



## Wreck Diving

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There is no question about it, wreck diving is cool. Descending, you graze downward, trying to catch a glimpse of it. At first, nothing. Then a hazy outline appears, and for a moment, your're confused as your eyes try to sort it out. Then the wreck dissolves into clear view as your arrive upon it.

I consider any thing that you find underwater that is man-made a wreck of sorts. I have found old engine blocks, abandon buoys, small boats, concrete slaps from bridges, submarines and airplanes, these things are all wrecks.

Wrecks offer diversity, attractions and opportunities not found on natural reefs. The basic reasons to dive a wreck can be just curiosity and adventure. While diving a wreck you can't help wonder how did this wreck sink,

Where did it come from, and why did it sink. The train wheels off Point Loma still have most wondering how did trains wheels get there?

This brings us to the next reason. History. Wrecks are manmade things that had a purpose and a past. The history of a wreck is always interesting.

When you find a wreck, sometimes you might not realize it is a wreck because of the marine growth. Wrecks become artificial reefs. They sometimes become so encrusted, that it would require a metal detector to know that you are looking at a pile of pieces of eight from a long lost pirate ship.

And, because wrecks attract marine growth, they are great places to take underwater pictures.

Wrecks are wonderful places to explore, but you need to know the potential hazards.

Sharp objects. Rusted metal, splintering wood, broken glass, and many other objects can be razor sharp. Good buoyancy control is essential so as not to get cut and worse yet, entangled.

Entanglement. Wrecks may have ropes, fishing lines, and other things that can entangle a diver. For this reason it is important to know that wreck divers do not like clips that press in. A diver can pass over something and that kind of clip will grasp it easily.

Unstable structure. Wreck age and deteriorate. Walls and supports give way and objects can fall on your head.

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### Last Month's Speakers For July 1st meeting.



Visit [www.ediving.us](http://www.ediving.us) to virtually dive a wreck.

Rod Roddenberry dive team will take you diving "boldly where no one has gone before."



### Surge pockets and suction.

Surge and water movement through a wreck can cause periodic suction or fast currents through restricted areas and hatches. This has happened at the Yukon where surge can suck in a diver swimming over the open cutouts.

It takes special training and equipment to penetrate a wreck. When you penetrate, you may lose your sense of direction. You will not have direct access to the surface and you could get stuck in tight spaces. Also, silt is a real hazard. Once you kick up the inside, your visibility will go to zero. This is called a silt-out. Divers, keeping a level head, can make it out using either their familiarity of the inside or using a line like cave divers do.

Shipwrecks have been subject to national and international laws. Originally, these laws determined who owned any valuables recovered from a wreck and there are laws to protect those wrecks that are submerged as cultural resources and sometimes, memorials for those that may have perished.

It's important that you be aware of and heed all local laws pertaining to shipwrecks.

For those wrecks that are historically important, you may need a permit before you can dive. On some wrecks, it is not legal to touch or take anything from the wreck.

California Wreck divers will disagree with this next suggestion about artifact recovery. One reason **not** to take anything from a popular wreck is because once a wreck is stripped of interesting things to see, some divers won't even bother to dive it any more. Also, archaeologists need to see the artifacts in relation to each other. To an archaeologist, **WHERE** you find something is more important historically than the object itself. But, it is also true, that some wrecks do not have any historical value. You just need to do your research to find out.



Wrecks become artificial reefs. Photography is a strong motivation to dive a wreck. This is what the Yukon looks like now. Image by Herb Gruenhagen.



Here is an image of the ladder that once could be seen on the El Ray. What potential hazards to you see here?

Image by Herb Gruenhagen.



This is a "real" wreck with an interesting history dating back to WWII. Sharp edges present some potential hazards to visiting divers. Good buoyancy is key here. Image by Herb Gruenhagen.

# Monthly Dive Boat Rules

## from the Bottom Bunch Officers

Last month on the Marissa club dive, we had one no show, no pay who had signed up. As a result we had less than a full boat.

The board discussed how to handle this in the future as we really had not put a policy in place regarding this.

We will not charge the diver who skips. This just ends up creating hard feelings for what may have been a valid reason for not showing, but we also cannot afford to have the club pay for an additional empty seat.



Marissa Dive Charters pulling out from the private dock and moving to the public dock.

What was decided, is as follows.

- 1. If you have not paid up by the meeting of the month of the scheduled dive, your seat is up for grabs.** It will be offered first to the standby divers, if none of them are at the meeting. First person with cash in hand gets the spot.
- 2. The NO SHOW will be required to pay at sign in the future.** Their credit terms have expired. Any Individual that signs and does not pay is still welcome on the boat dives. The name of the diver will not be broad-cast except to the members of the board that need to know.
- 3. If you have paid, and cannot Make the trip, but you notify Steve Preddy in time for him to find a paying replacement, you can hold the credit over for a later dive.** If we cannot find a replacement, or you fail to notify Steve P, we are sorry, but no refund.

I want to ensure that all of you are aware of how we are making these dives at these prices. The club is paying the difference between a full fare and the 40 bucks we are charging. This works out to about 24 bucks a head. So please, keep this in mind as you review the rules above.



Bottom Bunch members on the Marissa for fun dives here locally.

## Scheduled Boat (Marissa) Trips

When: **Saturday, August 8th, 2009, 8AM**

Where: **Local Kelp Forest**

When: **Saturday, September 12th, 2009, 8AM**

Where: **Los Coronado Islands, Mexico**

When: **Saturday, October 10th, 2009, 8AM**

Where: **Local Kelp Forest**

**All about Bat Ray—*Myliobatis californica***  
**Information from Milton Love's "Probably More Than You Want to Know.."**



The bat ray genus means "grinder ray" in Greek. Bat rays have flat bodies, blunt, elevated heads and thick snouts. They can vary in color from black, brown or blackish brown on top and white below. The stinging spine is located at the base of the long, thick tail. There can be more than one spine, sometimes two or three.

Bat rays can be found at far north as northern California and as far south as Gulf of California. They like lying on sandy or muddy bottoms. They travel singly or in very large groups. They travel inshore to spawn and breed in the summer and go more offshore in the fall and winter but not deeper than 200ft.

They are measured by their width (fin tip to fin tip), not by their length. The big ones are 6ft from fin-tip to fin-tip. The longest lived bat ray was 24 years.

Females grow larger. Faster, and live longer. Males may not live as long as 6 years.

If you see a 2ft bat ray, those are probably 2-4 years old. A 4-footer is about 12 years old.

Bat rays living on mudflats or sandy bottoms eat lots of clams, crabs, shrimps and fishes. Bat rays living in kelp beds may eat snails, abalones and worms.

Bat rays are a common catch of shore, pier and vessel anglers.

Keep in mind these are big and powerful animals. Fortunately, unlike the sting ray, they will usually get out of your way.

Most will not let you approach them within 3 feet. I was able to approach the one pictured below. But, this situation was very unusual. The big holes in the sand and on the side of the canyon walls are bat ray feeding areas. They can munch up the sand and mud to find the snails and worms and crabs and shrimps.



The native Californians caught and ate bat rays.

Any oyster farmer knows that they have to fence in the clams or bat rays will eat them.

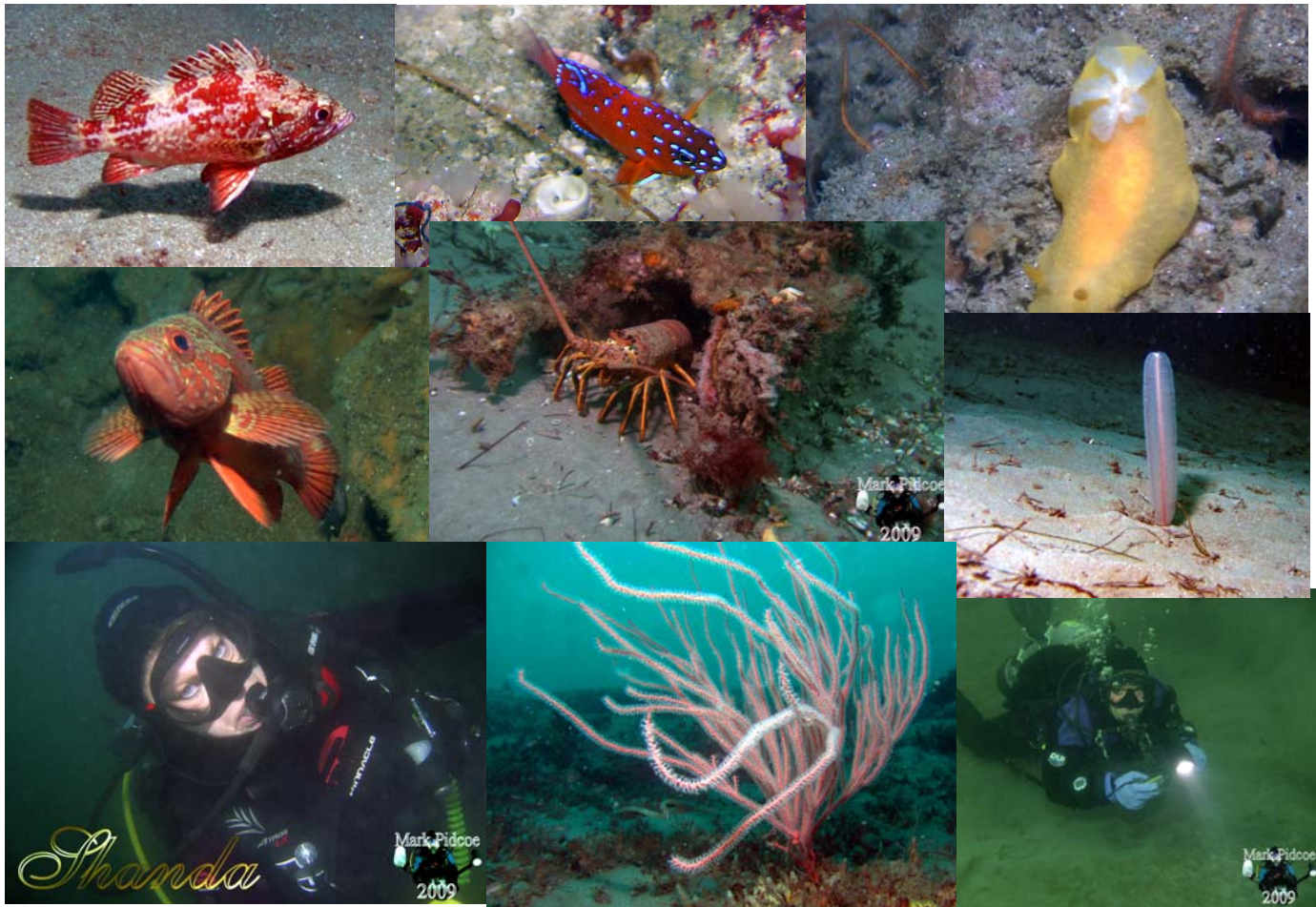
They are a really cool critter to see at La Jolla shores in the summer time.



**Bat ray resting in the sand at La Jolla Shores.**

**Image by Herb Gruenhagen@2009**

## Mark Pidcoe U/W Photography Album



### Mark Pidcoe Rules of Diving



1. No alcohol before or between dives. Drinking and Diving do not mix.
2. Safety stops for dives past 30' are mandatory.
3. I am a photographer, and that is why I dive! Understand that I will not be ignoring you, rather I focus on my photography first. I will show the subject to you after I get my photo.
4. Because of 2 above, any one of you may end up being the subject of my pictures, and they may end up in the newsletter. This can be negotiated at any time before or after the dive.

5. I prefer to spend my air at the target location, not on getting there. As a result, surface swims of 1/4 mile or more are common for me. I am not in a hurry to get to the destination, or back to the beach.

6. Surface intervals are determined by max depth, not tank change time.

For every foot we descend, I will spend 1 min on the beach! This means for a 90' dive, I will not gear back up for the 2nd dive till I have been gear off in the parking lot for 90 minutes.

7. 1st diver to reach one-half tank pressure determines dive duration. This is the turn around point, when we will head back towards the beach. Do not worry about cutting the dive short because you go thru air at a different rate. I have never dropped a dive buddy from my list due to high air consumption. I have removed them for repeatedly misreporting remaining air pressure.

*All divers are welcome, dry, wet, photographer, collector, high or low air consumption, experienced or beginner.*



E-mail your newsletter submissions to:  
hgruenha@nethere.com

Safety first then Fun!

### Committee Members:

Black Beards: Jessica Busk  
Sales/Audio: Al Barnes  
Newsletter: Herb Gruenhagen

The Bottom Bunch dive club started out as a Chula Vista Club more than 20 years ago. The Club motto is safety first then fun. The club loves

to dive and loves to be safe too. Weekly dives are planned as well as monthly local boat trips, beach picnics, yearly Holiday party and many other activities. Please come and join the Bottom Bunch Dive Club. We meet the 1st Wednesday of each month at the Casa Machado on the Montgomery Airfield in Kearny Mesa. Bottom Bunch Dive Club yearly dues are only \$24 per person.



### 2009 Officers:

**President: Greg Morris**  
**Vice Pres: Tracy Mues**  
**Treasurer: Karin Filijan**  
**Secretary: Jessica Busk**  
**Dive Coord: Mark Pidcoe**

**Casa Machado**  
MEXICAN BAR & GRILL  
3750 John J. Montgomery Dr.  
San Diego, CA 92123  
Tel: (858) 292.47.16 fax: (858) 292.70.60

## Bottom Bunch Membership

Dues are payable at the time of application. Make checks payable to THE BOTTOM BUNCH DIVE CLUB. Checks can be mailed to: 1050 E. Ohio Avenue, Escondido, CA 92025-4615.

### INDIVIDUAL

First time initiation fee is \$10.00 with a \$24.00 membership fee. Dues are due each year in the month of June for the following year for \$24.

### FAMILY

Initiation fees are \$10 for the first member and \$5 for each additional family member living in the same household. Annual dues are \$24 for the first member and \$12 for each additional family member. Dues will be due each year in the month June.

### GENERAL MEMBERSHIP

If a member joins during the year the dues are pro-rated for the year so that their annual membership dues will be due in the month of June.

Please bring both the membership and liability form all filled out to the June meeting. **Please RENEW and enjoy diving another year with all your Bottom Bunch friends.**