

## Kwajalein Scuba Club, October 2010

### --The First Stage--

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Due to ongoing technical issues last month, there was no photo contest at last month's meeting. So, we will simply have three photo contests at the coming meeting- no, we are NOT skipping any months! So remember to get those photos sent in...it's worth points!

Since we couldn't have the photo contest last month, which means there is no winning photo for this month's newsletter, your club secretary has again taken the liberty of selecting a photo for this month's issue. This one was taken near Emon Beach on October 4<sup>th</sup>, 2010.



*'3-banded' anemone fish*

#### *October monthly meeting-*

Wednesday the 13<sup>th</sup>, 7pm, at the Pacific Club. Remember to wear any dive shirt for extra points!

#### *October Photo Contest-*

Anything orange!

#### *From the Dive Locker-*

Great news! The long awaited "*I Dive Here*" and "*Kwajalein Wreck Diver*" shirts will be on sale at the October 13th club meeting to be held at the Pacific Club.

#### *KSC Christmas Party-*

The KSC Christmas Party will be held on Sunday, December 12<sup>th</sup> at the Pacific Club. This is a potluck event, so bring a favorite dish to share, or a side. Jeff and Cheresse Griswold are chairing this event, and could use help with getting it organized. If you would like to help out, please contact one of them.

#### *Did you know?*

**facebook**

*KSC is on Facebook. Do a search and sign up now!*

*From Dr. Lisa Shier- "What to do when things go wrong"*

The open water diver, rescue diver, and divemaster courses give us some guidelines for how to handle emergencies. Let's review general emergency procedures and special local information.

In any emergency, it is vital to activate emergency services as soon as possible. Only actions to immediately preserve human life should take priority over calling in an emergency. If there is a serious problem or if there is a good chance of a serious problem happening soon, call in to start professional rescue response. On land, call 911 on the nearest phone. On the water, call the small boat marina on Channel 68 (Channel 12 on Roi) or Harbor Control on Channel 12. Harbor Control is manned 24 hours a day, 7 days a week. Calls to report immediate threat to human life or the sinking of a vessel should use the word "Mayday". Report your vessel name, location, and nature of the problem. If your situation is not immediate or serious, still inform the marina; they may keep closer track of you in case you do need assistance. Remember that it is better to ask for help you might not need than to let a situation get totally out of hand before attempting to summon help. Emergency responders would much rather return unneeded than deal with serious injuries or loss of life.

If you can resolve the problem yourself before additional help arrives, call in to deactivate emergency services.

Remember that a prime consideration in any emergency response is to not make the situation worse. Rescuers should use due care to not become victims themselves. Rescue of persons in the water from a boat is always preferable to jumping in after them. Always use floatation in a water rescue. Lifejackets tied to anchor lines can be thrown to persons in the water and used to bring them to the boat.

In an accident where divers are stranded without a boat or without a functioning boat, it is important for the entire group to stay together. A single search operation for a group is easier to conduct than multiple search operations for individuals. Stay with a boat, even if it is upside down, if at all possible. A boat is much easier to spot than divers, even with safety sausages.

PADI and KSC strongly recommend a safety sausage and whistle for all divers. Night divers should also have a backup flashlight and a light stick.

*Coming Events-*

**October 13-** Kwajalein Scuba Club meeting Pacific Club 7pm

**TBA-** Kwajalein Scuba Club Underwater Pumpkin Carving Contest

**November 10-** Kwajalein Scuba Club meeting, Pacific Club at 7pm

**November 29-** Island-wide Yard Sale at the Pacific Club 9am - 2pm (ANYTHING you wish to sell) Tables are \$5 each, reserve now to get a spot!

**December 8-** Kwajalein Scuba Club meeting, Pacific Club at 7pm

**December 12-** Kwajalein Scuba Club Christmas Party

**December 13-** Island-wide Yard Sale at the Pacific Club 9am -2pm (ANYTHING you wish to sell) Tables are \$5 each, reserve now to get a spot!

### *Reminder on the importance of proper scope-*

A good rule of thumb is to maintain a minimum scope of 5 to 1 when anchoring under normal weather conditions. You must take several factors into consideration when anchoring, such as the heaving, rolling, and pitching of the boat. In choppy or rough water, a higher ratio would be needed such as 8 to 1. You will also have to let out additional scope when anchoring in sand to get the necessary holding power. **When in doubt, let it out!**

### *Truk Lagoon tragedy- (continued from September)*

*(As we mentioned in the August newsletter, we are re-printing a story that was originally published in the KSC newsletter back in 1974. Although the story took place 36 years ago, it is still a good but sobering reminder on the importance of safety while diving, and especially the dangers inherent in penetrating wrecks. The story is retold here almost in original form, except for some minor editorial corrections and omission of facts not relevant to the overall story. In last month's newsletter we published Part 1 of the story. And now, here is the conclusion...)*

On the surface, preparations were being made for the remaining two dives. Four sets of gear were ready, and two divers were completely prepared to dive. Bill spotted Tom in the water just forward of the boat, and Tom's cry for help was clearly heard by all on board. Tom was towed back to the boat by Bill McNally. Upon hearing that Bob was still at depth, Ted immediately began a SCUBA descent down the cable to the submarine. He was followed by his wife Phyllis who entered the water just seconds later.

Ted proceeded directly into the wreck via the engine room hatchway. With an assist from his wife he managed to slip through the opening, and began searching the interior of the engine room. Immediately aft of the hatchway leading to the torpedo room, he saw the glow of a flashlight in an extremely crowded murky area. In attempting to reach for the light he found himself holding Bob Riley's arm. Bob appeared to be in a horizontal position, face down and facing forward. It was as if he had been trying to swim through the flooring structure to the open hatch ahead and above him.

Ted managed to move some heavy metal objects, and tried to pull Bob through the expanded opening, but with no success. At about the time that Ted's air supply was

nearing its reserve level, Bill McNally entered the submarine. After towing Tom back to the boat, Bill had donned his own gear, grabbed Ann Riley's gear and descended to the submarine. He left the spare air supply on the submarine's outer hull and entered via the hatch, at which time he was seen by Ted. Indicating Bob's location to Bill, Ted exited the submarine to find Phyllis waiting outside the opening. Upon seeing the spare air supply, Ted decided to wait a bit before ascending to the surface.

Inside the submarine, Bill found Bob in a semi-upright position in which it was possible to reach around him and release his waist strap. Apparently Ted's attempts at extricating Bill had altered his orientation sufficiently to permit access to his waist area. Bill unbuckled Bob's waist strap, removed his equipment, and snaked him through the small opening in the floor.

After dragging Bob out of the hatch, Bill and Phyllis made a rapid ascent to the surface dragging Bob with them. They were followed by Ted, who by now was breathing the spare air he had found on the outside of the hull. After hoisting Bob on board the dive boat, Phyllis and Ted, who had been at depth well in excess of 15 minutes, returned to the ten-foot level for several minutes of decompression time. Bill, Ann, and the exhausted but by now conscious Tom began to administer CPR to the victim. CPR was applied continuously for the 40-minute boat ride to the dock, and from there during the ten minute ride to the hospital.

Bob was pronounced dead on arrival by a team of American doctors, most of whom themselves were scuba divers. In their opinion, the fact that Bob was submerged without breathing for more than twenty minutes was sufficient to establish that the cause of death was drowning. Some evidence of post-mortem lung damage was found, and this was assumed to have been caused by the expansion of residual air in Bob's lungs during the final ascent.

In summary, one can easily identify several aspects of the dive, that had they been different, might have precluded its tragic outcome. Perhaps it is simply best to hope that those among us whose diving practices are not sufficiently conservative will learn and benefit from our sad experience.

*Thomas F. Kelleway  
William J. McNally*

*Phyllis Bially  
Theodore Bially*

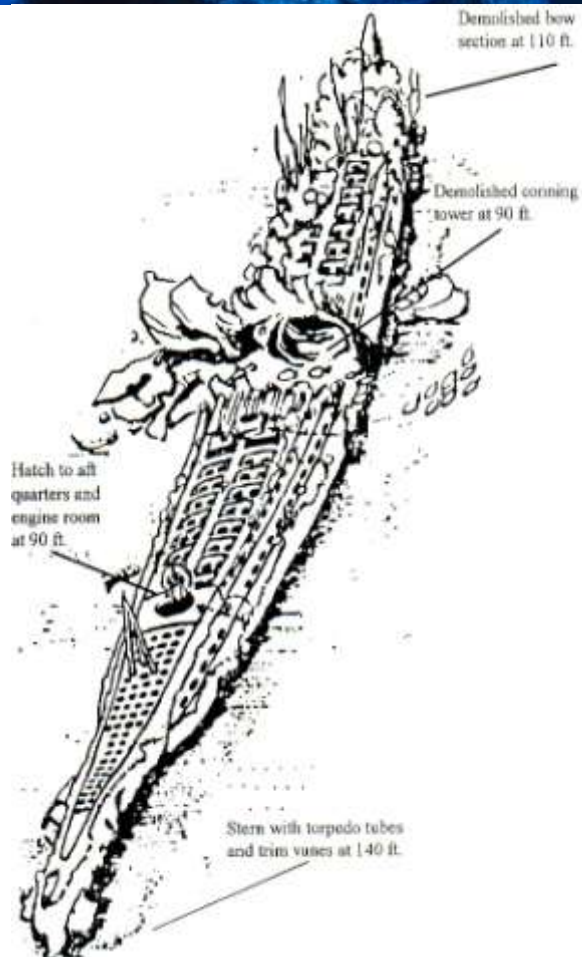


***Safe Diving Is No Accident!***

***Are you a DAN member??***

[www.diversalertnetwork.org](http://www.diversalertnetwork.org)

***Below- the hatch leading into the I-169's engine room as it appears today***



**Don't forget- Wednesday, October 13<sup>th</sup> at 7pm, at the Pacific Club for the monthly meeting. We'll see you there!**