to learn rescue techniques that do not rely on brute strength or physical endurance.

Consider the following questions we have received at Lifeguard Systems:

"I just returned from a ten day diving vacation and found out I'm two months pregnant. Should I consider aborting the fetus because it may have problems?"

"Can I fail this Instructor Candidate because he continually hits on every woman student during class time?"

"My husband and I often go off by ourselves to do shore dives. He is physically much bigger than I am and I'm worried that I would never be able to get him on shore if he ever had an accident in the water."

We need more data than are available to answer the first question. We also need more data on a variety of physiological questions. For example, I've been told repeatedly by respected physiologists that women do not have a higher risk of hypothermia. If you use the medical definition of hypothermia, less than 95 degree Fahrenheit core temperature, that may be so. But if you define it as a loss in temperature that detrimentally affects a diver's physical abilities and judgment, I would disagree from an anecdotal basis. Our instructors teach a minimum of 800

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divers annually and for whatever reason, we always send one or two women out of the water due to cold before any men are sent out. Is it because women's suits do not function as well? Is it because they don't eat in the morning or because they are not as active in the water? Laboratories cannot test all the dependent and independent variables found in real life. Whatever the cause, our instructors feel it is an issue and we deal with it accordingly.

Dehydration is another important

example of the need for caution when extrapolating laboratory data to real life. Dr. Jolie Bookspan suggests, in a recent article, that men are possibly at higher risk of dehydration based on their physiology. But what would happen if we applied a few real world variables? I believe that more women have difficulty urinating in the water or their exposure suits than men, which may lead to more frequent voluntary dehydration if the boat does not have a head or if there is a long bottom time. Some women take diuretic premenstrual medications. It is likely that as a group, women spend more hours in

the sun, working on a tan, than men. With these not-studied factors, perhaps women are more likely to become dehydrated than men on a dive vacation.

Instructors hitting on students? The sexual and power dynamics between instructors and their students should be discussed in every instructor course. We have failed more than one male candidate for consistently directing the majority of his attention to pretty women students and for making them feel uncomfortable by hitting on them during class time. Sure, we would fail a woman candidate for doing the same thing, but that has not yet happened.

There has been more than one fatality of women who were coerced into an unsafe diving situation by male instructors whose main concern was satisfying their own desires. In my own experience, it took talking with other women and a general sense of anger to learn how to deal with the male dive leader who thinks you are there for his pleasure. Women's outrage at 'breast-busting' wet suits and other sexist ads changed the face of most companies' media campaigns. The outrage surfaced because of women talking about women's issues in diving. Just as in any part of life, there needs to be consciousness raising in the realm of what is acceptable behavior between dive leaders and divers.

Women's panels and articles also helped tell manufacturers that we wanted wet suits and other gear to fit our bodies. Other problems include the need for ankle weights, which we find more women than men need, to prevent lower back pain from floating legs and fins. We also observe major problems in dive instruction such as male instructors letting some women students get away with not comfortably performing full mask clears, etc. to avoid stress. There are fields of diving that women have barely broken into yet such as commercial, public safety and military diving, and that needs to be continually addressed until the numbers change.

Are there still women and diving issues? I say yes, just as there are women's issues in all parts of life. ■

Andrea Zaferes is head trainer for EMS cold water drowning and dive accident management for Lifeguard Systems, Inc., and is a NAUI instructor trainer. She is also the co-author of Oxygen & the Scuba Diver and the Field Neurological Guide.

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SURFACE
INTERVAL
WITH:

Captain Gaye Brown

by Barb Lander

The sun is hanging low on the horizon and Captain Gaye Brown is working methodically with the help of a girlfriend to trailer the *Joss*, her 25-foot C-Hawk. Leaning against the piling at the top of the ramp is a stereotypical Eastern shore waterman, flannel shirt, white boots, and stubble on his face. "You girls look like you're doing just fine, but that's a mighty big boat for two GIRLS to handle. Would you like some help?" Gaye smiled and politely replied, "I think we are doing pretty well, but if you could just stay right there and keep an eye out. If you see a disaster about to happen then you just sing out." A few quiet minutes later, the *Joss* secured safely on the trailer, Gaye hops out of her truck to approach the grizzled waterman. "You can tell your friends at the bar tonight about the two GIRLS who could run your boat any day, any time," she says.

Today Captain Gaye Brown is able to deal with prejudice with more equanimity than in the past. There was a time she believed the things her male friends told her, like "you can't dive unless I'm with you." It has been a long, slow road from a buddy-dependent diver to the self-sufficient, confident captain who shares two decades of diving stories with me.

Not all of Gaye's stories are happy ones. It was tragedy that gave her that final shove along the road of independence. In the fall of 1990, her longtime boyfriend, Michael Parks, died in a commercial diving accident. The business and the boat they shared became Gaye's responsibility. She rejected the assumption of friends that she would never dive again. She struggled to make a success of the Guppy Diving School and the *Joss*. That meant getting her captain's license. Spring 1991 she succeeded first try, a rarity.

She laughs as she remembers the paperwork leading to her license. It was all addressed to MR. Brown! Even in personal interviews, they called for Mr. Brown. On being informed that it was not Mr., the official peered out of his cubicle and asked, "Well, then what is it?"



With the licensing procedures behind her Gaye picked up where Mike left off, running charters from Ocean City, Maryland. Many of her passengers are graduates of the expanded Guppy Diving School. Gaye explains that she loves giving divers their first ocean diving experience. "If you do it right, they keep coming back," she says.

When Gaye can go diving anywhere, her eastern shore pick is the Norwegian freighter, *Hvaslof*. Located in 140 feet of water courtesy of the *U-94*, the *Hvaslof* (don't pronounce the "h") is a favorite lobster site. Debris from the 255 foot freighter is scattered over a wide area, the bow is intact and upright. Keen-eyed divers are still finding portholes and other bits of brass.

Gaye's favorite wreck is in Lake Huron. Each fall she travels with the *Joss* and a small group of friends over 1000 miles to explore the fresh water wrecks of Lake Huron. The wreck she keeps returning to is the *Dunderberg*. "In fresh water the wrecks just don't deteriorate...the mast is still lying across the deck," explains Gaye. The *Dunderberg* went down in the mid-1800's. The deck is at 139', and the "muck" is at 165'. The elaborate alligator figurehead peers into the liquid mist and tools still hang from the walls in the interior rooms. Little wonder that the *Dunderberg* is Gaye's favorite wreck. ■

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EVELYN BARTRAM DUDAS

“First Girl on the *Doria*”

an exclusive interview by Jeffrey Silverstein



December 1966 diving the USS Bass.

Bells. binnacles. portholes. Not just any — the stuff of legends. Artifacts to make the most seasoned wreck diver drool. What were they doing in an Andrew Wyeth Pennsylvania farmland scene? Evelyn Bartram Dudas invited us into her dive shop and home on a misty spring day to tell us. We photographed her with the compass and gleaming binnacle cover recovered from the *Andrea Doria* in front of stone buildings from the 1700's. History was all around. Old photos of diving greats. Yellowed clippings proclaiming “First Girl to Dive the *Andrea Doria*.” Yet we were fully in the present. In Evie's bustling dive operation, in her enthusiasm, in her kids.

Evie's nose was sunburned...she had just returned from the Red Sea. Dry suit adhesive blackened her fingers...repairs to do. What many consider pioneering exploits, she described as matter-of-factly as going to the Mall. We talked of the past, and of the future. There was a feistiness, a cockiness, but the humility of experience. We felt her dedication and her passion. We could have just as easily been talking to Amelia Earhart.

Everybody has something which got them interested in diving. What was yours? “I never really watched *Sea Hunt* because we didn't have a television for a long time. ...scuba diving was introduced to me by Millard Freeman. He was the aquatics director here for the West Chester, Pennsylvania YMCA when I was probably 16-17 years old... He put a single 72 on me that had a two hose regulator and probably a 20 pound weight belt. I almost drowned in a 7 foot pool, with a scuba tank on. But I thought it was pretty neat.

I went to the University of Buffalo, I met a fellow that I was really attracted to and... I thought we could date by taking the scuba class together. We trained on two hose regulators. We saw somebody smoke a cigarette inside a Jack Brown mask...that was the big highlight of our scuba class. No Lloyd Bridges.”

Tell us about your first wreck dives. “I was fascinated with any story anybody could tell me about wreck diving, diving anywhere. ...Joe Kennedy, who was president of the Main Line Divers Club, asked me if I would like to go on an ocean dive with him. I made my first ocean dive out of Sea Isle City, New Jersey. And I about froze to death. They sold me a 3/16 inch wet suit that would have fit a little round short person.

The third dive that I ever made was on the *Stolt Dagali*. It was probably a year after it sank. ...I meandered with a psychiatrist friend of mine, Jerry Grof, into the cut end... and scooped up a whole big armload of stainless steel dishware...pots and pans, out of the galley. And this man disappeared.... I said ‘I'm all alone...I'm supposed to be buddy diving...where is my buddy?’

And he had run out of air... when I got out, he was waiting for me at the doorway, he gave me an out of air sign, he made an emergency ascent to the surface, which was about 65 feet. And I followed him up with my little flat life vest, holding all my things and kicking as hard as I could possibly kick. And then the man proceeded to drown on the surface. And I had to drop all my things...and

do a YMCA arm-assist, and drag him back to the boat - losing all of my loot. I determined at that point in life ‘I think that buddy diving is for the birds. I could have had all my things if I just swam back to the boat myself.’ As life continued I began to see that one had to be self reliant. I don't *not* enjoy ‘partner diving’ but if I have to be buddy diving, then I'm responsible for somebody. In a training situation that's fine, but if I'm going out there for what I call a real excursion, and it's taking me 20 hours of my day to do this, I want to have the time for myself. It's selfish.”

But you were hooked? “That *Stolt Dagali* did it. I still enjoy diving the *Stolt*. Because I go in places where lots of other people can't go. ...I'm still looking for the motherlode of silverware. It's gotta be there somewhere.”

We've heard you were banned from one boat for catching too much lobster. “It was the mid-60's... At the time we could get lobster, probably 100 pounds per person per day. You'd take three large mesh bags down and you would start out...this 15 pounder goes here...oop here's another 15 pounder...put 'em in this one... because you didn't want 'em biting each other, cause you didn't band them on the bottom, and you threw the other, smaller ones in for donations to the big ones.

George Clover in Beach Haven banned John Dudas and me from diving on his boat anymore cause we caught too many ...we were just very efficient machines about collecting lobsters.”

Were there other women diving when you were learning? “I believe I was the only female as far as my class was concerned. Once I got out to the boats there were hardly any females that went diving...a couple.”

You were doing deep dives in the late 60's...beyond today's recreational limits. “The interesting artifacts were coming up off the deeper wrecks. ...just laying there. So why did you *not* want to go to the *Varanger* or the *Resor* when you could

get a porthole guaranteed every time you go out? ...we didn't know anything particularly about bends, or prevention of bends. We knew we had to decompress, but if you were just diving a single tank it was thought you never had to decompress. A lot of people dove deep with single tanks for 10-15 minutes and then came flying back up to the surface. We had a lot of cases of bends in the early years that weren't terribly severe because the bottom time was limited. That's how come we got away with ...the *Doria* dives. I dove a set of 72's to the wheel house and that was about 205' or 210' to where the steering wheel was, when John Dudas was pulling the compass out of the binnacle.... These days I would be panicking because I don't think I'd have half enough adequate air supply."

When people dive the *Andrea Doria* today, they have background material from following in the footsteps of pioneers such as yourself...what did you have in 1967? "I didn't take extreme exposure tables on the trip I was on, and nobody even had a picture, let alone deck plans of the wreck."

So you're just cruising around on the *Doria*, going by "It should be here." "Just sightseeing tours. What is where? Here's the bridge, and this should be behind the bridge. Boat deck. You know, where are the davits? Look in this room. People weren't very specific about what they were doing. Nobody made penetrations into the wreck at all. ...John found a round porthole that had popped out of...right behind the wheel house...there had been a whole cabin full of round portholes. And it was just laying on top of one of the square windows on the promenade deck."

You see wreck divers as preservationists... "Yes. Not only archeologists can preserve things but certainly many of our wreck diving enthusiasts have successfully preserved brass, iron, and wood artifacts."

There's been a large discussion that 'we who rape and pillage the wrecks' are evil people according to the archeological community. ...The archeologists argue 'What right has one person to have this? Why shouldn't it be put on some public display someplace? A museum?' Museums cost money to man and to maintain... At least in a wreck diver's home they stimulate more wreck divers to go wreck diving. Hopefully."

Have you found any gold? "No. Just an Indian Head penny's [from the *Delaware*] been my big reward...it was worn thin."

...John's commemorative penny off the *San Diego* is a pretty neat artifact."

When you describe going diving it sounds like you always want to get something. "Not necessarily. I haven't been terribly successful at always obtaining an artifact. Certainly not on every dive. I have taken up the challenge of trying to take a camera under water."

Do you think there's a lot of competitiveness in wreck diving? "Yeah. I do. ...what I was appalled at the first time I went back [into diving] and saw any deep diving and participated in it...we didn't even know the people's names who jumped over the side of the boat, or what time they went in.... People didn't help other people get dressed for the most part. You had to be 100% independent for that. Nobody checked you before you went into the water. ...the cave diving community works together... either in mapping a cave, individuals going to do things, but if they're trying to push the limit and extend the envelope of where they've explored before, you'll have other divers going in and setting stage bottles for people and they work as a team together."

Is it in the personality of the wreck diver to want to do stuff on their own? "There absolutely is. ...maybe it's not more than it was [then] because there was such antique equipment and archaic ways of doing things 20 years ago...when I dove the *Doria*, I didn't have a pressure gauge, and nobody cared...I couldn't afford a pressure gauge at that time. Nobody told me my tanks were leaking. Today people really do try and help each other out a lot more for the configuration of their equipment. They look and see what other people are doing."

Do divers still have a macho thing? "I don't think that's the mentality these days. It might exist a little bit. But I think the reward comes when you produce. That you're recognized. You can't produce if you don't have the right equipment because all of the things that you want to produce are inside someplace and you gotta make penetrations...you gotta have reels, lights, lines, up-line reels, backups, oxygen decompression, travel gasses."

Everybody's ego says 'I want to be recognized.' Especially among your peers. So if you get a good artifact, then everybody respects you. ...the guys who obtain the good goodies are the ones who seem to get the acknowledgment."



...unloading the van for the '67 *Doria* dive

Is it more difficult today to gain that recognition? "Unless we get into more excavation, the artifacts are definitely more difficult to find. So those people that find them are very highly respected and very well recognized for their feats. It was easy to find artifacts [then] cause they were all over the place on the shallower wrecks. [today] You have to go deeper. You have to go to a new wreck."

Where are the new shipwrecks being found? "I think that the North Carolina area is still relatively virgin territory, but again you're working in an atmosphere of 120 feet and deeper for those wrecks."

What about the recent trend towards going deeper? "My idea is not to go deeper, it's because the wreck I want to dive on happens to be deep. I pick a project. If the wreck were shallower I'd be very happy to dive shallower."

You got bent pretty badly in 1968... "When you're 21 and they tell you 'maybe your bladder will work again, you can have an enema every three days for the rest of your life.' it's kind of like 'nah.' You're not gonna believe this. I thought I'd get up next week and go diving. ... I couldn't imagine life not going diving. When I had this case of the bends, I couldn't open a straw paper or feed myself, obviously I couldn't get up. After two weeks the vertigo was so bad my physical strength had been zapped from being flat on my back for two weeks. I took a while to recover from that. I was back in the water after about a year and a half...and I felt"



Evelyn Bartram and John Dudas with the compass from the *Andrea Doria*.

like I'd never been out of the water, never missed a week."

How did you get bent, originally?

"The reason I got bent was because I didn't have an up line. Nor did I know really how to use an up line at that point. I made an up line, but it was too short."

André Galerne told us "When you are young it's easy to be brave because you are stupid, and you don't believe you can die." [laughter] "Yeah. That's the way you feel. Who would think that I would get a case of the bends when I was 21 years old? Let alone be paralyzed from the neck down."

Were there other people you were diving with who were getting bent?

"I was the first live victim to have come out of Mt. Sinai's recompression chamber...so there weren't that many people that were getting bent because people weren't pushing at that same time like I was.... we saw the *Bidevind*, the *Bacardi*, the *Texas Tower*, years before anybody else saw them."

Have you experienced differences as a diver who happens to be female, and is there any change in the way women are perceived in diving today?

"...I feel that I was pretty much treated as an equal, for the ability. You had to swim against the same current, you tried to find the same artifacts, spent about the same amount of time, still had to climb back in the boat with all the equipment on, you had to haul

your tanks on and off the boat. I don't think I was given much of a consideration as being anything else other than one of the divers.

By the same token, I knew that I was a female ... it was attention-getting because I knew I was definitely the only female there. As time has progressed we're seeing ...many more women getting involved doing a very competent job. Some of my [female] instructors have much more time addressed to detail than some of the men who are trying to prove how macho they were. ...a lot of people are wearing pink tanks these days...guys too. What does that mean? That you have to carry my tanks for me? I don't think so. I think that the person's respected for the kind of diver that they are."

Has diving changed as you get older?

"... as I'm approaching 50, I can't be doing what people do when they're 20 or 30 years old. I'm working on my muscle power, but there's still a limitation there. I can now stand up at the quarry with double 100's and walk across the deck and fall right in just fine... I just can't come up the steps. At Ginnie Springs my 20 year old son had both his stage bottles on and his 100's and he was carrying a scooter, and just walked right out of the water with it. I'm physically incapable of that. But why do I need to be that capable if I'm competent about how I solve the situation? If I put lines over the side to unclip my stage bottles and my camera systems, and I'm totally independent still...."

Tell us about your dive shop, Dudas' Dive Duds, and its history. "Since I was 5' 8 1/2", and at some point in my diving

career I only weighed 117 pounds, before I got the bends...that left me Boney Maroney, Skinny Minnie. Wet suits just didn't fit skinny women. And I went to work for a company called Aqua Terre and learned to customize their standard suits. I decided I'd go into business for myself... and eventually I made a company called Tailored Wetsuits.

The dive shop idea progressed a little bit more when John and I decided to get married in 1970. We had been diving together for 4 or 5 years... John serviced regulators and because he was a manufacturers rep would train the different dive stores on how to service the equipment. We bought a flow bench and started selling masks, fins, and snorkels. We were pretty opinionated about what kind of equipment we wanted for the people that were [diving] off the Jersey coast."

John died while diving... "John died in 1982 on a dive on the same wreck that I had gotten bent on...the *Virginia*. It's still a mystery to me why probably one of the best divers I will...have ever known passed out at what we think was a depth of 100 feet coming up from the dive unreeling his up line reel. Knowing that he was going to run short of air, having seen me gotten bent. Why did he pass out? Obviously that event changed my life a great deal.

I was pregnant 7 weeks... What was I going to do for a living? I make wet suits. I play mother. I breast-fed my children for 12 years straight... I was committed to childhood and child rearing....

There was a period of time, when I was having children, that people started making penetrations [on the *Doria*]...and I kind of completely got out of that diving marketplace. And I thought 'Well how can [you] have a dive shop if you don't go diving?' And then I got back into a little bit of diving. I had to run a dive 2 or 3 weeks after John died; I was the divemaster. Being pregnant, taking all my children cause I didn't know anything about getting babysitters cause I'd always stayed home with the kids, when he did the work, running this dive and looking down in the ocean saying 'How could this have happened?' And saying 'Well, I'll just have to get back into this.' After Caroline got here, I actually went to North Carolina when she was about 6 months old and let her roll around in a playpen tied to the center post of Danny Purcett's boat and went diving again...and said to myself 'Well, this isn't too bad.'

Your children dive... "They all dive. The last three or four years I've taken them to Bonaire...and we do family diving. Michael is going to be 20, Suzanne's just 17, Charles is 13, and Caroline, the baby, is 10."

As if on cue from a stage manager, Caroline appeared in the interview room carrying newly bloomed lilacs for her mother.

"Caroline's not certified yet. I wait till they're probably about 12 or 14 depending upon their ability to concentrate on physics and physiology so they could pass a set of NAUI decompression tables."

You have a goal of going back to the Andrea Doria...tell us about that.

"After John died I kind of promised my mother I wouldn't dive below 130 feet. Well, I haven't been very honest about that 130 foot depth....

...I cannot believe that all of those decks on the Andrea Doria just crumpled down there by themselves, just fell off in a heap. And I want to go down there and see with my very own eyes what's down there. I can't do that on air cause I'd be too narced...I can't stay down there long enough with the tanks we have, to accomplish anything comfortably....

So what's the answer? The answer is these rebreathers. Why can't we go take a look?"

You have a vision of recovering the Doria binnacle and putting your compass and cover back on it... "That would be very nice to have to put on display for people to see.... I think that would be a real special attraction for my store...And a real encouragement to go wreck diving if you can find things like that."

Are rebreathers are the future of diving? "I absolutely believe it 100%. You could have redundant systems for less [weight] than what we wear right now... It just floors me that with a couple of 30 cu ft. or even 13 cu ft. bottles...you can stay down 18-20 hours. The problem isn't the gas management anymore, it's now how do we deal with the decompression? Can we keep our bodies warm? Diving bells, chambers on board boats. It really becomes a high tech, complicated, life support environment where you have to have standby divers."

Is diving going to change as much in the next 30 years as it has from when you started? "With the onslaught of the rebreather and the ability of that to be sold to the sport marketplace, not just the technical community, I would say yes. Definitely yes. If somebody in their little pink outfit can go diving with two little tiny... bottles and make it go for all week, why wouldn't they do this? Is it gonna be rentable? Will it be in a price range where people can afford to buy it? It's a ways away, but people are looking at that.

The rebreather community is looking at the outer space area as probably being their prime target.... There's a lot more bucks out there."

Perhaps there will be "sport astronauts" going out on little space ships to salvage satellite antennas. "Who would have thought 50 years ago, people would be doing what they're doing under water...you might be right."

What else in diving do you look forward to? "I'm fascinated by dive travel and I really get a charge out of going to new places. I just went to Egypt. I want to go to the Solomon Islands, Papua, New Guinea, Malaysia. I want to do shipwreck diving in all those areas...I want to go down to the *Bianca C.*, I haven't seen that."

What's the worst thing about diving? "The largest deterrent for female divers is what happens if you fill up your adult diaper in your dry suit? While breathing on the rebreather? I see [condom] catheters for guys...learning how to install these in their little dry suits. I think the female has a definite disadvantage when it comes to that area of being able to spend time in the water. Cold. Lack of visibility...things we have now will be persistent problems in wreck diving."



...8lb lobster aboard the *Capt. Chum* — 1967

And what's the best thing about diving? "The ability to involve yourself in something that you're doing and you can't think about any of your other problems. Takes you 100% away from all your other problems."

Thank you, Evelyn Bartram Dudas.

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EVENTS CALENDAR

JUNE

16 Staten Island Sport Divers — Master Diver Andrew Nelson of the US Navy talks about Hyperbaric Chambers.
Contact: Dr. Steve Lombardo (718) 720-4994

24 Andrea Doria Expedition Sets Sail
See your friends off as they set sail for the season opening of Doria expeditions aboard the R/V Wahoo 7:00 P.M. Captree Boat Basin.

JULY

10 Second Annual Undersea Hyperbaric Medical Society Recreational Diving Symposium. The focus this year: "Physiology of Diving Injuries." Featured speakers are: Surgeon Commander Francis of the British Royal Navy, Dr. Carl Edmonds, Australia, and others. The specially selected faculty will present the latest medical information about deco-sickness, neurophysiology, lung injuries, etc.
Halifax, Nova Scotia, Canada.
Contact: Dennis Graver (206) 387-8043
fax (206) 387-6683

18 75th Anniversary of the Sinking of the USS San Diego
This will be a week long event, contact your favorite boat for reservations and information.

26 SS Republic Expedition Sets Sail
See your friends off as they set sail for the first ever sport diver expedition to the SS Republic aboard the R/V Wahoo 7:00 P.M. Captree Boat Basin.

AUGUST

1 Aqua Woman Dive
Eagles' Nest
Contact: Karen Gurian (516) 798-1726 (7-9 P.M.)

List your events in the Sub Aqua Journal. Mail, Fax, or E-Mail on CompuServe by the first of the month prior to the event. You must include a contact person, address, and phone number.

JOEL'S PROGRESS

After a dramatic *plunge* in poundage from 272 to 250, our publisher is stabilizing on the straight and narrow at a steady 1/2 of a ton. In a related story, the Long Beach pizza shops are reportedly draped in black. ■

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THE PARTNERSHIP ABOVE THE H₂O

by Dr. Jennifer A. Flynn

The new scuba season is well under way, or for those who are more maniacal about their scuba behavior, maybe it's ongoing throughout the year. Most of us still need to earn a living, take care of a place of residence, or tolerate the guilt associated with not taking care of our place of residence. And, of course, there are those significant others, or let us dub them "mates."

This article is designed to help you address the issue of your mate's reactions to your now, what is probably defined by them, fanatical need to be under the water. Diving just does not begin the morning that you get on the boat. It begins and continues throughout the seven-day week.

Significant others often look on in dismay. Many know that this is going to lead to arguments and tension, maybe even some more exaggerated responses than those. Inherent in your mate's complaints will be the idea that you love diving more than them. Try as you may to convince them that this is not true, the bottom line is that the glazed look in your eye and the fever with which you nurture your diving habit is something that your mate has never seen in relation to them!

I suggest that your diving habit is really not the problem. The problem is an aberration in the bond between you and your mate. Aberrant bonding is your brain on air at 250 fsw. You cannot trust your judgment, rationalizations, or motivations any longer. You need to address the foundations of your relationship and the ways in which your relationship can be strong in spite of additions such as diving. If your relationship has a strong foundation, separations can be tolerated, and at times even welcome. Strong foundations require respect for one another's individuality, interdependence, and dependence. All three facets need to coexist within the relationship.

If your surface buddy is truly unhappy about your diving, and you really do care to preserve the relationship, perhaps together you need to evaluate what the aberrations are in the foundation of the relationship. What is realistic and not realistic about your ideas of relationships? Is one of the parties overly dependent and the other overly independent? When you are together, how are one another's dependency needs met? Relationships struggle to strike a balance, but in reality are often lopsided. That is fine, as long as it is understood that one or the other is in the most need at that time. Even though diving is an independent activity, accepting a person's passion for diving in a relationship is a means of providing a dependency need. Whenever

you meet someone's needs, you are accepting their dependency.

If you feel as though you are being chastised too much for your diving activities, try and be open minded, introspective, and study your behavior within the relationship when you are not diving. Are you making an effort to meet your mate's dependency needs? When you hear what you consider to be your surface buddy chastising you yet another time for your diving, try not to listen to *what* they are saying. Try and listen to the *anxiety* that they are expressing. Are they feeling neglected? Are they feeling displaced, unloved, unwanted? What is the undercurrent? We all know that surface currents and undercurrents often differ.

Put a little extra time and effort into the relationship during the down time of the year with the same care and precision that you use to don and trim your equipment. Trimming your relationship of stressors such as feelings of being unloved, unwanted, neglected, abandoned, or rejected will help reduce the stress above the sea.

When most of us hear a diver on the boat who is self-aggrandizing, we roll our eyes and think that they are an accident waiting to happen. They are in danger because they cannot hear others and are too preoccupied with their own thoughts and feelings. Grandiose as they may be, grandiosity is really a cover for feelings of inadequacy and anxiety. If there is trouble in your relationship, perhaps there is some self-aggrandizing going on there, too. If that is the case, an end to the relationship is just waiting to happen. Ends do not have to mean divorce or splitting up; they can mean people becoming physically ill from being in relationships that are far too stressful. If you allowed all your fears along the way to rule you in the development of your diving career, you probably never would have gotten into the



Joel Silverstein

water. The same goes for relationships. Your fears are often covered by your grandiose attitudes, anger, and orneriness. Attitudes of righteousness are only a cover for our feelings that we "don't know what to do."

In good partnerships, independence is equal, the dependence is mutual, and the obligation is reciprocal. In the diving community, we all work to maintain our bonds and nurture one another. Perhaps we can somehow make the non-divers feel more involved and welcome. ■

Dr. Jennifer A. Flynn is a Psychoanalyst in private practice. She has been diving 30+ years, is a divemaster, and is mix certified.



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KIRBY'S KORNER

Bass Run

by Kirby Kurkomelis

The current was strong and fast, just the way I like it. The visibility, 15 fsw. Clear enough for me, OK for the striper. My drift would be long, about a mile. I can still remember the name — *bass run* — a phrase used by a group of spear fisherman over 30 years ago, when I spent my summers diving in and around Beach 8th Street, New York. There were divers like Ronnie, Tommie, Bobby, and Monkey John. Great fishermen.

While suiting up I went over my dive plan with my dive buddy Don. He'd stay in the boat and follow my drift, keeping a sharp eye out for speeding boats. My equipment was easy to put on. A G string, spear, mask/fins/snorkel, and a stringer to carry my bounty. Of course, my big knife. No suit.

My starting point, the east side of the Atlantic Beach Bridge, where there is a four knot current on the outgoing tide. Over the side I went. By the time I loaded my gun I was coming up on the bridge. In one breath the bottom came up fast, 35 fsw. Blackfish everywhere, a few short striper, nothing to talk about. I headed for the surface. Behind me lay the boat still drifting under the bridge. I did the span in one breath.

I started making my way across the channel to the Atlantic Beach side. Boats buzzed by me. Don acted as my blocker. Each dive was different, sand bottom to mussels, broken pilings that hold many secrets. Suddenly, a 40 pound striper crossed my path....

I fired, scraping the gill plate. He disappeared into the haze. The veins in my legs strained to power me to the surface. My air bubbles guided me up. On the surface I gasped for air. Another breath and I was down. On the bottom, I heard the snap of his tail. But the striper was nowhere to be found. I was tired, and headed for the surface.

The East Rockaway Inlet came up fast. The jetty was close at hand. Big waves crashed on the jetty with a swift

current pulling towards the rocks. I signaled to Don stay a safe distance outside the wave zone. Danger lurked behind every wave. Any spear fisherman worth his salt knows that getting caught between the waves and the rocks means death.

I tried to time the waves. They were too erratic, coming from all sides. Taking a deep breath, I went straight down. A blackfish weighing 10 pounds crossed my sights. I fired — he was mine. While I strung the fish, a lone striper swam quietly by me. I noticed a small nick on his gill plate. A quick reload. Then a huge wave hit me and threw me into the rocks — almost breaking my back. I surfaced screaming. "Come back you striper!" Another wave hit, flinging me onto the rocks. This time I could feel the barnacles ripping my flesh. I slid down the rocks, slowing. Burning with desire, I got out of the way of the next wave.

Every muscle in my body hurt. I was cold. The waves were getting bigger. In the distance Don was waving me in. I was hungry. Hungry for striper. Down and deep I went. The great surge picked up my tired body like a piece of seaweed and crashed it onto the rocks.

My lungs were ready to burst. I could barely catch my breath. Out of nowhere a heavy object slammed into my chest, knocking out the rest of my air. I swallowed a ton of water as I gasped for breath. In the center of my chest lay a 40 pound stripebass. Almost as surprised as I was, he glared at me with fishy eyes. I had little strength left. The striper had just enough to flip his tail, whack me in the face, and swim off into the sunset. I smiled as I struggled into the boat. Looking back at the jetty I thought, "I'LL BE BACK." ■

JOIN US IN JULY

as the Sub Aqua Journal celebrates the 75th Anniversary of the sinking of the *USS San Diego*, the Atlantic's most popular wreck site.

Don't miss the next issue!

THE QUESTION LOCKER

Q&A

I'm a novice wreck diver. What should I include in a start up wreck diving tool kit?

MB, New York, NY

Dear MB,

A good start will include a light, knife, lift bag and line reel, a 3-4 lb. hammer, drift pin, pliers, small hand garden rake (claw) and a small tool bag to keep them in. For specific tasks I have seen divers carrying bolt cutters, cable cutters, crow bars and come-alongs. Be sure to only carry what you are comfortable with toting along during your dive.

What is the best way to clean my regulators, gauges, etc?

Dr. HL, Maryland

Dear Dr. HL,

I keep a spray bottle (an old Windex bottle works well) filled with white vinegar, (available at any grocery store), and prior to rinsing with fresh water I spray all metal components of my equipment with the vinegar. It is okay if the vinegar gets on plastic parts. Leave the vinegar on your equipment no longer than a couple of minutes and then rinse well with fresh water. This works especially well for keeping your DIN valve threads on your tanks and regulators like new. Try it after each dive and see the results.

We heard that when you teach dive classes you make your students name their dive tables. What's that about?

CK and NP Boston, MA.

Dear CK and NP,

With the popular use of dive computers, many divers are forgetting how to use

their dive tables. I have actually had the displeasure of seeing dive instructors not knowing how to use dive tables. I have been a firm believer that basic table use should be well practiced and that dive tables should be carried during all dives, even if using a dive computer. Your dive tables are part of your dive team, so they, like your buddies, should have a name. During my classes I ask my students to pick a name for their tables and they should become a permanent part of the dive team!!

SEND US YOUR QUESTIONS!

Instructor and service technician Bob Raimo answers *The Question Locker* mail. All too often a diver is either afraid or embarrassed to ask a question. More often than not the person answering it is misinformed. However, once your question is in *The Question Locker* it will be properly treated. Bob will select two to four questions each month that have the widest appeal to our readers.

This column is for all divers, newly certified through highly advanced. Submit your questions by mail or fax, to the *Sub Aqua Journal*, attn: *The Question Locker*, or via CompuServe at address 72650,220. ■

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Local Heroes — May 1993

The Season is in Full Swing!



A Sub Aqua Journal day aboard the Wahoo. They cleaned up on the Tarantula.



Chris Friel



Capt. Hank, Doug, Jim, Paul, and Capt. Phil with Oregon goodies.

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Darryl Steinhauser and Gary Gentile at Broadway Divers club meeting.



Jim Cleary, Doug Kitchen and Dave Rieger

FIT TO DIVE: DOC LOMBARDO'S DIVE NUTRITION RULES

Next month, detailed instructions on nutritional considerations for healthy diving. For those of you following Doc's program of aerobics and muscle strength, here's a preview of his plan for eating. You could even write it on your dive slate - it's that simple. Follow these rules and you're well on your way:

- | | | | |
|------------------|---------------------------------|-----------------|--|
| Rule # 1: | Eat Less Fat. | Rule #3: | Eat more protein of high biologic quality. |
| Rule # 2: | Eat more Complex Carbohydrates. | Rule #4: | Drink more water. |

Meanwhile, keep up the good work, and keep on pumpin'.

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June 4 June K 160'
5 G.K.B. & Pottstown
6 USS Yankee
12 Col. Wm. Cowin
13 Port Hunter
18 Coyote 170'
19 Pinthis
20 Pinthis
25 USS Yankee
26 Col. Wm. Cowin
27 Plane & Target Wreck

July 1 Suffolk
5 GKB & Pottstown
6 USS Yankee
12 Col. Wm Cowin
13 Port Hunter
18 Coyote 170'
19 Pinthis
20 Pinthis
25 USS Yankee
26 Col. Wm Cowin
27 Plane Wreck

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6 Lizzie D
12 Yankee
13 Valerie E
13 Lizzie D / Iberia
19 USS San Diego
20 Pinta / Bald Eagle
23 USS San Diego
26 Linda
27 Coimbra
30 USS San Diego

July 3 Stolt Dagali
4 Lizzie D
4 NY Harbor Cruise
5 USS San Diego
7 Texas Tower
10 Oregon
11 Iberia
11 Lizzie D/Valerie E
13-15 Black Island U-853
USS Bass/ Grecian
17 USS San Diego
18 Lizzie D
18 Valerie E / Pipe Barge
20-22 Andrea Dona
24 Yankee/Tarantula
25 Steel Wreck
25 Fran S / Iberia
27-28 Coimbra
31 USS San Diego

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June 5 Dunlap
6 Martin's Misery
9 Lobster Night
12 Gypsy
13 Cindy
14 USN Algal
16 Immaculata
19 Lizzie D
19 Moonlight Cruise
20 Local Wreck
23 British Corvette
26 Bald Eagle
27 Golden Greek
30 Lobster Wreck

July 3 Valerie E
4 USN Algal
4 NY Harbor Cruise
5 Asfalto
7 Mystery Wreck
10 Pinta / Bald Eagle
11 Ed East
11 Local Lobster
12 Lizzie D
13-14 Pinta, Harvey's,
Immaculata, Mystery
17 British Corvette
17 Moonlight Cruise
18 Cindy
21 Ambrose Lightship
24 Pinta
25 Big 'G'
27-28 USN Algal, Stolt
Dagali, Pinta
31 R.C. Mahawk
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June 5 F.I. Reef
6 Kenosha
12 USS San Diego
13 Hylon Castle
19 USS San Diego
20 Reggie
25 Oregon
26 USS San Diego
27 Kenosha

July 2 USS San Diego
3 Jones Reef
4 Linda
9 Lizzie D
10 Reggie
11 Oregon
16 USS San Diego
17 Tarantula
18 USS San Diego
19 USS San Diego
23 Tarantula
24 USS San Diego
25 Oregon
30 Yankee
31 Linda

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Capt. Janet Bieser
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June 2 USS San Diego
5 USS San Diego
6 USS San Diego
9 USS San Diego
11 Coimbra 180'
12 Texas Tower 80-180'
13 USS San Diego
16 USS San Diego
19 USS San Diego
20 USS San Diego
24 Andrea Dona 170-
250' Expedition
30 USS San Diego

July 3 Oregon
4 USS San Diego
5 USS San Diego
10 USS San Diego
11 Oregon
15-18 Andrea Dona
19-22 75th Anniversary
USS San Diego Week
24 Texas Tower 80-180'

26-29 Republic Expedition
220' (516) 889-1208
31 USS San Diego

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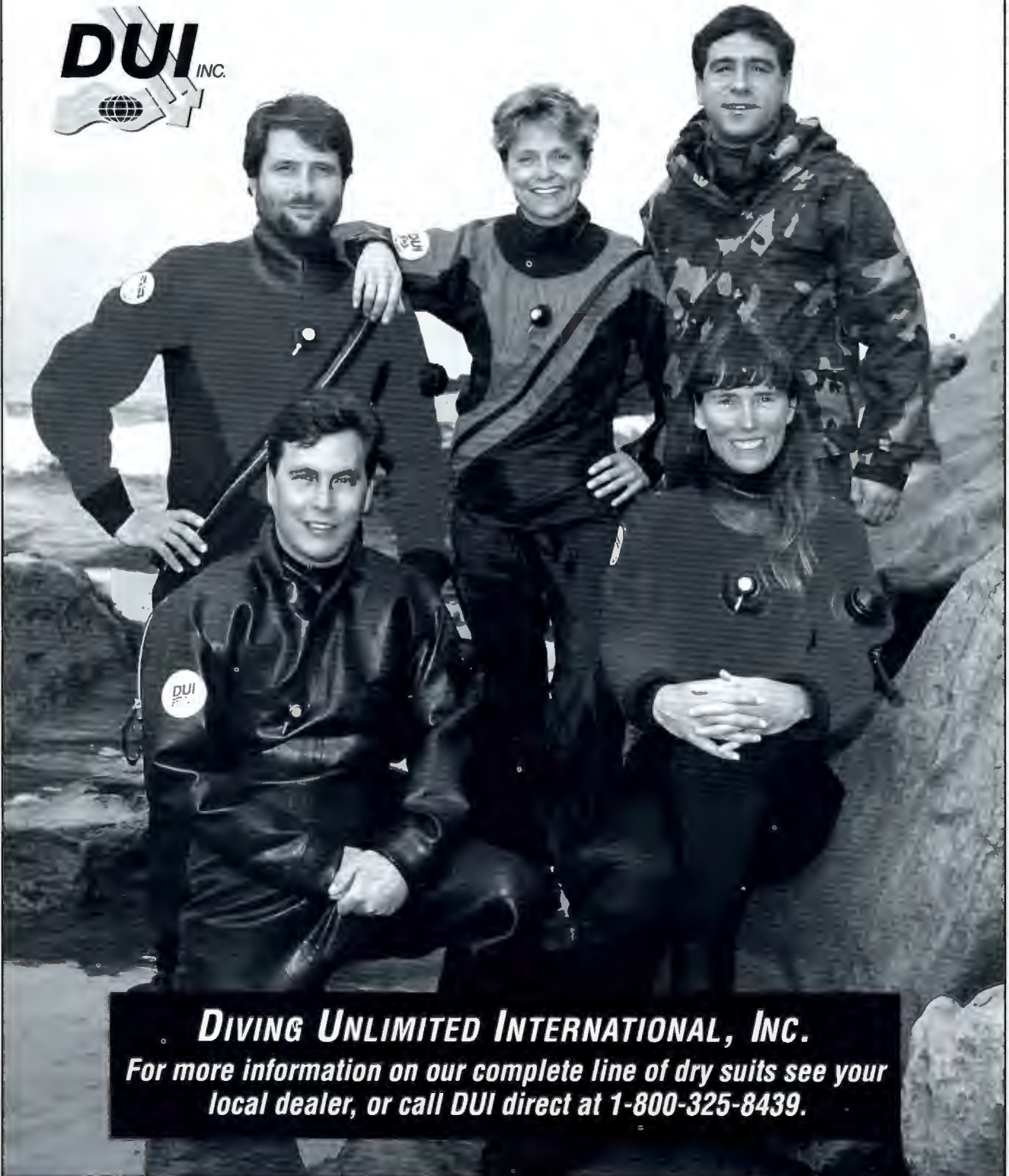
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