



SEA DIVERS

JULY 1988

JULY 1 - 3 ♦♦♦♦ JADE COVE CAMPOUT

JULY 5 ♦♦♦♦♦♦ GENERAL MEETING BAXTER'S 7 PM.

JULY 13 ♦♦♦♦♦♦♦♦ EXECUTIVE MEETING BAXTER'S 7 PM.

**JULY 30 ♦♦♦♦♦♦♦♦♦♦ BOAT DIVE, "PALAWAN & AVALON" WRECKS
PALOS VERDES**

AUGUST 1988

AUGUST 2 ♦♦♦♦ GENERAL MEETING BAXTER'S 7 PM.

AUGUST 10 ♦♦♦♦♦♦ EXECUTIVE MEETING BAXTER'S 7 PM.

AUGUST 21 ♦♦♦♦♦♦♦♦ BOAT DIVE, GULL ISLAND/SANTA CRUZ/ANACAPA

SEPTEMBER 1988

SEPTEMBER 6 ♦♦♦♦ GENERAL MEETING BAXTER'S 7 PM.

SEPTEMBER 14 ♦♦♦♦♦♦ EXECUTIVE MEETING BAXTER'S 7 PM.

**SEPTEMBER 16/17 ♦♦♦♦♦♦♦♦ BOAT DIVE, RICHARDSON'S & WILSON'S ROCKS/
SAN MIGUEL**

General Meetings are held the first Tuesday of every month. A no host social hour precedes the meeting from 6 PM to 7 PM and a feature presentation follows the business meeting. The meeting is held at Baxter's in the Manhattan Beach Mall. Executive Meetings are held the second Wednesday of every month also at Baxter's

JULY 1988						
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AUGUST 1988						
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SEPTEMBER 1988						
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DIVERS DIRECTORY



<u>POSITION</u>	<u>NAME</u>	<u>DAY PHONE</u>	<u>EVE PHONE</u>
PRESIDENT	Allen Parker	536-2614	370-1657
TREASURER	Kathi McNally	812-2385	370-1657
SEA REPRESENTATIVE	Paul Kaminski	297-7846	540-4142
SECRETARY	Sandi Anderson	373-5430	373-5430
DIVING OFFICER	Ken Sizemore	410-3932	371-2636
BOAT DIVE CHAIRMAN	Allen Parker	536-2614	370-1657
BOAT DIVE RESERVATIONIST	Mike McLaughlin	535-0031	374-4698
BEACH DIVE CHAIRMAN	Billy Garret	217-6470	324-8424
PROGRAM CHAIRMAN	Dicie Sizemore	932-2473	371-2636
MEMBERSHIP CHAIRMAN	Kathi McNally	812-2385	370-1657
NEWSLETTER EDITOR	Patrick Minor	536-3005	378-9350
HOSPITALITY CHAIRMAN	Robin Grant	823-2552	823-2552
LONG RANGE PLANNING	Lani Garret	536-2344	324-8424

GREAT BARRIER REEF AND POINTS BEYOND



Bill Garret, long-time member of TRW Sea Divers, will be presenting our program for July. Bill has recently returned to us after having spent 3½ years living in Australia while on work assignment. He and his wife, Lonnie, lived in Alice Springs, which is a long distance from the ocean. However, they made dive trips to various points on the Great Barrier Reef leaving from the Whit Sunday Islands, Cairns, and Port Douglas.

Bill will be showing us some of his many slides which he took on his trips. I know he'll have some good stories of his adventures as well.

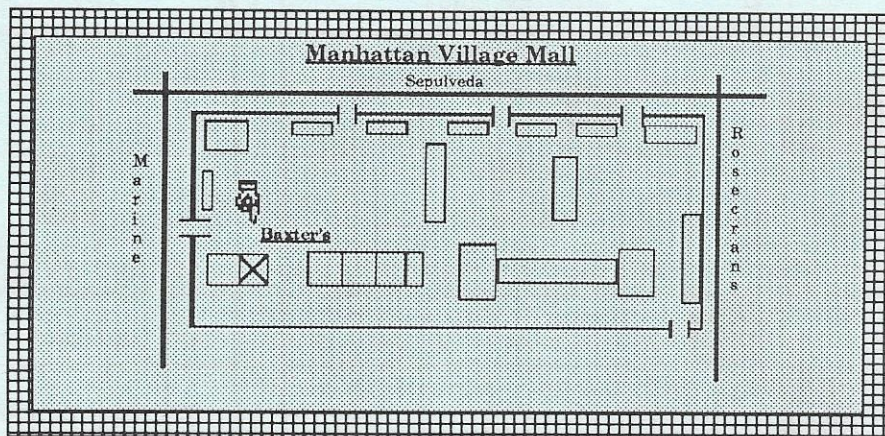
This will be a great program - You won't want to miss it. See you at Baxter's on July 5th.

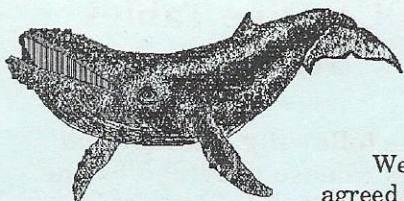
Dicie Sizemore
Program Chairman

NOTICE

If you have been on a recent TRW dive boat trip and left some of your personal belongings (clothes, towels, etc.) contact Ken Sizemore at (213)371-2636. The May trip on the Peace was a wild one, or everyone wanted to leave in a hurry, or we have a bunch of forgetful divers - because the club Dive Masters picked up two bags full of assorted items. Anything not claimed shortly will go to the Good Will (unless it fits one of the Dive Masters!).

General Meeting Location





FROM THE EXECUTIVE OFFICE

We are going to meet at Baxter's for at least our July General Meeting. The new manager has agreed to work much more closely with us on room layout, noise and overall service. Aside from room size limitation, our June meeting went much better, so we will try one more time with less tables and more chairs!

Club membership continues to climb slowly and a few of our errant long standing members finally decided to "pay-up". We are planning to reintroduce the club membership card and try to negotiate discount rates at one or more of the local dive shops.

Activities continue with another fully booked two-day June boat dive, the annual Jade Cove campout July 4th weekend and the single day boat boat dive to Palos Verdes area on 30 July Don't forget the "Heal the Bay" awareness month held in the Santa Monica Place Mall throughout July.

The 1989 boat dive schedule is completed in preliminary form and I will be confirming with the boat owners/skippers within the next month or so. We also plan to have a full beach dive schedule for 1989 with some still to be announced beach dives in 1988.

Volunteers for the Halloween Bash to be held 22 October 1988 are mostly in place, but we still need additional support - committees are booze, food, decorations, and prizes - pick one and join in!

We are rethinking our long range planning with tentative plans for a closer trip (Mexico, Caribbean, etc.) within the next 6-12 months and then Palau/Truk in about 18 months. Any inputs?

See you at the General Meeting or on one of our dives. **BE SAFE!**

AD.



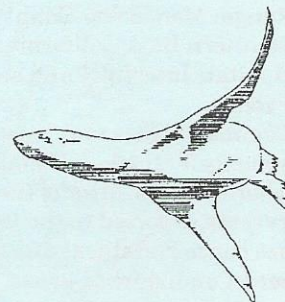
EDITORIAL CORRECTIONS

In last months newsletter, I left the authors name off the Lessons Learned article. The author was Daniel Bitton.

I have had several inquires lately about how to get an article in the newsletter. There are several ways to do so. First you can mail it to me. Second you can give it to anyone on the Executive Committee. I prefer that articles be typed but it isn't absolutely necessary, but if it is handwritten I cannot be held responsible if I can't read your writing.

But the way I would really like to have it is as a Macintosh text file (I can make use of just about any type format you may have M.S. Word, Macwrite, etc.) and if you should have a modem you can upload it to me by calling (213) 378-9350. Over the modem I can accept any ASCII text file so it doesn't have to be a Macintosh, if you have a modem.

Send any articles to: Patrick Minor
4415 Pacific Coast Highway
Apt F-307
Torrance, Ca. 90505
OR M3/2153



THE FOLLOWING IS AN EXCERPT
FROM THE LEAFLET CALIFORNIA

ABALONE BY

PETER L. HAAKER, KRISTINE C.
HENDERSON, AND DAVID O.
PARKER.

MARINE RESOURCES LEAFLET No. 11



RED ABALONE

Haliotis Rufescens

Field Identification: Usually the epipodium is black, but it is not uncommon to find specimens with a barred black and cream color pattern. The surface of the epipodium is smooth and broadly scalloped along the edge. The area around the foot is black and the sole is tan to grey. Tentacles are black. The shell surface is generally brick red (color may be masked by encrusting organisms) and the inside edge is often red; there are 3-4 open pores, moderately elevated above the shell surface.

Range: Sunset Bay, Oregon to Bahia Tortugas, Baja California.

Habitat: North of Point Conception, intertidal zone and subtidally down to at least 60 feet. In the south, subtidal zone down to at least 100 feet.

Comments: Size to at least 11.76 inches, commonly 6-8 inches. World's largest abalone. Most desirable commercially for size and light meat color. They may recolonize depleted areas more rapidly than other species. Object of mariculture in California.

BLACK ABALONE

Haliotis Cracherodii

Field Identification: The epipodium and tentacles are black and smooth. The shell surface is black or dark blue, and smooth (usually not covered with encrusting organisms); there are 5-9 open pores, flush with the shell surface.

Range: Mendocino County, California to southern Baja California.

Habitat: Intertidal and shallow subtidal zones.

Comments: Size to at least 7.75 inches, commonly 5-6 inches. Usually harvested by shore pickers. Most of the commercial harvest is exported to the Orient. Sometimes dense and stacked on top of one another in undisturbed areas.

GREEN ABALONE

Haliotis Fulgens

Field Identification: The epipodium is mottled cream and brown, with tubercles scattered on the surface and a frilly edge. Tentacles are olive green. The shell is usually brown and its surface is marked with many low, flat-topped ribs which run parallel to the pores.

Range: Point Conception, California to Bahia Magdalena, Baja California.

Habitat: Intertidal zone and subtidally down to at least 30 feet. Commonly in crevices where surfgrass and algal cover is dense.

Comments: Size to 10 inches, but generally smaller. Important alternative to the red abalone. A yellow, boring sponge, Cliona, bores hundreds of tiny holes in the shells of some greens, weakening the shell.

PINK ABALONE

Haliotis Corrugata

Field Identification: The epipodium is mottled black and white with many tubercles on the surface and a lacy edge. The foot is yellow to light orange. Tentacles are black. The shell is thick and its surface is marked with wavy corrugations (often covered by encrusting organisms); there are 2-4 open pores, edges are strongly elevated above the surface.

Range: Point Conception, California to Santa Maria Bay, Baja California, including the Channel Islands and Guadalupe Island.

Habitat: Subtidal zone from 20 down to at least 120 feet. Commonly in beds of giant kelp.

Comments: Size to 10 inches, individuals over 7 inches are now rare. Grows slowly and is easily injured during picking. Once abundant in Southern California; some habitat being recolonized by red abalone.

WHITE ABALONE

Haliotis Sorenseni

Field Identification: The epipodium is tan and pebbly in appearance; the sole of the foot is orange. The shell is deep, thin and oval; there are 3-5 open pores, edges elevated above the surface.

Range: Point Conception, California to Bahia Tortugas, Baja California. Mostly found at the Channel Islands.

Habitat: Subtidal zone from 80 down to at least 200 feet. Commonly in open, exposed areas.

Comments: Size to 10 inches, commonly 5-8 inches. Desirable for its tender meat.

CUE Dive Tables Statement

The following is an official
news release provided by the
Council of Underwater
Educators (CUE).

Members of the Council of Underwater Educators (CUE), which consists of MDEA, NAUI, YMCA, and Los Angeles County U/W Instructors Association, have adopted the following joint policy statement concerning dive tables and decompression.

Recreational diving is to be no-decompression diving. Safety decompression stops as a safeguard against decompression sickness are encouraged, but planned, required decompression is not condoned for any reason.

The U. S. Navy dive tables are recognized as the basis for dive scheduling, but studies have shown the no-decompression limits of the Navy tables can result in decompression sickness. A modified no-decompression limit which is two repetitive group designations less than the Navy limit is recommended for all depths.

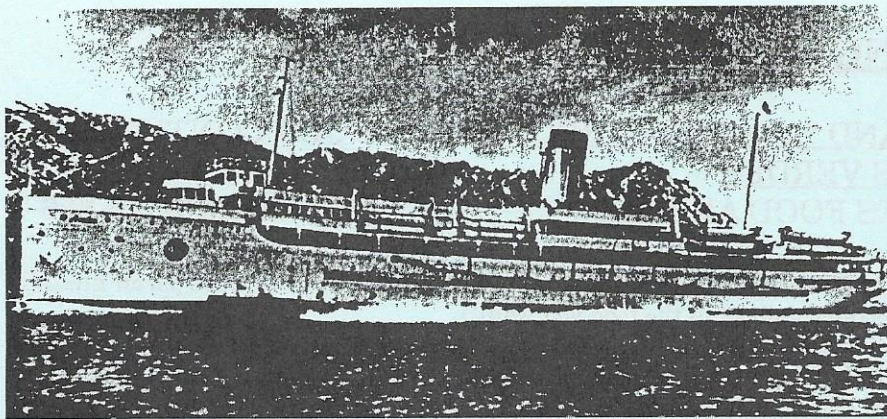
Current Navy tables have a decompression incidence of 5 percent—that is, bends result from 5 of every 100 dives made to the no-decompression limits of the tables. The Office of Naval Medical Research is currently developing tables with an incidence rate of 1 percent. When these new tables are available, their no-decompression limits will be considered for adoption by members of CUE as the recommended no-decompression limits for recreational diving.

Multi-level dive table calculations are not condoned.

The use of electronic dive computers to permit multi-level diving is permissible, but only if such instruments are used strictly according to the manufacturer's instructions and recommendations and only for no-decompression diving. The computers should be monitored and the dive controlled in a manner that will permit a direct ascent to the surface at any time.



CONTINUES NEXT MONTH



TRE WRECK OF THE AVALON

by: Rusty Geller from: "California Diving
News"

Less than a quarter mile off the Palos Verdes Peninsula, in seventy feet of water on the bottom of the sea, lies the "Great White Steamship" AVALON. Once host to hundreds of thousands of tourists bound for the beaches and dance floors of Catalina, she now rests amidst reefs under a blanket of cold sea. Fish and crustaceans now inhabit the rusted decks and collapsed hull, a reminder of the temporary nature of man,, and the irrefutable power of the sea.

The S. S. Avalon was built in 1891 at the Glove Iron Works in Cleveland, Ohio, 265 feet long and displacing 1985 tons, she was propelled by oil-fired, triple-expansion steam engines driving twin screws. The classically-lined steamship could carry 1,500 passengers at 15 knots. Originally named the S. S. Virginia, she made regularly scheduled runs across Lake Michigan from Chicago to Milwaukee for over 25 years. Commandeered by the U. S. Navy during the First World War, she was cut in two and towed through the Canadian canals to the Atlantic, welded back together again, and renamed the U. S. S. Blue Ridge, just in time to miss the war.

In 1919, William Wrigley, chewing gum magnate, owner of the Chicago Cubs, and proprietor of the entire island of Catalina, found the ship in Boston Harbor, renamed her the Avalon after his island's only city, and brought her through the Panama Canal to Los Angeles. On April 15, 1920, she began an illustrious and often glamorous career transporting tourists from the Port of Los Angeles at San Pedro to the sunny Isle of Catalina, during those wild times between the wars.

Through prohibition, the roaring twenties, the great depression, the big band swing era, and into the Second World War, she steamed across the channel. On weekends and holidays she carried her own orchestra, so passengers could dance their way to the "Isle of Romance", continue their revelry to the sounds of Artie Shaw, Tommy Dorsey, and Benny Goodman in the famous Casino Ballroom, and dance their way home across the channel.

In World War Two, she ferried troops to the Maritime Training Station (this wartime nation's largest) at Avalon. After the war, she resumed her career on her old route.

Then, in 1951, with Southern California booming into the postwar future, after 32 years of service across the channel, sixty years after being launched, the Avalon was retired and parked in San Pedro Harbor. It took too many people to run her,

she was no longer economically feasible. Her younger, larger, faster, sister, the Catalina (launched in 1924) continued to run for a few years, but she too was replaced by a fleet of smaller, faster, cheaper, ferryboats. It was as if they'd replaced a Packard and a Dusenbergs with a half dozen Ford station wagons: they got you there, but it wasn't quite the same. It was, as they say, the end of an era.

Old, but to stately to be immediately dismantled, the Avalon languished for nine years in the harbor. In 1960, she was finally sold for salvage. A stubborn old girl, she caught fire several times while being scrapped, almost but never quite sinking. But then she was rescued

only to be cut down into a salvage barge. They took off her top decks and parked a huge, self-propelled construction crane on her aft deck.

She was anchored off Palos Verdes in 1961, perhaps to salvage the nearby wreck of the Dominator. During a storm she broke anchor, foundered and sank, disappearing beneath the waves into a fitting grave: when anchored over the wreck on a clear day you can see Catalina. She probably hit bottom, bow first, because that end is broken off and lying out of line with the rest of the ship. The crane rode her to the bottom and then slid off her deck. Divers were on her within a few days, taking anything left, of worth.

She isn't easy to find without proper line-ups. She's close to where the chart guide says she is, but it's a big ocean out there. The bottom is broken reef lines parallel to shore, and the wreck lies parallel with the reefs, so it tends to blend in on the bottom finder.

Whenever I was diving the area, I would spend an hour searching for her, making passes with the underpowered depth sounder in my inflatable. I dived many reefs in my search, but found no wreck. Finally, last summer, I happened on a small motorboat flying a dive flag anchored in the right area. They said they were on the wreck and showed me where to drop my anchor.

After over a year of searching, I was sitting just 70 feet above the Avalon. Suited-up and in the water, my buddy discovered an ear-squeeze. After all this time, bugging old timers for half remembered line-ups, and exhausting the patience of a half dozen buddies as I repeated my futile search patterns, it seemed fitting that I would make my first jump on this wreck alone.

It is a long trip to the bottom, and I've made the trip over a dozen times now. There is always a layer of cloudy water which you enter at twenty feet and break out of at fifty, revealing dark, but reasonably clear water, thirty feet of visibility on average.

The pointed bow is broken off from the rest of the ship, but it is intact and lying on its side. The classic 90-degree bow angle is typical of late nineteenth-century steel steamships. Kneeling on the sand, looking up at the bow, it seems like a giant broken toy. A friendly garibaldi lives in the hawspipe, where the anchor chain once rode.

Fifty feet behind the bow is the rest of the ship. The deck lies in the collapsed hull. The steel plates, sprouting rivets and bolts, are a mess, but create a system of caves and crevices where bottom fish and crustaceans can hide. Off to the port side is a square cabin still intact, but tossed aside like a child's toy.

You start to notice the fish swarming on the wreck. The Avalon is a rich reef now. Schools of sargo perch go 'round and 'round. Big calico bass duck under deck plates. Along steel hull ribs huge cabezon and sculpin lurk, eyeballs swiveling with you

JULY SINGLE-DAY BOAT DIVE

30 JULY 1988

"PALAWAN" AND "AVALON" WRECKS/
PALOS VERDES
(INCLUDES FOOD AND AIR)

BOLD CONTENDER

MEMBERS \$49

NON-MEMBERS \$56

This dive is our lowest priced charter this year. The Bold Contender has staterooms, full shower facilities, 3000 psi air fills (all you want!) sundeck, color TV/VCR and a full comfortable galley (all the food you want!)

We will dive the "PALAWAN" and "AVALON" wrecks, with the "AVALON" as our primary dive. Elsewhere in the newsletter is a full description of the "AVALON" and the events leading up to it's sinking off Palos Verdes. The "PALAWAN" is a 360 foot long liberty ship sunk as a reef in the late seventies. It is presently partially below the "Isle of Redondo" fishing barge and as a result may not be diveable if conditions are not appropriate.

After one or both of the wreck dives we will pick out a few of the better and shallower spots off Palos Verdes coastline where there are excellent game FISH, some SCALLOPS, and surprisingly beautiful reefs to just view and/or PHOTOGRAPH.

We also plan to feature a short presentation on the etiquette and do's and don'ts of boat diving, which will include demonstrations of how to get on and off a moving target! This is an excellent dive for all levels of experience, and those divers/non-divers who just like to snorkel or free dive will be provided the opportunity.

This will be a different day out – the boat is already filling fast so call Mike (McLaughlin) at (213)374-4698 for sign-up and Allen (Parker) at (213)536-2614 for information or suggestions.

Boarding will be available after 9:00 PM Friday the 29th for a 6:30 AM departure on the 30th. The boat is at Ports O'Call berth 76.

AVALON

as you pass by.

It takes almost five minutes to swim the 265 feet over the jumble of broken deck and hull to the stern, which is still intact, sitting upright in a hole. It is the largest feature in one piece on the wreck, but with the rudder gone, it is a shapeless hulk. Next to it is a most interesting feature. Leaning against the port side of the hull, caterpillar treads pointed straight up as if trying to climb back to the surface, lies the great self-propelled crane, which rode the Avalon to the bottom that stormy night in 1961.

The wheels and pulleys that worked the crane seem out of place, encrusted with growth. The immense counter-weight looks dangerously heavy, the graceful derrick lies parallel to the ship, it's regularly-shaped, triangular structure is host to starfish and strawberry anemones.

After diving tourist wrecks in the Caribbean, and on organized charters to local wrecks like the Sujac, Valient, and Peacock, being alone that first time on the Avalon was a high point in this diver's underwater career. Yet everyone of my return trips has a similar thrill, especially bringing new divers onto it with me, watching their eyes grow wide as they see it for the first time.

Be careful diving it. There is a lot of boat traffic out there over the site. Ascend your anchor line to avoid getting hit: you can't hear a sailboat. The wreck is deep. watch your times if you do a second dive.

The Avalon was a gracious hostess in her day, and she continues this role to the sea creatures who live on her and to the divers that visit. There is photography, spearfishing, and sightseeing, and yes there is still a little brass left on this fine old lady of the sea. Great old ships don't have to die, they can become new reefs.



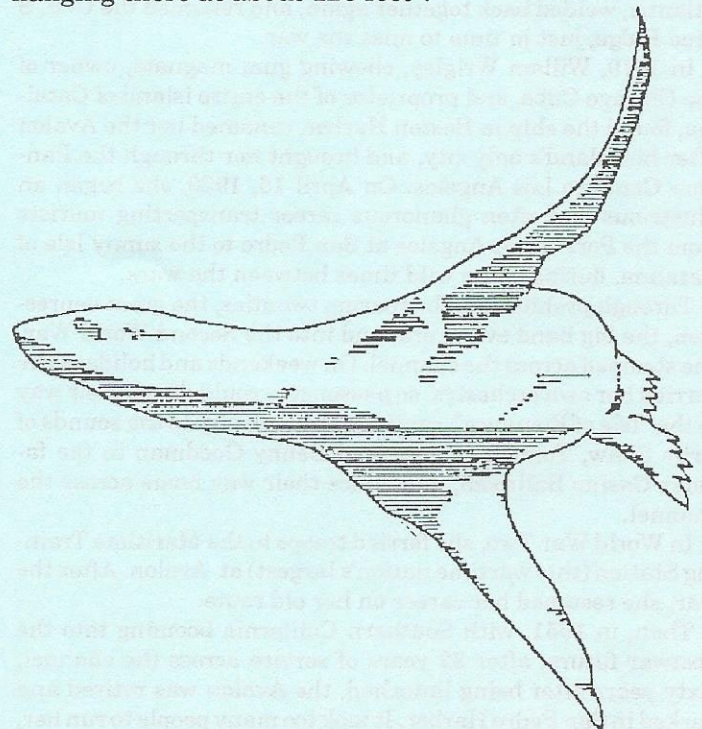
QUOTE OF THE MONTH

"After administering CPR the accident victim came after 30 minutes..."

"The Navy blames Fish and Game, Fish and Game blames the Navy and those little buggers are all over the ocean".

They dropped one otter and he immediately headed due East, transmitter and all".

"I followed the anchor chain down, but it was just hanging there at about 120 feet".



Catalina Chamber Tour

July 17, 1988

Every diver has read or heard about decompression chambers, but how many of you have actually seen one, much less taken a dive to 165 feet in one.

All of us in the L.A. area are fortunate to have one of the best chambers in our own back door; the Catalina Hyperbaric Chamber. Since 1974, the Catalina Chamber has provided emergency standby hyperbaric treatment for the region's diving accidents. More than 400 patients have been treated for decompression sickness and air embolism. The Catalina Chamber is internationally recognized as a center for hyperbaric therapy and research, and advanced diver training.

Now you don't have to go out and get the bends to get a look at the chamber and a chance to experience a dive to 165 feet.... All you have to do is come with us on Sunday, July 17 for a personal tour of the chamber and the USC Marine Science Center on Catalina Island.

The cost of the tour is \$45.00, which includes:

- Transportation to Catalina Island on Catalina Express
- Transportation from Two Harbors to the USC Catalina Marine Science Center
- Tour of the Chamber and the Marine Science Center
- Lecture and Film presentation on diving safety, accident management and treatment, avoiding decompression sickness, new dive tables, etc.
- Lunch
- (Chamber dive to 165 - additional cost*)
- Transportation back to San Pedro via Catalina Express

*Note the Chamber dive to 165 feet has an additional cost of \$20.00. This is an optional dive and requires a copy of your current dive physical or a note from your doctor stating that you are fit to dive - this is a USC requirement. This is a dry dive (you won't need your wet suit) and is an excellent way to experience the effects of nitrogen narcosis under controlled conditions. So if you haven't dove deep (or even if you have) and you would like to find out just how narc'd you'll get, this is a great way to do it, and you don't have to get wet! Also, if you would like to find out how accurate your depth gauge is bring it along. The depth gauge in the chamber is extremely accurate, so you can find out just how far off yours is - or isn't.

To make reservations or for more information, contact

Steve Kavanaugh

(213)812-4807 (work)

(213)429-8078 (home)

LESSONS LEARNED

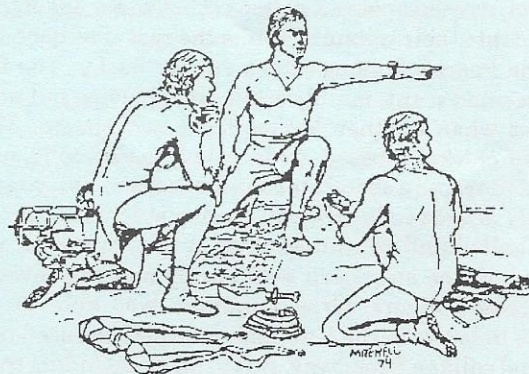
FOLLOW THE ANCHOR CHAIN

by: Mike McLaughlin

Wilson's Rock, one of the most beautiful and illusive dive spots of the northern Channel Islands. The captain announces that he has dropped the anchor in about 25 feet of water and there is little or no current. Visibility is excellent and there is a 45 minute gate time, but because of the quick drop off to well over two hundred feet, he asks everyone to follow the anchor chain down. Well this sounded like a good idea. A guide to the reef right? WRONG! My problem may seem obvious to some, but I'm sure others have followed the captains orders blindly before. I entered the water toward the end of the gate time and as I followed the anchor chain down, I assumed that I'd run into the reef. I checked my depth gauge at about 50 feet and kept an eye out to see how my two buddies were doing. Both were okay, and we continued on down the anchor chain. While following closely behind my buddies, again I checked my depth gauge, but now it read 95 feet and my buddies were ahead of me. I swam down to them and showed them that we were all at 100 feet and I think that if we had continued down the anchor chain blindly, we would have bottomed out well below 120 feet deep. Since no one was having any problems at 100 feet, we took a bearing on

the anchor chain, swam toward the reef guided by our compasses, and completed our dive safely.

The idea behind following the anchor chain down is a sound one, especially when conditions are poor or there is a strong current in the area. But blindly following the captains suggestions, almost led us right past the no decompression limits. While the gate was open, a very slow current started pushing the boat closer to the reef, and as the boat got closer, the anchor chain sank deeper and deeper. Draping itself down the side of the reef past the 120 foot level, out away from the reef into the deep black, and up to the boat.



AUGUST SINGLE DAY BOAT DIVE

21 AUGUST 1988

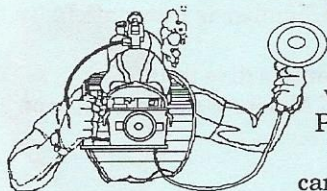
GULL ISLAND/SANTA CRUZ/ANACAPA

WILD WAVE

MEMBERS \$55

(INCLUDES FOOD AND AIR)

NON-MEMBERS \$62



As is typical each year Mickey and John take the "WILD WAVE" on vacation to the Channel Islands for the month of August. We will join them for our August dive from Ventura Marina to GULL ISLAND, SANTA CRUZ, and ANACAPA.

GULL ISLAND at the southwest end of SANTA CRUZ is one of the prettier dive spots, and with water temperatures up and still rising it will be very comfortable this time of year. PHOTOGRAPHY is great, and the area still has ABALONE, good sized game FISH and some SCALLOPS.

The ocean around SANTA CRUZ is the game take's paradise. RED ABALONE up to 8-9 inches can still found and FISH are usually large and fairly abundant. PHOTOPHILES should not miss out as the fish are bold and like to pose. Add to this ANACAPA with its own excellent areas especially at

the west end and we should have a great day of diving with up to five or six dives possible on the speedy WILD WAVE. Depending on diver interest a dive on the "WINFIELD SCOTT" wreck may be included. Most dives should be relatively shallow and suitable for all experience levels.

Boarding will begin at 9:00 PM on Saturday the 20th for an early AM departure on the 21st. Directions to Ventura Marina are exactly like those for the PEACE, on our 1988 dive boat calendar, as the WILD WAVE is anticipated at an adjacent berth.

We expect great weather and superb diving, so call Mike (McLaughlin) at (213) 374-4698 for early sign-up or Allen (Parker) at (213) 536-2614 for information or dive spot suggestions.

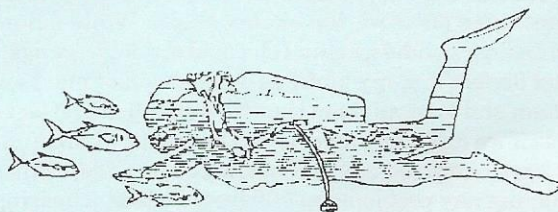
MAY AFTERMATH

Just Another PEACEful Two Day

by: Mike McLaughlin

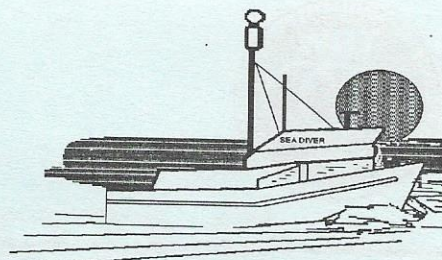
Driving up to Ventura on a Thursday night had one very definite advantage, almost no traffic. With the car loaded to the gills with my gear, my buddy's dive gear, refreshments, and the contest prizes. I cruised confidently into the marina, only to find no dive boat at the Peace's normal berth. It was dark out except for the walkway lamps. most of the shops were closed and those that were open pleaded complete insanity when asked about the whereabouts of the Peace. A quick stroll and a dog leg left from the old berth, we found her, hot tub and all. The ride out was a little bumpy, but not much was said about the ride once everyone saw the great diving conditions. As with most typical Sea Divers two day trips, only a few die hards were up to make the first dive, and without the aromas from the galley, many would have bunked a little longer. Visibility, game, and air temperature were all good. But we sure found some of the coldest water around on these dives. But not to worry, hot tub to the rescue. For those who had trouble getting out of their wetsuits, they just poured gallons of hot water out of the hot tub and into their wetsuits. While the rest of us bobbed around with the Peace's famous attack rubber ducky. The first days catch seemed scant, mainly crabs and abalone, but no one was to upset when another McGee feast was served. The menu included chicken, tossed green salad, tossed rolls, an assortment of wines, and chocolate cake for dessert. Yes, you read that correctly, tossed rolls. The roll tossing started on the Port side of the galley and continued until a fully buttered projectile bounced off the starboard wall barely missing several of the well dressed diners. Greg Hindman was able to film this barrage in between the Kaminski brothers induced renditions of animal calls on Broadway. But to many including the author,

the night was young. Like wolves stalking their prey, the early hot tubbers gathered mounds of suds and began sudsing people as they left the galley. At least some of the participants bathed fully clothed. Saturday morning came to early for most, but again there were a few who hit the water just as the gate opened to start the days game chase. Then off to Wilson's Rock and some of the best diving most on the boat had seen. Then as if enough scallops weren't taken at Wilson's, we hit little Wilson's and we enjoyed another bountiful catch. So with LA fogged in all weekend, everybody decided to take advantage of the sunny trip home. Because of the disruptions at dinner, all the awards were presented on the way home. Vann Parker won the sign in and the game prizes, an AM/FM radio with headphones and a sub-c flashlight (a fantastic collection of crabs, abs, scallops, and fish). Paul Kaminski won the early paid in full prize (limited to those who have paid in full one month before the dive) and is entitled to a free single day boat dive with the club. Eric Storsteen was the lucky winner of a one day midweek trip on the Peace donated by the Captain, Bill McGee. Now the one everyone wants to read about, the booby prize. For this one there weren't to many in the running, actually there were just two, in fact one well exposed pair and one classic diving error. Amir Abounaga found a large abalone but hadn't brought his game bag, so he gave it to his buddy/instructor Bill Garrett, who gladly carried it back to the boat for him. Then upon emptying his game bag to show his catch he found a rather large abalone shaped rock. So for his buddies trouble Amir walked away with a crock-pot. In retrospect, the booby prize really belonged to the Fish and Game officer who, after boarding at the dock and carefully checking all the game and licences, left his backpack full of tools and supplies on the boat. Not just another PEACEful two day dive.





1988 BOAT DIVES



Sun/Mon	19/20 June 88	Begg Rock/San Nicholas/ Santa Barbara Island	Wild Wave 22ND Street
Saturday	30 July 88	"Palawan & Avalon" Wrecks/Palos Verdes	Bold Contender Ports'O Call
Sunday	21 August 88	Gull Island/Santa Cruz/ Anacapa	Wild Wave Ventura
Fri/Sat	16/17 September 88	Richardson's and/or Wilson's Rocks/San Miguel	Peace Ventura
Sunday	30 October 88	San Nicholas	Wild Wave 22ND.Street
Saturday	03 December 88	Santa Barbara	Bold Contender Ports'O Call

Wild Wave - 22ND Street Landing:

South on Harbor freeway, left on Gaffey, left on 22nd street, down the hill and park in designated areas.

Bold Contender - Ports'O Call:

South on the Harbor freeway, left at Gaffey, left on 6th Street, cross Harbor Blvd. and turn right into the Ports'O Call complex. Follow the road into the Ports'O Call parking lot and park on aisle 3 or 5. The boat is at Berth 76

Peace - Ventura Marina:

North on Ventura freeway to Victoria Ave. in Ventura. Turn left onto Victoria and continue to Olivas Park Drive. Turn right and continue all the way down toward the beach and on to Spinnaker Drive. Park adjacent to the berth which is behind Bedford's Restaurant at Slip #20

DIVE BOAT POLICY

- 1) A club member may, but is not required to, have a boat deposit on file with the club.
- 2) A club member will have a confirmed reservation on an upcoming dive only if:
 - a) A check in the full amount for the dive has been received by the dive boat reservationist, or
 - b) The club member has a deposit on file with the club and makes a telephone request for a reservation with the dive boat reservationist. (Deposit is presently \$40 and will be \$50 for new deposits after 6/30/88.)
- 3) Any reservation may be cancelled two weeks prior to a dive with a full refund. Cancellations will not be accepted within two weeks prior to the dive unless a diver holding a reservation can sell or transfer their reservation to another qualified diver. The dive reservationist will assist in this process, but is not responsible to provide paying alternates. When confirmation is received by the dive boat reservationist that a cancelling diver is being replaced by another qualified diver, the replacement diver is then fully responsible for the cost of the dive.
- 4) If a diver has a deposit on file with the club and uses that deposit to secure a reservation on a boat dive, he may not use that deposit to secure any additional dives until he has paid the club for the first dive. Two years after a diver has ceased to be a member of the club, his unclaimed dive boat deposit will be forfeited to the club.
- 5) Only TRW club members and members of other selected clubs may make boat dive reservations prior to one month before a scheduled boat dive.
- 6) Partial refunds from boats which do not make the advertised dive location will be passed on to members who request them within two weeks of the dive.

BOAT DIVE RESERVATION FORM

DIVE DATE: _____ DESTINATION: _____

NAME OF DIVER(S): _____

TELEPHONE (DAY): _____ (EVE): _____

MEMBER: (YES) _____ (NO) _____ COST OF DIVE: \$ _____

Please make checks payable to **TRW SEA DIVERS** and mail to:

Mike McLaughlin
1523 Carver Street
Redondo Beach, CA. 90278
(213) 374-4698

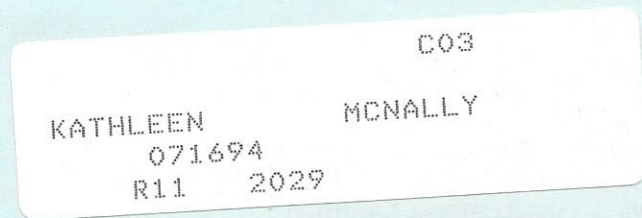


TRW

One Space Park S/1420 Redondo Beach, California 90278

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED



TRW SEA DIVERS MEMBERSHIP APPLICATION

NAME _____ HOME PHONE _____
ADDRESS _____
CITY _____ ZIP CODE _____
WORK PHONE _____ EMERGENCY PHONE _____
EMPLOYER _____
IF TRW EMPLOYEE: M/S _____ BADGE _____ EXT _____
CERTIFICATION DATE _____ TYPE (NAUI, PADI, ETC.) _____ ADP _____ NIGHT DIVER _____
Do You want your name on a dive buddy list? Yes _____ NO _____
Date of last dive _____
Type of diving preferred: beach/boat/skin _____
Type of diving you are interested in? _____

1988/Dues:	TRW Employee	\$5.00	_____	TRW Family Membership	\$10.00	_____
Prorated	Non-TRW Membership	\$10.00	_____	Non-TRW Family Membership	\$15.00	_____

for NEW MEMBERS

Please make checks payable to **TRW SEA DIVERS** and mail to :

TRW SEA DIVERS
One Space Park, S/1420
Redondo Beach, CA. 90278

TRW SEA DIVERS 10 YEAR REUNION EAT-IN!

Saturday, July 23, 1988, 6:00 pm
Don and Cathy Muellers
4803 Moresby Drive
Torrance, CA 90505
(213) 373-5086 or 373-5296

Do you remember?

The famous hot-tub Eat-in at Larry Browns?

Trips to Mallarimo with Jack Sours.

Who organized the first Halloween Party (no it wasn't Lois Musser, it was Betty Trenberth).

Chuck Fayer's magic pipe.

Bob Revius's photo class.

Trying to buddy dive with Don Mueller, Jim McNally, or Bill Garrett.

Andy Paraczai as beach dive chairman.

Wanting to dive with Pat Pruitt because she didn't use any air.

Bonnie Chettle drinking like the rest of us.

Cathy Barrett (hint, now Mueller).

The first George Hughes boulliabasse.

Walt Musser as the Pollack diver.

John Roodenberg sending all of his students to the dive club.

Dive masters John Sefton, Phil Bergeron, and Lorraine Beemis.

Diving on the Rio Rita, Blue Sea, and the Toronado.

The longest club member on record, Jack Choate.

The editor of the cookbook and the best newsletter ever, Rocki French.

Brandy after every dive with Dan Lanarth.

The craziest divemaster ever, Paul Bell.

Wayne Stinsons pornographic whale slide.

Diane Greenfield before she met Wayne.

John Dorsey when he only had 10,000 slides (now he as a million).

Marty Kendezorik who had to buddy with John.

Dave Serena trying to keep the club legal.

Claire's singles tent - we miss you Claire.

Kalasky's newsletter writeups from Kwajalan.

Peter Landecker breaking his spear on a sheep's head (now he's switched to photography).

Rob Parkinson before he took all the bugs from P.V.

Paul Meister teaching the club's first scuba class.

Margo Fritz, Kathy Wood and the girls breakfast club.

Bob Hartman trying to be serious when everyone else was crazy.

Lola Whiteside's ceviche for the Eat-ins.

Don Wilson, divemaster, salvaging the Toronados anchor.

Marty Groothuis who only dove with Betty.

Bill Brown who dove with one fin.

Gloria Lindstrom who gave up diving for motorcycles.

Steve Maloney's recipes.

Susie Steen who always had a smiling face.

Jim Lindstrom's artwork.

Mel Taylor, how the hell are you?

Al Freer, finder of lost gear.

Mike Montefusco, the club pilot.

Martha Smith, did you ever find your tank?

Ray Avis, when are you going to Baja again?

Jim Brown's decorations for the Halloween party.

If you remember any of these activities or would just like to see what it was like to party with the dive club in the 70's - come to the Eat-in! Bring food, your hot-tub suits, and any pictures or slides of club activities during the 70's.

COMING SOON -

Pat Pruitt will be taking reservations for a REUNION DIVE, call her at 514-3296 to get on the list!