



OIL RIG RANT

BY KEN GWIN

Again, there was another article about diving the oilrigs off the Southern California Coast. This one can be found in Alert Diver, the DAN magazine most divers get in the mail (also available online at alertdiver.com). This article, in the May/June issue, "Steel-Toed Fins and a Hard-Hat Hood--Diving the Oil Rig Eureka" by Elizabeth Cook, is a consumer version of some of the experiences to be had while diving on these amazing sites.

I have been on the Eureka, just off the Orange County Coast. It's a great dive. The article got me thinking.

There are supposed to be twenty-seven of these structures currently in existence, many of them standing in water hundreds of feet deep, and all of them covered with life.

Having grown up in Southern California myself, I can remember the general feelings expressed by the populace about these oilrigs. Some of the various inshore platforms were disguised and covered with palm trees. Then there was a big spill off Santa Barbara. The job of public relations has been an

ongoing problem with drilling off California's beautiful coast.

This general misgiving, of course, was ignored by most while pouring high octane through the four-barrel of the old Mustang.

After many years of service, access was quietly made available to a limited number of sport divers wishing to visit these metal giants created by that infamous ecological bogeyman, Big Oil. But, for divers, a dive site is a dive site. My own experiences, after many dives on several of these rigs, have convinced me, and many others, that these same monstrosities have become artificial reef treasures.

The irony: The service lifetime of many of these rigs is ending. The oil companies are contractually obligated to completely remove them down to ground level and return the seafloor to its original condition. In the mean time, Nature has transformed them into complete gardens of underwater life. It's an interesting dilemma figuring out what to do with the oilrigs.

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CANCELED:
JUNE'S GENERAL MEETING
DUE TO AGGRESSIVE VACATION MANAGEMENT





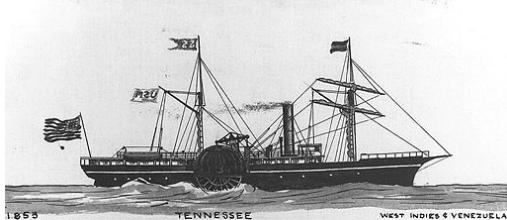
Der Stammtisch

By Pierre Hurter

June's been fairly quiet as far as diving goes, at least so far. Lately though, I've been feeling the winds of change stirring at my back and am fairly confident that I'll have an interesting dive report in time for next month's column. In the mean time, I've been reading up on the latest diver related news. An article concerning Odyssey Marine Explorers, Inc. caught my eye, partially because of some diving plans I have for the near future.

Odyssey Marine Exploration is a publicly traded company founded in 1994 based on the idea that there are billions of dollars of cargos, artifacts and treasures which have been lost to Neptune's gardens over the centuries and that some of it could be recovered using modern technologies. They have been remarkably successful, starting in 2003 with the discovery of the wreck of the *SS Republic*, a Civil War era side paddle steamship that went down in a hurricane in October 25, 1865 while in route from New York to New Orleans.

Photo # NH 63841 SS Tennessee, artwork by Erik Heyl. She was USS Tennessee (later Mobile) in 1862-1865



She began life as the *Tennessee*, later serving as the *CSS Tennessee* after her capture by the Confederate States in New Orleans and then as the *USS Mobile* after her re-capture by Union forces and finally after returning to civilian life, the *SS Republic*. What ultimately brought the wreck to the attention of the Odyssey folks was probably less the name changes and more the 51,000 U.S. gold and silver coins they managed to recover from the wreck discovered lying 1,700 feet beneath the Atlantic.

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Payments for membership and activities should be mailed to:

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Reefer's Rap 2009		
JANUARY	FEBRUARY	MARCH
01 - New Year's Day 07 - Officers Meeting 10 - Cypress Sea - (3 Dives) - Sat - Pierre - 415.810.6851 21 - Meeting - Sinbad's 27 - CenCal Board Meeting	04 - Officers Meeting 18 - Meeting - Sinbad's 19 - 22 - SF Ocean Film Festival	04 - Officers Meeting 14 - Cypress Sea - (3 Dives) - Sat - Pierre - 415.810.6851 18 - Meeting - Sinbad's 25 - CenCal Board Meeting
APRIL	MAY	JUNE
01 - Abalone Opener - Fort Ross - CenCal 01 - Officers Meeting 11 - Cypress Sea - (3 Dives) - Sat - Pierre - 415.810.6851 15 - Meeting - Sinbad's 17 - 18 - San Jose Dive Show 29 - CenCal Board Meeting	06 - Officers Meeting 09 - Cypress Sea - (3 Dives) - Sat - Pierre - 415.810.6851 20 - Meeting - Sinbad's 27 - CenCal Board Meeting 30 - 31 - Scuba Show - Long Beach Convention Center	03 - Officers Meeting 17 - CANCELED TBD - Abalone Closer
JULY	AUGUST	SEPTEMBER
01 - Officers Meeting 11 - Cypress Sea - (3 Dives) - Sat. - Pierre - 415.810.6851 15 - Meeting - Sinbad's	TBD - Abalone Opener 05 - Officers Meeting 09-11 - Channel Islands - Jim Vallario - 415.566.0784 19 - Meeting - Sinbad's	02 - Officers Meeting 11 - 13 - Lake Tahoe Dive??? 19 - Cypress Sea - (3 Dives) - Sat - Pierre - 415.810.6851 16 - Meeting - Sinbad's 30 - CenCal Board Meeting
OCTOBER	NOVEMBER	DECEMBER
07 - Officers Meeting 21 - Meeting - Sinbad's - Officer Nominations !!!	04 - Officers Meeting 14 - Cypress Sea - (3 Dives) - Sat. - Pierre - 415.810.6851 18 - Meeting - Sinbad's - Officer Elections !!! TBD - Abalone Closer	02 - Officers Meeting 02 - CenCal Board Meeting 12 - Cypress Sea - (3 Dives) - Sat - Pierre - 415.810.6851 16 - Meeting - Sinbad's - Christmas Party ???

**CHANNEL ISLANDS TRIP
PEACE DIVE BOAT**

**SUNDAY, MONDAY, TUESDAY
AUGUST 9, 10, 11, 2009**



**ONE OPEN SPOT
&
FINAL PAYMENT IS DUE JULY 1st!!!**

1. Our intent is to do the southern Channel Islands (San Clemente, etc.).
2. **Cost per spot is \$400, (includes fuel surcharge for the southern islands).**
3. **To secure a spot**, send a \$100 deposit (per spot) to our esteemed and beloved Treasurer (Pierre Hurter, 515 Diamond Street, San Francisco, CA 94114). Receipt of check by the Treasurer adds your name to the list.
4. **Boat departs the dock at 10PM on Saturday, August 8th.**
5. Bring all of your dive gear, including one full tank. They can refill tanks with air or 32% Nitrox.
6. **Unlimited Nitrox fills cost \$75.** If you want Nitrox, bring your Nitrox certification card and a separate check for \$75.
7. The bunks have a pillow and a blanket. Anything more (sleeping bag, extra pillow, etc.) is your responsibility.
8. Boat supplies all food, snacks, drinks (non-alcoholic). Wine, beer, etc. may be brought on board, but please remember your 1st drink marks your last dive of the day.
9. For additional information, directions to the boat etc. check out their website, www.peaceboat.com.
10. For any other questions, contact Jim Vallario at 415-566-0784 (res) or 415-819-1159 (cell).

**KAYAKING SANTA CRUZ ISLAND
(Après Channel Islands Trip)
WEDNESDAY, 8-12-09**



For those of you who haven't had enough after three days on the Peace... or with your fellow REEFERS ...and for those of you who just don't want to go back to the "real" world yet... JUST THINK ... taking a ferry from Ventura Harbor to Santa Cruz island, offloading your (rental) kayak and spending the day paddling the island, going into caves and paddle-throughs (topside version of swim-throughs) and just generally seeing the island marine life up-close and personal? If this might appeal to you, then listen up! Here's what you have to do:

1.) Reserve a spot on the Island Packers ferry for you **and** your kayak. This should be done as soon as possible, because the ferry fills to capacity weeks, if not months, in advance and there are limited spots for kayaks. The adult fare is \$48 roundtrip, plus \$14 for your kayak. If you're fortunate enough to be 55 or older, the fare is \$44. Call them at 805-642-1393. www.islandpackers.com.

2.) Contact Channel Islands Kayak Center at 805-644-9699 to reserve your kayak for the trip. They are located very close to where the Peace docks at Ventura Harbor and directly next door to Island Packers. The rental rate is \$35 per day. Includes back rest, paddle, life jacket and helmet (for those cave penetrations). www.cikayak.com

Most people rent a room after disembarking from the Peace (it's so much more comfortable than sleeping in your car). Plan on bringing a cooler with your lunch and some drinks. The boat dock area on Santa Cruz has a beach, some picnic tables, restroom facilities and a camping area.

Channel Islands Kayak Center opens at 8am and you should be there when it opens. After confirming your reservation at the Kayak Center, then go next door to Island Packers and confirm your reservation with them.

The ferry departs at 9:00am and takes about an hour to get to Santa Cruz. We can return on the 4:00 or 5:00pm ferry.

Any questions or comments, please contact Jim Vallario at 415-566-0784 (res), or 415-819-1159 (cell).

Oil Rig Rant from page 1

Two years ago, NCUPS hosted a presentation by a longtime diver and photographer from Southern California advocating the preservation of these rigs. It was his claim that it was worth more to the ecosystem to save the life that is now abundantly growing on these structures than drag them onto land, dismantle them, and destroy everything in the process. He claimed that further damage to land-based communities would result from this ramped up industrial activity that would continue grinding away over a good number of years. "Blowing them up" underwater and leveling them with the seafloor would also damage the life on and surrounding the rigs. Chopping them off and felling them like trees would create similar destruction. A "reef" laying on its side would no longer provide the same habitat or ecosystem as the one that existed when the rig was standing vertically, or as years before, when the ocean floor was completely untouched.

He claimed that the oil companies did not pay for his advocacy, though he admitted to some unclear connection. Obviously, Big Oil would prefer the easy fix of leaving these rigs in place and would support the preservation of these platforms as the "most cost effective solution." Following the money, if there is any, usually turns up something. Perhaps, in this case, there just might be positions where some of the kelp huggers and the captains of industry can actually agree.

Ships to Reefs, and others, are working to gain funding and political inroads with the purpose of sinking decommissioned ships and turning them into similar but new artificial reefs. They claim these artificial reefs will be for

the good of California; a benefit to the ecology, our economy, and would create a Mecca for sport divers. They point to Wreck Alley, Florida, and New Jersey as examples of this "revolution" in diving. They are investing in an uphill battle requiring deals, political positioning, massive amounts of effort, money, and time to "pull this off."

They are trying to create new artificial reefs for divers.

While they are advocating for the value of artificial reefs and working to create more of them, a network of already existing reefs containing many times the biomass of a dozen Yukons and all of Wreck Alley is being threatened with removal and destruction.

An ecosystem is an ecosystem. You cannot sensibly promote one while ignoring another.

There are advocacy groups set up to save the oilrigs, or at least major portions of them under certain plans. The California Artificial Reef Enhancement Program (calreefs.org) can easily be found. Here there are some threads of overlap by the "ships" people and the interests of Big Oil to address this "rigs" issue and the massive artificial reef system that "just happened" off our coast during the last 50 years.

But, remember, the oilrigs were never intended to be artificial reefs. It wasn't part of the plan. It just "naturally" turned out that way.

There is some scientific agreement on the benefits of artificial reefs. The oilrigs have been under study by marine biologists for years. These studies include the observation of invertebrates, reef inhabitants,

rockfish, and pelagics over time. Some of these studies could support a number of claims put forth by those wanting to create new artificial reefs, even here in California.

Determining what course should be implemented that promises the best possible future for life in the oceans off California should be the issue. This could mean preserving the oilrigs in some form, even if their purpose was not for public housing to a vast and wonderful population of seafloor squatters.

There are several proposals. Again, some say they should be completely removed as agreed. This could also mean leaving a number of rigs intact and using them as schools and marine labs, or cutting off the upper portions, eliminating them as navigational hazards.

The oil companies get mixed reviews in California. Many believe that these companies should follow their agreements to the letter and, as much as possible, restore the seafloor to its original, "pristine" condition (before they ruined everything). They are willing to sacrifice the healthy and abundant ecosystem now calling the rigs their home on the basis of this principal.

Some believe that if the oil companies are not made to remove these, as agreed, then others in the future will find loopholes to build more, or worse, an extensive offshore industry claiming it would ultimately be "good for the environment." There are others that believe that the more the rigs are left intact, the more existing life will survive.

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In a strange sense, these reefs make an interesting argument for the MLPA concept. These rigs existed for many years with very restricted access. Very few divers visited them and fishing and other activities were off limits.

Look at them now.

Ecology is complicated.

The article in Alert Diver hinted at many of these issues. But, first hand experience is the best teacher. Dive an oilrig.

There is limited access, but finding a charter with permission to dive one is possible. The dives are challenging and vulnerable to offshore conditions. Beside the amazing structures themselves, there are all the encrusting life forms and resident and visiting fish.

These are in very deep water, so for sport divers, there really is no bottom.

All your equipment needs to be in perfect working order. You need to follow to the letter the dive briefing and all directions given by your dive boat captain and crew.

These are amazing and beautiful sites. Take the time to visit them yourself. Make up your own mind and encourage California to make a realistic ecological decision regarding these accidental reefs. They already exist as habitat for vast colonies of life. Supporting their preservation does not necessarily mean you support building more.

You probably didn't know that healthy populations of rock scallops still exist in California at

recreational diving depths. When's the last time you saw "wild" scallops by the dozens?

Save the oilrigs. Save the scallops. And, of course, save everything else already living there.

You'll really miss these Frankenstein Monsters if they're gone.



PIRATES

By Ken Gwin

This whole thing with the Somali pirates is out of control.

Just who do they think they are?

There is such a rich tradition of renegade daring do, righteous skullduggery, cranky parrots, pillaging, and forceful appropriations whose entire meaning is lost to these upstarts with their weenie little boats and knock off Kalashnikovs. They're ruining it for everybody with their reality show nonsense and constant need for attention.

I know we've been inundated for years with Hollywood images of surly, one-eyed, one-legged, snarling and cursing curs, or that latest dandy, that Johnny Depp with make-up channeling Keith Richards, or a parade of any number of boosomy wenches with perspiration soaked cleavages, sweaty men in leaky lifeboats their backs bent to

creaking oars, a world of white sands, black powder, dancing skeletons, splintered masts and cannon ball riddled sails. It's a wonderful amoral fantasy that's now been ruined by all these machine gun toting freelancers thinking only of themselves.

These aren't privateers operating under Letters of Marque and Reprisal, nor outlaw sailors with proper ships, flags, cannons, and a time honored code; no revenge, retribution, or setting things to right--just a band of sun drenched hooligans raising havoc with the local boat traffic.

And style! The Fashion Police alone should hunt them down, put them in chains, and let them rot for their crimes against dress codes, convention and their disregard and lack of appreciation for a well cut pair of pants.

Where's the honor in all of this?

But, at last, not just the military, but the civilians are shooting back at them—small arms, water cannons. Hopefully, this will set them straight. We can't abide with these sea-going highwaymen.

Avast! Desist!

Or it's time to bury them neck deep in the sand.

Arrrrr!

Stammtisch from page 2

On February 2, of this year, Odyssey discovered the shipwreck of *HMS Victory* lost in 1744. The *Victory* was the predecessor to Nelson's flagship; she sank during a storm all hands. Admirals Sir John Norris and Sir John Balchin, called her their flagship. She may have gone to

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the bottom with a substantial amount of gold and silver aboard.

In-between the two discoveries, back in 2007, the company discovered a shipwreck they named the “Black Swan”, a wreck that so far has yielded the largest cache of coins ever recovered and that’s where it starts to get interesting. The problem is what ship is it, where did it sink and who owned her when she went down and who owns the wreck now. On June 4th of this year a court in Tampa, Florida where Odyssey has its headquarters, ruled that the wreck and its treasure belong to Spain. Well, sort of, more of a recommendation in which the Judge opined that the Court lacked jurisdiction in the case.



So how can that be you’re probably wondering? Well one of the more interesting and often vexing notions out there is the one concerning international law and more particularly maritime law. A friend of mine, a Lawyer with some experience in the field, once commented that it’s an area that most countries like to pick and choose from depending on the particular circumstance of the issue they’re facing. This case would certainly seem to back that notion up. To keep everyone guessing and the lawyers and judges current on their own boat payments, the wreck comes under an often conflicting set of rules.

There’s the UN Laws of the Sea Convention, specifically Articles 95 and 96. Then, there is the Law of Salvage, which stipulates that if the property is owned; those finding it are entitled to compensation for their salvage efforts. The Law of Finds has the salvor entitled to all reclaimed property if it is proved to be abandoned. All this presupposes that the wreck is in International waters; in the case of Gibraltar, an ongoing issue between Spain and England.

Odyssey is currently looking for the *HMS Sussex* which went down in a storm on February 19th, 1694 while carrying a cargo of gold and silver from William II to Duke Victor Amadeus II. I’ll spare you the details of this intrigue, other than to mention that the treasure was meant as a “gift” to win Savoy as an ally against the French King Ludwig XIV. Lobbying for political clout with wads of cash is not a particularly new idea. Unfortunately the *Sussex* along with 558 crewmen (two survived) took what may be the largest treasure in recorded history to the bottom.

Odyssey and the British government have struck a deal to look for and share the spoils of the *Sussex*. It was while attempting to leave Gibraltar on July 12, 2007 that the Spanish Civil Guard boarded the Odyssey vessel *Ocean Alert* and searched vessel and crew. On October 16, 2007, Spanish officials again seized an Odyssey vessel, this time the *Odyssey Explorer* as it sailed out of port from Gibraltar. The Captain of the claimed to have been in International Waters, but was forced to dock at Algeciras under what he characterized as “threat of deadly force”.

Here’s; the rub, there are possibly at least three ship wrecks at play, *The Merchant Royal*, a British ship which sank on September 23, 1641, *the Nuestra Señora de las Mercedes*, a Spanish ship that was sunk by the British Navy in 1804 and the above mentioned *HMS Sussex*. Odyssey has not revealed exactly where the wreck of the “Black Swan” is located, or what ship she may be. We know only that it was full of treasure and everyone wants some of it and that is the common thread linking all of these wrecks together, treasure, lots of it. Nothing like the presence of a little money, in this case possibly tons of it to muddy the waters.

So that in a round about way brings me to our current plans to dive in Truk, or Chuuk if you prefer. Truk Lagoon is a sheltered body of water some fifty miles long by thirty miles wide. The area consists of 11 major islands located about seven degrees north of the equator and is part of the Federated States of Micronesia. If you look at a map it’s to the north of New Guinea and east of the Philippines. Unfortunately, unlike the Philippines there are no direct flights from SFO.

For divers the main appeal of Truk is diving the wrecks and if you’re a WWII buff as well as a diver, well you are in hog heaven. During World War II, Truk Lagoon served as the forward anchorage for the Japanese Imperial Fleet. It was one of the most formidable Japanese strongholds in the Pacific. The Japanese had built roads, trenches, bunkers and deep caves. There were five airstrips, seaplane bases, a torpedo boat station, submarine repair shops, a

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communications center and a radar station.

Protecting these various facilities were coastal defense guns and mortar emplacements. Anchored within the lagoon were the pride of the Imperial Navy, battleships, aircraft carriers, heavy cruisers, destroyers, submarines plus the tankers, cargo ships, tugboats, mine sweepers, and other craft needed to make it all work. It has been described as the Japanese Pearl Harbor.



In the early morning hours of February 17, 1944 American forces launched a three day attack, Operation Hailstone, aimed at knocking out the installation and sidelining the garrison there. The Japanese military had managed to remove most of their heavy units out before the attack, but in the course of the three days 60 ships and 275 airplanes were sent to the bottom of the lagoon.

And that brings me back to the “Black Swan” or the *HMS Sussex* or the *Nuestra Señora de las Mercedes* or the *Merchant Royal* or whatever wreck it may be. When you dive these wrecks whether sunk as a result of an act of war or storms on the high seas, you are on or in someone’s graveyard. Some long ago father, son, brother, perhaps a long lost



Aikoku Maru... 740 men ...

lover or fiancé or husband has the wreck as their final resting place.

Here’s what the U.S. has to say about the subject; H.R. 4200 the Ronald Reagan National Defense Authorization Act for Fiscal Year 2005, it covers a lot of territory including the posthumous promotion of Billy Mitchell, Sec. 564, to the grade of Major General in the Army, but that’s another column. The Navy’s custody of its wrecks is based on the property clause of the U.S. Constitution.

If you keep reading H.R. 4200 you get to Section 1401, Preservation of Title to Sunken Military Craft and Associated Contents. More specifically; *Right, title, and interest of the United States in and to any United States sunken military craft shall not be extinguished except by an express divestiture of title by the United States; and shall not be extinguished by the passage of time, regardless of when the sunken military craft sank.*

It goes on to discuss the applicability of the Law of Finds, *Does not apply to any United States sunken military craft, wherever located; or any foreign sunken military craft located in United States waters. As to the Law of Salvage, No salvage rights or awards shall be granted with respect to any United States sunken military craft without the express permission of the United States; or any foreign sunken military craft located in United States waters without the express permission of the relevant foreign state.*

So maybe the Spanish are on to something, if they can prove that the “Black Swan” is in fact the *Nuestra Señora de las Mercedes*,

it’s not that big a stretch to claim that she was a military vessel in the service of the Spanish crown and that following U.S. precedence subject to Spanish dominion. Odyssey maintains that if the “Black Swan” is the *Mercedes*, she was a private commercial ship and most of the coins being transported belonged to private individuals and not the government of Spain. Don’t worry, I’m sure the legal saga is far from over, I like the section concerning the Law of Capture of Prize, *Nothing in this title is intended to alter the international law of capture or prize with respect to sunken military craft.*

I plan on enjoying the wrecks, with respect for those who fell for their country and keeping in mind the price that was paid for these islands by so many on all sides of the conflict. More on diving wrecks in Truk, sunbathing in Palau and spending several days and close to 20 hours on a plane, in Coach, no less, next month, in the meantime heed the words of William Beebe from his *Beneath Tropic Seas*, 1928.

All I ask of each reader is this, - Don’t die without having borrowed, stolen, purchased or made a helmet of sorts, to glimpse for yourself this new world. Books, aquaria and glass-bottomed boats are, to such an experience, only what a timetable is to an actual tour, or what a dried, dusty bit of coral in the what-not of the best parlor is to this unsuspected realm of gorgeous life and color existing with us today on the self-same planet Earth.

WEEKEND IN GUALALA

By Jim Vallario

Three Reef Diver couples, plus a Seattle couple (by way of Great

Britain) spent a very enjoyable weekend at a rental home just north of the town of Gualala.

Wasn't supposed to be Gualala. Was supposed to be Sea Ranch, but due to unforeseen circumstances that the coordinator didn't want to talk about, we stayed in Gualala. Galarneaus, Vallarios, Chees, plus Chris and Karen, settled in to a very spacious, wonderfully furnished home right on the bluff, with a zillion dollar view of the (flat calm) ocean. So far, so good. Unfortunately, there was no access to the ocean. Just a bluff with a shear drop. Also found out that the locals are very touchy about private property incursions.

Not a good idea.

Fortunately, Jim remembered from years back that Serenisea Cabins had an access path to a cove and they were very amenable about letting us use it.

Again, so far, so good.

The inner part of the cove was choked with kelp and everything seemed to indicate a quick in and out.

What is that old saying? "Man plans and God laughs."

Yes, the water was calm, but the vis was a max of three feet and dark. Lots of kelp on the surface, and more on the bottom. Spooky. And the worse thing was that the abs were few and far between. Almost as if someone had come along and vacuumed up most of the *haliotis rufescens* in sight.

We managed to snag enough for dinner, plus take some home, but it wasn't easy or quick. Terrific food, great wine, an impromptu dance party...life is good.

Things we learned while staying in Gualala (as opposed to staying at Sea Ranch):

- 1.) Beach access not good in Gualala. Beach access great at Sea Ranch.
- 2.) Hiking trails not good directly from the house in Gualala, but nice trails a short distance away at the Gualala Park. Gualala Park trail actually connects to the Sea Ranch public access trail, which we didn't even know existed.
- 3.) Biking in Gualala totally unacceptable. Highway One is it, and it's dangerous. Sea Ranch has a bike path that goes the entire length of the property.
- 4.) Housing accommodations for the money much better in Gualala. If the home in Gualala had been moved to Sea Ranch on the bluff, it would have been three times the price.

So, there you have it. As in life, there are tradeoffs to staying in Gualala. Enjoyed the weekend but, all things considered, still think Sea Ranch is the answer.



FLOTSAM & JETSAM -- AFTER 13 YEARS THE VANDENBERG IS FINALLY SUNK



The saga of the reefing of the *USAF Hoyt S. Vandenberg* has finally reached an end as she is finally lying on the bottom of the ocean in about 160 feet of water six miles south of Key West. It's been a 13-year odyssey to create the newest artificial reef in the Florida Keys National Marine Sanctuary.

Here's a you tube link of the actually sinking
<http://www.youtube.com/watch?v=LwDdUpxqTzk>

The Vandenberg started its career as a U.S. Army troop transport named the General Harry Taylor. It became the Gen. Hoyt S. Vandenberg in 1963 and tracked Mercury, Gemini and Apollo space launches off Cape Canaveral. It got its most public exposure when cast as a Russian science ship in "Virus," a 1999 motion picture starring Jamie Lee Curtis and Donald Sutherland.



We encourage you to also support the other organizations listed below when you pay your annual dues. (*Please indicate your membership options with the checkboxes below.*)

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|--------------------------|---|-----------|
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| <input type="checkbox"/> | Central California Council of Diving Clubs (CenCal) | 15 |
| <input type="checkbox"/> | Sonoma County Abalone Network (SCAN) | <u>10</u> |

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SINCE JANUARY 1ST 1973

ABOUT SAN FRANCISCO REEF DIVERS (SFRD):

The *Reef Diver Times* is the official newsletter of the San Francisco Reef Divers, a not for profit community organization dedicated to safe sport diving and the preservation of our ocean resources. Membership is \$25 annually, dues payable to “SFRD”. The General Meeting is held the 3rd Wednesday of the month at Sinbad’s, located at Pier 2, Embarcadero Street, SF, CA 94111. Meet at 7:00pm for socializing, drinks and food and 7:30 pm for club business and entertainment. For more information, visit <http://www.sfreeedivers.org/>.

SAN FRANCISCO REEF DIVERS
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