

Scuba & H2O

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ADVENTURES MAGAZINE

20 AUSTRALASIA
EXPLORING NATURE DOWN UNDER

58 Dive into History with Erik Petkovic
AN INTRODUCTION

SHANE DORIAN
WORLD CHAMPION SURFER

DIVES INTO NEW WATCH SERIES
WITH TIME CONCEPTS

68

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DIVES INTO NEW WATCH SERIES WITH TIME CONCEPTS



AUSTRALASIA

20

Mid. to 8:00 A.M. Picket-Boat CH-2237 CH-1122 and CH-2013 on
 at 8:15 A.M. Precinct Station, Stephens fall from Officer in Charge
 of Island Station stating that he had received a Radio-
 gram from the Steamer Panama from the Antarctic about
 which time that he had picked up some men 22 miles
 West of Dumfries, N.Y. on the Buffalo, N.Y. to Rio, Pa. course
 and to send the Coast Guard CH-2237 and CH-2013 and CH-1122
 mid. Picket-Boat CH-2237 and CH-2013 and CH-1122 started for
 the scene. Performing morning duties, I turned engine off 4
 four boats
 8:20 A.M. to 4:00 P.M.
 At 8:00 A.M. below. At 8:00 inspected station building
 and apparatus. Picket boat ready for duty. Assigned crew for the
 haul back with wigwag and semaphore signals at 1:30 P.M.
 Picket Boat with the Steamer Panama about 18 miles
 out of Rio, Pa. and was informed by the master W. H. M.
 that that the steamer Panama had found
 at a position 22 miles West of Dumfries and about 2 miles in-
 front of Buffalo and Rio Steamer Panama crew exploded at station
 CH-2237 and CH-2013. Cruised in the vicinity of the wreck
 at 8:00 A.M. When it was found that the CH-2013
 was going to the wreck. The CH-2013 returned to the
 station at about 9:50 P.M. where she
 and was given engine and oil for the CH-2237 CH-2013 and
 original boat. Picket-Boat returned to the scene having the
 station at about 11:15 A.M. remaining in the vicinity for books
 and the remaining Picket-Boat CH-2013 was in charge of

DIVE INTO
 HISTORY

58

A Short Story - From the Editor

This month, your faithful editorial manager had the pleasure of visiting the Marine and Science Technology (MaST) Center at Highline College off Redondo Beach in Des Moines, Washington. Following my interview with Randy Williams and Jim Trask of the Washington Scuba Alliance (WSA), Randy invited my cousin Hannah and I for a visit and off-hours tour of the facility.

By John Tapley; photos by Hannah Wyatt

The MaST Center, according to its website, “fosters a culture of marine stewardship by engaging our community through interactive learning, personal relations and exploration” and stands proud as a beacon for WSA operations in western Washington’s backbone, Puget Sound. Part teaching institute and public learning center, the facility unveils a swath of information on neighboring waters, its many creatures, and the importance Puget Sound plays in our daily lives as Washingtonians.

There’s a lot packed within the 2,500 square-foot center. Upon arriving in the foyer, Randy drew our eyes to the remains of sea creatures mini and mighty: a 38-foot gray whale suspended from the ceiling immediately left us awestruck; skeletal seals, smaller creatures, and pelts adorned the walls. Across the large room, a series of intricately painted interpretations of the surrounding sea struck us with an appreciation for the artists who captured these tableaux and for the many MaST volunteers who made them possible.

It was a cool late morning with overcast greying the immediate area: the MaST Center’s brightness contrasting against the environment: against Redondo’s long expanse. After touring the entrance, Randy directed us to the dock and pump area, where Washington waters are cycled into the facility’s aquarium. We met with aquarist and center supervisor Matt Wilson, who amicably shared details on his longstanding work. Along the way, Hannah and I encountered a box of beetles: instruments used to efficiently clean animal flesh and detritus from bones. While the container noted the beetles only feasted on necrotic flesh, we gave them a wide berth; Randy invited us into the aquarium.

continued ...

About the Cover:

Shane Dorian - world-renowned surfer from Kailua-Kona, Hawaii Courtesy Time Concepts

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BITES

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Book review on John Bantini's impressive impression on sharks! Shark Bytes is a great read - a must read for any ocean aficionado. John Bantini, Fernhurst Books
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Shark Bytes by John Bantini
Book Review

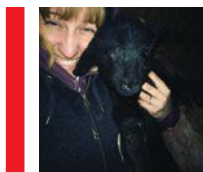
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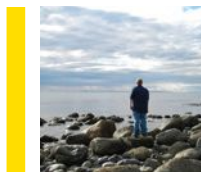
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Regular Contributors



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JOHN TAPLEY

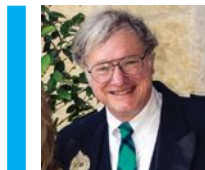


CAITLYN RUSKELL

Caitlyn is Content Writer and Editor for Divers Alert Network in Durham, NC. She is an active PADI and NAUI Instructor, RAID Rebreather Instructor and graduate of the University of Georgia.

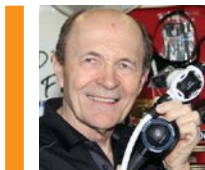


A BEACH IS NOT ONLY A SWEEP OF SAND, BUT SHELLS OF SEA CREATURES, THE SEA GLASS, THE SEAWEED, THE INCONGRUOUS OBJECTS WASHED UP BY THE OCEAN. **HENRY GRUNWALD**



GARY LEHMAN

Gary came to diving later than most, and loves to get away when he can – which is not enough! Some of the most memorable experiences ever for Gary have been underwater with his club buddies, turtles and sharks! When not diving or thinking about it, he writes about it!



ALEC PEIRCE

Alec Peirce is recognized as one of the finest scuba diving presenters of his generation. He holds instructor certifications with seven different scuba training agencies plus many honorary awards from the scuba industry including the prestigious "Platinum Pro 5000 Diver".



ELIZABETH BABCOCK

Elizabeth Babcock, LCSW has been a certified diver since 2000. She is a psychotherapist and community educator who has written extensively on topics of interest to anyone seeking to maximize their health and overall enjoyment of life, though her primary specialty is the treatment of overeating. She recently published "[Why We Overeat and How to Stop.](#)" (available at Amazon.com).



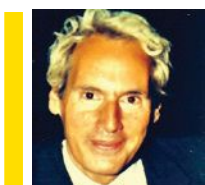
JAMES LAPENTA

I am a recreational and technical SCUBA Instructor whose primary goal is to create divers that are safe, skilled, and competent. I'd rather lose business than certify an unqualified diver. It is my moral and ethical duty to call out unsafe practices, standards, and those who defend or use them.



BONNIE MCKENNA

Destined to a life with adventure, Bonnie McKenna took her open water dive in 1955 with no wetsuit or BCD, a J-valve tank, double hose regulator, and fins that weighed a ton. She explored the world, with camera in hand, as an international flight attendant. Now retired, she spends her time working as a photojournalist and conservationist.



JOHN C FINE

The author Dr. John Christopher Fine is a marine biologist, Master Scuba Instructor and Instructor Trainer. He is an expert in maritime affairs and has authored 26 published books. His large format coffee table book: *TREASURES OF THE SPANISH MAIN* contains information and photographs of Spanish colonial shipwrecks.



GENE PETERSON

An accomplished wreck explorer, historian, speaker, instructor, and business owner, Gene is a man who wears many hats, and who has made significant strides in surfacing the deep history of New Jersey shipwrecks. Gene has over 40 years of experience in these fields, and we look forward to sharing his stories and expertise in future editions.



MICHAEL SALVAREZZA

Michael Salvarezza and Christopher Weaver have been diving the waters of the world since 1978. In that time, they have spent thousands of hours underwater and have accumulated a large and varied library of photographic images. They have presented their work in many multi-media slide presentations, and have appeared previously at Beneath the Sea, the Boston Sea Rovers Underwater Clinic, Ohio ScubaFest and Our World Underwater.

Eco-Photo Explorers (EPE) is a New York based organization and was formed in 1994 to help promote interest in protecting the environment through knowledge and awareness through the use of underwater photography.



CHRISTOPHER WEAVER



MARK NORDER

Mark has worked as a diver and dive supervisor for more than 30 years. He works in locations as diverse as Alaska's Bering Sea, the Missouri River and Gulf of Mexico. Mark currently resides in Southern California.

The violence of war has taken an immeasurable toll on human civilization and has left deep scars on both the people that inhabit this planet and the Earth itself. Conflicts have results in death, destruction and disruption the world over. Many of these wounds remain, in the form of painful memories, eliminated lives and damage to the environment.

In World War II, catastrophic battles took place in Europe, Asia, the Pacific Ocean, the Atlantic Ocean, Africa and beyond. When the hostilities ceased, over 60 million people had died and the world needed to slowly rebuild. But lying beneath the waves of the world's oceans were untold numbers of ships, sunk in battles carrying cargo and people to their watery graves. Many of these remain, bearing silent witness to the horrors of



U.S. COAST GUARD REMOVES OIL FR

MICHAEL SALVAREZZA & CHRISTOPHER P. WEAVER

Red Hake are often found on the deeper shipwrecks like the Coimbra

war and the terrible acts of violence that we inflict on one and other.

On January 15, 1942, the supply ship Coimbra set off from Bayonne, New Jersey and was heading to Halifax, Nova Scotia when it was torpedoed by the German U-Boat U-123. The cargo of 2.7 million gallons of oil ignited in a spectacular explosion, ripping the ship into three pieces.

Only nine men out of forty-five on board survived the explosion and sinking.

Although an assortment of lifeboats and rafts were launched, the men not immediately killed in the blast

An underwater photograph showing a shipwreck covered in numerous orange sea anemones. The scene is dimly lit, with the anemones providing a warm, glowing light. A semi-transparent white banner with a black border is overlaid across the middle of the image, containing the text 'FROM WORLD WAR II WRECK COIMBRA' in bold, black, uppercase letters.

FROM WORLD WAR II WRECK COIMBRA

succumbed to the cold of the icy Atlantic one by one until they were sighted by a US Army patrol plane, which radioed a nearby destroyer that eventually came and rescued the survivors.

This was the second sinking by a U-Boat off the East Coast and it marked the beginning of the American "Battle of the Atlantic". For the German commanders of these submarines, this was considered "the happy time", when ships off the eastern seaboard of the United States were easy targets.

Because of the United States' reluctance to join the fighting in Europe, complacency had taken over. Cities near the water failed to adopt evening "blackout" measures, and the light from these cities effectively shined a spotlight on the vessels plying these waters. The U-Boats had an easy time of it.

The Coimbra settled to the bottom, bringing with her hundreds of thousands of gallons of lubricating oil trapped in its cargo holds. The wreck lies in three sections 64 miles southeast of Jones Inlet and 30 miles south of the Shinnecock Inlet in 190 feet of water. This wreck is for advanced divers only due to its distance and depth but visibility can exceed 80 feet in this section of the ocean. Divers who venture to the wreck can spot Ocean Pout, Red Hake and other deeper water species lurking in the rusting remains of the sunken tanker.

She lies in an area of ocean that often boils with life. Besides divers, the wreck site is a favorite for local fishermen who come here in search of Tuna and other pelagic species. Whales and Dolphin are sometimes seen feasting on bait balls swirling in the water column above the wreck.

But despite this healthy marine environment, a ticking time bomb of an environmental calamity was tucked away in the cargo holds of the wreck. When she sank, the Coimbra took the remaining oil that did not burn in the explosion to the bottom and this oil has been slowly dribbling out of the wreck ever since the sinking. Indeed, divers and fishermen visiting the wreck over the years have often reported a sheen of oil in the area. As the ship deteriorates, many began to fear that the tanker would "give way" and release the oil in an environmental disaster.

The COIMBRA is often visited by
Technical Divers because of its depth



After several years of monitoring the site, and after a recreational diver was reported to have emerged from the wreck covered in oil, the Coast Guard decided something needed to be done.

The Coimbra is one of 87 wrecks that have been identified as a high oil pollution risk according to a 2010 NOAA study. The Remediation of Underwater Legacy Environmental Threats (RULET) project is a joint effort between NOAA and the Coast Guard and over 20,000 known shipwrecks were assessed before the 87 high priority wrecks were identified.

In early 2019, a contract was secured with Resolve Marine Group to first assess and then, if possible, recover the oil.

The initial assessment of the wreck showed that oil was found in eight of the ship's tanks. Commercial divers then found that the oil was slowly leaking from a pinhole opening in one of the tanks and evaporating before reaching the shore. A decision was made to attempt the recovery of the oil.

In May of 2019, a joint operation of the Coast Guard and DEC (Department of Environmental Conservation) began the removal of the oil supported by more than 100 governmental, industry and conservation specialists. A 6000-pound ROV was an essential tool in the recovery, as were divers and other resources.

By July, the operation concluded, and the Coast Guard reported that 450,000 gallons of oil were successfully removed from the wreck. Remaining on the Coimbra is a small amount of leftover oil, which poses minimal risk to the environment according to NOAA officials.

World War II era wrecks, and wrecks from more modern-day conflicts, litter the bottom of the world's oceans. Some have long ago discharged their environmentally dangerous cargos, but many continue to hold on to these fluids, oils and other harmful substances deep in their cargo holds. Efforts like RULET are vitally important to help prevent additional damage from these long-ago military catastrophes.

The Coimbra rests uneasily on the bottom of the Atlantic, slowly deteriorating and occasionally visited

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by technical divers. It is home to a thriving marine environment as an artificial reef. Happily, the oil it once contained has now been removed and the Coimbra no longer poses an environmental threat to the area. At least this one lingering wound from the war that convulsed the world over 75 years ago has finally been healed.



Divers surfacing from a deep dive