Greetings –

As you are obviously aware, this issue has been an unusually long time coming. I underwent a number of life changing events in a very short period of time and the aftermath has presented me with some personal challenges.

I am not going to share all the details but will tell you this: In less than a thirty day period my wife had to have emergency surgery, I officially retired from the Fire Department after almost 34 years of service, my mother became critically ill and died after 10 days in ICU and my Aunt spent a week in cardiac ICU before walking out on her own power with a new pacemaker. The sequence of events was almost paralyzing.

That said, I am slowing getting back to a new version of normal and am adjusting. It will be a while before PSDiver.com and PSDiver Monthly can be integrated back into my new normal but it will happen.

Those of you who knew of the events that took place and responded with such support; you will never know how helpful it was or how much it was appreciated by me personally or how touched my family was. It actually took me by surprise and I am overwhelmed and humbled that the brotherhood of PSDivers is so great. The outpouring of support for me and my family was inspiring. We thank you all.

This issue of PSDiver Monthly will probably be one of the largest issues we have done, if not the largest. There is a lot that has happened over the last few months and I feel compelled to bring you the articles I found to be the most interesting and relevant. There is a lot to read.

In the next issue, we will have the much anticipated Part 3 of Mark Atherton’s series on Sonar use and Public Safety Diving.

In the coming year, I have plans to modify our Continuing Education program. I have had so many readers tell me that they depend on us to help them with their training, I think it is time to work on some improvements in that area. If you want to help and have the time, email me at PSDiverMonthly@aol.com. Include your phone number.

I have plans to remodel our PSDiver.com web site as well. I must admit I am limited in skills in that arena so if you want to help and have the skills, let me know!

Be Safe,
Mark Phillips
Editor / Publisher
PSDiver Monthly
Special to PSDiver

Escape and Rescue from Submerged Vehicles
By Gerald M. Dworkin

Each year, there are approximately 1,200 - 1,500 incidents and 400 - 600 deaths involving vehicles that have gone off the road and plummeted into the water. Therefore, the public needs to plan for these types of emergencies by (A) rehearsing the steps necessary for a successful self-rescue from a vehicle in the water, and (B) having the rescue/escape tools readily available for use during this type of emergency situation. In addition, First Responder agencies need to provide the training necessary to prepare their personnel to respond to these types of incidents, and should provide the Personal Protective Equipment and rescue tools necessary for a safe and effective response to vehicles in the water.

Each year, there are approximately 1,200 - 1,500 incidents and 400 - 600 deaths involving vehicles that have gone off the road and plummeted into the water. Therefore, the public needs to plan for these types of emergencies by (A) rehearsing the steps necessary for a successful self-rescue from a vehicle in the water, and (B) having the rescue/escape tools readily available for use during this type of emergency situation. In addition, First Responder agencies need to provide the training necessary to prepare their personnel to respond to these types of incidents, and should provide the Personal Protective Equipment and rescue tools necessary for a safe and effective response to vehicles in the water.
SAFETY

Public service campaigns should be increased in an effort to educate the public about the risks of driving through flooded highways; driving in close proximity to bodies of water during snow, rain or other slippery conditions; or driving over lakes, rivers or ponds that have frozen over. The following information should be included in these efforts:

It only takes approximately 6” to 2’ of water to float a vehicle off its wheels. Drivers need to heed warnings about low water crossings and do not attempt to cross flooded highways.

8” to 12” of new, clear, hard ice is required to drive a small vehicle onto the ice. 12” to 15” of new, clear, hard ice is required to drive a medium-sized truck onto the ice.

Wearing seat belts will increase your chances of surviving a crash into the water.

If a vehicle leaves the road and lands in deep water, the vehicle’s float time at the surface of the water may be as little as 30 seconds, or as much as 4 minutes. Factors which effect the float time include closed, sealed, and intact windows and weather seals. Because of the location of the motor in the front of the vehicle, the vehicle will immediately assume an angled nose down position in the water.

ESCAPE

Because of the relatively limited time frame for self-rescue, the decision to escape the vehicle must be made immediately. However, because of the angled nose-down position in the water and the pressure exerted by the water against the doors, as well as structural damage to the vehicle as a result the crash, it may be extremely difficult or impossible to open the driver's side and passenger doors of the vehicle in order to effect an escape. Therefore, the only avenue of escape may be through the car door windows.

Studies have shown that the electric power may stay on for as much as 10 minutes. Or, the battery can short out immediately, making the electric window switches useless. Therefore, in order to escape through the car door windows, the occupants must be able to punch/break out the windows. Because the door windows, as well as the rear window, are constructed of tempered glass, they will easily shatter using an appropriate rescue/escape tool, such as a life hammer device, or a spring-loaded window punch (i.e. ResQMe). Many of the commercially available rescue/escape tools also have an integrated seat-belt cutter/blade that provides the ability to slice away a seat belt should its release mechanism fail or jam.

The decision to escape the vehicle must be made as soon as the vehicle leaves...
the road and enters the water. If the occupants delay their escape from the vehicle and the vehicle begins to sink, it may not be possible to effect an escape until the water pressure has equalized inside the vehicle. By that time, it is typically too late. Also, should the vehicle land in deep water, if the water depth is less than 14’, the vehicle will usually come to rest on the bottom on all four wheels, assuming there are no large rocks or other debris on the bottom. However, water depths greater than 14’ usually results in the vehicle turning turtle and landing on its roof. Needless to say, being upside down in a dark environment with water rushing in will totally disorient the occupants of the vehicle.

In order to advocate a single universal message to educate the public on how to escape from a submerging vehicle, we advocate the following:

- **SEATBELTS off**
- **WINDOWS open/break**
- **CHILDREN removed**
- **GO (get out!)**

In order to accomplish this, these emergency procedures should be rehearsed before the emergency occurs. Use a body reference point to identify and locate the door latch, window crank or electric window switch. As an example, the driver should practice finding the location of these by touching his knee or hip with his/her left hand and then move the hand laterally to the door. A rescue/escape tool should be immediately available for punching out the window and cutting seatbelts. This tool should be mounted on the sidewall of the driver's side compartment, attached to the key ring, or located in some other conspicuous location that can be easily accessed during an emergency. Consideration should be given to additional tools for the passenger side and rear seat compartments as well.

If there are multiple occupants, once an escape route has been opened, each occupant should hold hands in a human chain and escape from the same route. If young children are secured in car seats, the seat belts should be cut and the child removed. Some car seats are sufficiently buoyant to float a child to the surface. But, you should check with the manufacturer to determine whether or not your car seats are sufficiently buoyant to do so.

There is no doubt that when a vehicle leaves the roadway and plunges into the water, this would be an extremely frightening experience, especially during the winter months with cold water posing additional risks and hazards to the occupants. But, by rehearsing the
emergency escape and survival procedures and having the rescue/escape tools readily available, occupants can safely and rapidly self-extricate themselves from this situation before the vehicle begins to sink.

RESCUE

Public Safety and Rescue personnel should be appropriately trained, protected, and equipped to effectively and safely respond to vehicles in the water. Besides the availability of Personal Flotation Devices (PFDs), Wetsuits, and/or Dry-Suits, rescue personnel should have the tools readily available to punch in the car door windows or the rear window in order to rapidly extricate a victim or multiple victims from a vehicle in the water. Spring-loaded window punches (i.e. ResQMe) or life hammer type devices with seat-belt cutters provide the rescuer with the opportunity to gain immediate access to the victims and to cut away the victim’s seat belt for their immediate extrication from the vehicle.

As standard protocol, whenever a rescue agency is dispatched to respond to a vehicle in the water, the dispatch of a wrecker should be automatic in every community and emergency response system. Upon arrival of the wrecker, it can be used to assist in the stabilization of the vehicle during and after the rescue of the vehicle occupants.

RESCUE/ESCAPE TOOLS

We evaluated a number of rescue/escape tools. These tools are either hammer-type devices or spring-loaded window punch devices. Although both types of tools were effective in breaking door windows and rear car windows, we found that the hammer-type devices were more dependable, yet spring-loaded window punches that are mounted on the key ring are more readily available during an emergency.

Each of the spring-loaded window punch devices we tested were effective in breaking the windows when they were first removed from their packaging. However, after several practice drills, the points on these devices became dull which resulted in their failure to work and break the windows. Therefore, we caution against using the spring-loaded window punches for any purpose other than for breaking the windows. Furthermore, using a spring-loaded window punch, without appropriate hand protection during training, increased the chance of suffering cuts on the hand than the use of the hammer-type device. Regardless, rescue personnel should always wear an appropriate water rescue, neoprene, or fire glove when using any type of device to shatter door windows or vehicle rear windows.

DISPATCHER PROTOCOLS

All emergency dispatchers should be trained in this subject and should be prepared to give self-rescue and
escape instructions to the callers prior to the arrival of Fire and Rescue personnel. The instructions provided by the dispatcher should include:

- **SEATBELTS** off
- **WINDOWS** open or break
- **CHILDREN** removed
- **OUT**

**LAMINATED VS. TEMPERED GLASS**

Presently, most U.S. manufactured vehicles are made with tempered glass in the doors, whereas, most European vehicles are manufactured with laminated glass. The U.S. Government is mandating that all U.S. manufacturers begin manufacturing vehicles with laminated glass only beginning in 2014.

If this occurs, the number of fatalities will certainly increase as **hammer-type devices and spring-loaded window punches are NOT effective on laminated glass**. This will make escape almost impossible, and will hinder efforts of rescue personnel to access the trapped occupants.

**ABC WORLD NEWS REPORT WITH DIANE SAWYER**
To view the ABC World News report on this subject with Diane Sawyer, go to:

**NBC TODAY SHOW**
To view the NBC Today Show 2009 story, go to:
http://www.youtube.com/watch?v=HGv3OP3yRlA

**About the Author:**
Gerald Dworkin is a professional aquatics safety and water rescue consultant for Lifesaving Resources, LLC (lifesaving.com) and is responsible for aquatics safety, lifeguard, water rescue, and ice rescue training curriculum development and program administration and conduct. He also consults as an expert in drowning and aquatic injury litigation. Dworkin is a graduate from the University of Bridgeport in Connecticut, and has over 30 years professional experience as a Firefighter, Emergency Medical Technician, and Water Rescue Technician. Dworkin serves on the Board of Directors for the National Drowning Prevention Alliance; Advisory Boards for the American Red Cross and the International Swimming Hall of Fame; and is a member of the National Water Safety Congress. He is also a Firefighter/EMT with the Kennebunkport (ME) Fire Department. For more information, visit www.lifesaving.com, or e-mail Gerry at gerald@lifesaving.com.

**PO-GO & SOS-GO**
Prior to March 2013, Lifesaving Resources was advocating either PO-GO or SOS-GO, with the bottom line being to GET OUT of the vehicle as soon as possible. However, it was brought to our attention that these acronyms may not translate properly into other languages. So, for these reasons we’ve decided to phase out these protocols. However, we know these protocols work and they are basically the same as the new protocols described above.

**PO-GO**
- Punch open the seatbelt
- Open the window
- GET OUT

**SOS-GO**
- Stay call and assess the situation
- Open the window or door
- Disengage the Seatbelt
- GET OUT
NEWS

Bystanders Form Human Chain To Save Drowning Boy In New Zealand (VIDEO)

http://www.huffingtonpost.com/2013/03/11/human-chain-saves-boy_n_2852696.html?1363018830&icid=maing-grid10%7Chtmlws-main-bb%7Cgd135%7Csect_%ink%26gscid%3D269311
03/11/2013

On Sunday, Joshua McQuoid and two friends were playing at a Napier beach when a wave dragged McQuoid out to sea. According to the Australian, beachgoers became frantic and a German tourist tried to unsuccessfully pull him out of the water.

Soon after, several other people linked arms to form a giant human chain. Fighting against the current, the 12-person chain went into the surf to bring the boy to safety, the video above shows.

The police officers at the front of the chain grabbed McQuoid and threw him to shore, where members of the public administered first aid and an ambulance transported him to Hawke’s Bay Hospital. He has since been released.

"When I was in there I thought I was going to die," McQuoid told New Zealand's One News. "The waves smashed me so much, there were five really big ones, they flipped me around quite a few times, I was underwater."

The crowd's reaction left McQuoid's father stunned and grateful.

"The presence of mind of one of the officers to form the human chain and the spirit of everyone involved to react immediately was a fantastic effort and resulted in this boy being brought to shore and to safety," Senior Sergeant Mike Stevenson told Radio New Zealand.

A video of a human chain saving a drowning boy in New Zealand has gone viral.

Cold water rescue

http://tribune-chronicle.com/page/article/detail/id/584539/Cold-water-rescue.html?nav=501&group%26edge%26member%22%26member%22%26member%22%26member%22%26member%22
March 13, 2013 By RON SELAK JR. - Tribune Chronicle

WARREN - Rescue workers in that dark, murky pond off Pine Avenue S.E. where a sport-utility vehicle crashed and landed upside down used their hands to feel for bodies inside the wreckage, pulling out one-by-one each of the trapped occupants.

When the passengers were freed, rescuers using a buoyant rescue basket worked the victims back to shore, where more safety workers helped transport the bodies up the hillside to waiting emergency medical personnel and ambulances.
Four Warren firefighters were in the cold water rescuing five teenagers from the submerged Honda Passport on Sunday, and also a sixth teen who was thrown from the vehicle during the crash and found beneath the SUV while it was being removed from the pond.

Two of the eight teens from Warren in the crowded SUV were able to escape by breaking a rear window and ran at least a quarter-mile to a home on Burton Street S.E. to call for help.

The six people trapped inside, ages 14 to 19, were killed.

Warren firefighter Lt. Bill Smith, who was in the pond supervising the rescuers in the water, said firefighters had to break most of the SUV's windows to reach the trapped occupants, then located them mostly by feel. He described a fast-moving scene: As soon as one victim was on shore, the basket was needed back at the vehicle because another victim had been found.

In his 22 years, "I can't think of a worse accident," he said.

"I wish we could have done more. We did everything we could to give them a chance," said Smith, one of three firefighters who trained the department to do cold water rescues.

Firefighter Capt. Bill Monrean, who was out front of the rescue squad by about 30 seconds, said he radioed the responding crew to prepare get in their cold water rescue suits after learning from people at a nearby business that people may have been in the SUV.

"We really didn't know if we had anybody. The initial report was maybe two people," said Monrean, the incident commander at the scene for the fire department.

As soon as the first firefighters in the water, Bryan Binko and Al Garretson, found the first victim, Monrean said he called in more people.

Tribune Chronicle / Virginia Shank
At least 20 members of local and national media attend a news conference Monday at the Warren City Schools Administration Building in downtown Warren concerning events of the Sunday accident that took the lives of six teens and injured two others. An Ohio State Highway Patrol report that included statements from the two survivors was released Tuesday.
firefighters. In three minutes, another nine were at the crash to help.

"We just continued rescue efforts," Monrean said. "It's tragic because we didn't know there was that many people."

Firefighter Les Hathaway was the fourth Warren firefighter in the water.

They had to work quickly; the protective suits insulate firefighters for only 30 to 45 minutes before they start feeling the effects of hypothermia. The water was only about 38 degrees, Monrean said.

And because of how the suit is designed - there is a face opening - firefighters try to keep their heads above water to prevent water from flowing into the suit, which lends to these types of rescues to being done mostly by feel.

In this instance, the bottom of the SUV chassis and wheels were not submerged, letting firefighters get everyone out by feel. But if the situation called for it, Smith said, a firefighter would go underwater to make a rescue.

A post-incident training session was done Sunday to review the incident and provide stress debriefing, Monrean said. Also, attention will be paid to the crew in the future to monitor the impact of such a tragic situation.

"It's hard to explain. At the time, I have a job to do and the easiest way to do that job is to withdraw yourself and maintain control while we're doing our job," Monrean said. "It doesn't affect you until afterward."

Some counseling resources are also available to firefighters in bad incidents like the crash.

**Police: Visitor finds Explosive Device at Blue Hole diving spot in eastern NM**


April 04, 2013 THE ASSOCIATED PRESS

SANTA ROSA, New Mexico — New Mexico State Police are investigating after an explosive device was found at a famous diving spot in eastern New Mexico.

Sgt. Emmanuel Gutierrez said the state police bomb squad was called out to the Blue Hole on Thursday after a visitor noticed a suspicious device in the fresh-water spring.

The park was evacuated, and the bomb squad determined that the device was in fact an explosive.

Gutierrez says there were no injuries or property damage. State police divers also conducted a sweep of the water in Blue Hole as a precaution.
Earlier this week, an Albuquerque man was arrested for setting off an explosive device inside a portable toilet at Conchas Lake State Park in northeastern New Mexico. Two explosive devices were also recently found near a Clovis landfill.

**Second body recovered from Hertz plane**


NBR staff | Sunday April 07, 2013 |

**UPDATE April 7 /** Navy divers located a second body from the crashed plane of Eric and Kathy Hertz around 3.30pm this afternoon.

The body was recovered as navy dive support vessel HMNZS Manawanui used its crane to retrieve a section of the crashed plane.

The couple's family released a statement shortly before 6pm, saying:

"The recovery of Eric and Kathy, along with the wreckage of the aircraft is of immense relief to us all. Knowing that they can rest together in peace and that we can say our farewells is of huge comfort at this time.

"By safely recovering the aircraft, despite such challenging conditions and without serious injury to those involved, the rescue authorities have made a huge contribution to us and the wider aviation community. We can now look forward to one day understanding what happened.

"We would like to acknowledge the determination of these people in pursuing such a difficult recovery.

"We hope the community of New Zealand does not need the services of these extremely committed people, but can assure them that if they do then there is a remarkable team ready to act in such testing times."

**Plane to be handed over to CAA**

Waikato Police Operations Manager Inspector John Kelly says the next steps would see the body transported to Auckland where a post mortem on both bodies recovered will take place.

Speaking on behalf of the Royal New Zealand Navy the Commanding Officer of the Operational Dive Team, Lieutenant Commander Trevor Leslie said this afternoon’s recovery was a fitting conclusion to all the hard work completed by the agencies involved.
"As we saw yesterday this recovery wasn't without its challenges and the Navy is proud to have been able to play its part, alongside the partner agencies involved, in returning both people from the plane to their loved ones.

"Though buoyed by the success the navy personnel from the ODT and HMNZS Manawanui also recognise this recovery is tinged with sadness and we would like to express our sympathies to their families."

Mr Kelly said the police investigation is on behalf of the Coroner. The aircraft itself will be transported to Auckland by the Navy on behalf of the Civil Aviation Authority where accident investigators will now take charge of the investigation.

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**Body recovered from Hertz plane**

**UPDATE April 6 /** Navy divers recovered a body from the crashed plane of Eric and Kathy Hertz at noon today - almost exactly a week after the couple's twin-engine Beechcraft Baron ditched 20km off the Raglan coast.

District operations manager Inspector John Kelly says police won’t release a name until the body is formally identified tomorrow night. The body has been taken to Auckland for a post mortem that will be carried out on Monday.

Inspector Kelly says conditions and visibility are poor. It is still uncertain if a second body is trapped in the plane, which sits upside down under 56m of water. Navy divers completed five dives on the site.

Underlining the difficult conditions faced by the rescue team, one diver was injured while working on the wreckage. The diver was medically evacuated to Auckland as a precaution.

Commanding officer of the Operational Dive Team (ODT), Lieutenant Commander Trevor Leslie, said the environmental conditions faced by the divers include various sized swells, strong bottom currents and significantly reduced visibility below the surface.

The situation is complicated by the fact the plane is no longer in one piece.

"From sonar imagery we were able to locate the aircraft but the initial dive revealed the aircraft is not intact, presenting us with a number of challenges," Inspector Kelly said. "These are well trained guys ... they enjoy the work but also know the risks."

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**Tributes for Eric Hertz**

- 2degrees chairman, major investor's CEO fly in from US
- Analysts have poor form predicting 2degrees' future

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**Navy dive vessel arrives at Hertz crash site; police ask boaties to back off**

**UPDATE / April 5:** As navy dive support vessel HMNZS Manawanui arrives at the Eric and Kathy Hertz plane...
crash scene 20km off the Raglan coast, police are asking boaties to back off.

A test dive is being carried out after a morning swell prevented earlier efforts. Incident controller, Sergeant Warren Shaw says, "What we're dealing with is the recovery of two people believed to be inside an aircraft lying on the ocean floor off Gannet Island at a depth of 56m. This is near the optimum depth our Navy divers can operate at."

One of those challenges faced by the team is determining if the two occupants of the plane, Eric and Katherine Hertz, remain on board.

"To be able to do this successfully we need to be able to conduct our operation unhindered so we're asking boaties and masters of vessels to ensure they respect the 500m radius exclusion zone around the crash site off Gannet Island," Sergeant Shaw says.

Mr Shaw said while the recovery is going on, local Iwi have placed a "rahui" on the area - a form of tapu that restricts access to an area by unauthorised persons (2degrees developed iwi ties through buying spectrum from minority shareholder the Hautaki Trust and has two iwi directors - Anthony Royal and Bill Osborne).

"This is a mark of respect for those in the water and requires people to refrain from carrying out any action in that water and is in synergy with the objectives of our operation," Sergeant Shaw says.

The Manawanui includes a recompression chamber, dive bell, lifting and four-point precision anchoring, which is expected to allow the recovery operation to resume even if bad weather continues.

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HMNZS Manawanui fact sheet
HMNZS Manawanui is the Navy's dive support vessel. She forms part of the Navy’s Littoral Warfare Support Group and provides an expert platform to support diving and mine counter-measure operations.

The dive support capabilities onboard Manawanui include a compression chamber, a diving bell, a 15 ton crane and workshop facilities including electric and gas welding equipment and a lathe. Manawanui also has a four point precision anchoring system, allowing her to accurately position herself for underwater operations.

The Navy’s Operational Dive team is often based on Manawanui. The team is trained for deep diving using mixed gas breathing apparatus, and is skilled in underwater demolition and unexploded ordnance disposal.
With a range of 5000 nautical miles Manawanui can undertake peacekeeping and maritime security missions around the New Zealand coast, South Pacific and South East Asia regions.

- **Displacement:** 911 tonnes
- **Length:** 43.6 metres
- **Beam:** 9.5 metres
- **Draught:** 3.2 metres
- **Range:** 5000 + nautical miles
- **Crew:** 20 personnel

**UPDATE / April 3:** Deteriorating weather conditions have prevented further exploration of Eric and Kathy Hertz small plane, which lies upside down under 56m of water off the Raglan coast.

Sergeant Warren Shaw of the Waikato Search and Rescue Squad says a mixed team of Police, Navy, CAA, NIWA and Coastguard staff returned to the scene of the wreck this morning but conditions prevented the launch of another Remote Operated Underwater Vehicle (ROV).

"Consequently the Coastguard vessel has returned to Raglan where planning and coordination is continuing with a view of having operational options available for when the Navy's dive support vessel, HMNZS Manawanui, arrives on Friday.

"Manawanui capabilities include a recompression chamber, dive bell, lifting and four-point precision anchoring which will be invaluable to the recovery team and she will also embark a detachment of Navy Operational Divers to assist in the search."

**Police find Eric Hertz' plane April 2, 5.45pm:** Police have confirmed the sonar image detected yesterday, and released earlier today (right) is of the light aircraft owned by 2degrees CEO Eric Hertz.

The twin-engine Beechcraft Baron is lying upside-down under 56m of water. Police have yet to establish if the aircraft contains the bodies of Mr Hertz and his wife Kathy, who are presumed dead after the plane reported engine trouble then ditched around 12.20pm Saturday.

The officer in charge of Operation Jareth, Sergeant Warren Shaw, of the Waikato Police Search and Rescue Squad, says today's activities have centred around confirming information supplied by the Navy's Mine Countermeasures Team and their ocean mapping equipment.

"A team from the Police, Navy and a Civil Aviation Authority Crash Investigator boarded the Raglan Coastguard's Gallagher Rescue vessel at first light and headed out to the..."
scene and this afternoon confirmation came back that the Remote Operated Underwater Vehicle (ROUV) had captured images of the aircraft."

Civil Aviation Authority spokesman Mike Richards said the CAA is supporting the work of the Police at this time by providing an aviation expert who is helping to identify parts of the aircraft found on the seafloor.

"The Police and Navy are working closely on options to retrieve the occupants. Once this is done the CAA can start considering ways to carry out the investigation as to establishing possible cause or causes of the accident. The coordinated efforts of the agencies involved are both substantial and remarkable," Mr Richards says.

While difficult, the challenges faced by the agencies involved are not insurmountable, Sergeant Shaw says.

"We have the right people and equipment on hand, both in Raglan and elsewhere available to deploy and each agency remains committed to returning the missing couple back to their family."

Police have released an image of the object (above right).

Sergeant Warren Shaw of the Waikato Police's Search and Rescue Squad said an Autonomous Underwater Vehicle (AUV) provided by the Royal New Zealand Navy's Mine Countermeasures Team had been used yesterday to map out an area of 1000m square.

"This torpedo like device, known as the Remus 100, collected data from the ocean floor which enabled us to build up a picture of what was down there and identify a large object of interest.

"This in turn enabled us to focus our attentions on a particular area of ocean and this morning at first light a multi-agency team comprising of Police, Raglan Coastguard, Navy personnel and a crash investigator headed back out to the scene off Gannet Rock where they deployed a Remotely Operated Underwater Vehicle or ROV."

While difficult, the challenges faced by the agencies involved are not insurmountable, Sergeant Shaw says.

"We have the right people and equipment on hand, both in Raglan and elsewhere available to deploy and each agency remains committed to returning the missing couple back to their family."

April 2 / EARLIER: "A large object of interest" has been identified by the effort to sonar map the seabed around the area where a small plane belonging to 2degrees CEO Eric Hertz and his wife Kathy crash-landed midday Saturday.
"We're fortunate that the equipment and expertise available is world leading and we have experience in this type of operation so we'll be doing our best to identify the object that has been found."

Mr Shaw said the focus for the combined team is identifying what the object found at 56m below the surface is and locating and returning the bodies of the plane's occupants to their loved ones.

**April 1:** Waikato Police say they are still searching for the light aircraft that crashed around 12.20pm Saturday with 2degrees CEO Eric Hertz and his wife Kathy onboard.

As day three of the search begins, a Navy Mine Countermeasures team is using a torpedo-shaped remote-operated vehicle to map areas of the sea floor around the crash area.

Police believe the couple's bodies are still inside the aircraft, which sunk after ditching 20km off the Waikato coast near Raglan.

"Engine trouble was reported shortly before the crash.

Navy and police divers are also on the scene, but will not be deployed until the sonar search locates the aircraft.

Operation head Sergeant Warren Shaw of the Waikato Police Search and Rescue Squad says while debris from the crashed Beechcraft Baron and an oil slick had been located, the actual plane had not.

"At the time the debris was found [on Saturday] a buoy was deployed to guide searchers back to the site and to use as a starting point for locating the aircraft," Sergeant Shaw says.

Specialist police divers then travelled to the site yesterday and began mapping areas of the ocean floor around the buoy.

"The Navy provides us with considerable experience in such operations and the Mine Countermeasures staff will prove crucial in mapping out the search. They bring with them a number of unmanned submersible devices that can assist in this and it is only when the aircraft has been pinpointed that we would consider putting any divers in the water," Sergeant Shaw says.

"One of the major challenges we are facing is that we are dealing with an aircraft that has potentially impacted with the water at high speed and broken up. To compound things further there is the potential for objects that come to the surface to drift up to 5km a day due to surface currents."

What this means is that though a starting point has been established the actual location of the aircraft could be a considerable distance away and it may be some time before any wreckage is located.

"We of course hope that we locate the aircraft and its occupants today but even if it was the case the wreckage would be at a depth near the edge of the operating..."
capacity of the resources at hand and Police are thus relying heavily on the expertise of the navy and their experience in this field."

**Appeal to public**

Mr Shaw says that while much of the search operation would be technology based the public have a part to play as well.

"Today we will also conduct shoreline searches via helicopter while the marine search is ongoing.

"At the same time we would ask boaties, coastal landowners and beach goers to keep an eye out for anything unusual and if you spot anything make contact with Police either via 111 or through the Crime Reporting Line on 07 858 6200."

**Every second counts:**

**An officer’s race to rescue drowning girl**


April 08, 2013- Loraine Burger

“"It was clear the good lord was looking out for everyone”

**AMES, Iowa** — It was 04:00, only an hour into his shift, when the call came over the radio.

There was an accident — a car had gone off the road — and it was only a block away.

Officer John Barney, who was parked behind a stadium as his computer was booting up, headed to the scene, where he quickly noticed the debris on the road and saw several people leaning over an embankment.

As Barney approached, he could see what they were all watching, horrified. A car, upside down in a creek, and a 16-year-old girl’s voice screaming from inside.

As Barney crept down the embankment toward the car, he could hear the girl thumping against her door.

“I took my duty belt off, I got my back-up gun off — I didn’t know how deep the water would be so I didn’t want the extra weight,” Barney recalled.

**She Couldn’t Move**

He grabbed his baton and began hitting the glass until it finally gave in. He reached into the driver’s seat to pull the girl out, but she couldn’t move.

“"That was a critical moment. I was thinking, ‘If she doesn’t get air right now, there’s a possibility I’m not succeeding here,’” Barney said.

Time was running out. The girl, Elizabeth Funk,
was no longer screaming. Her head was now underwater.

Barney felt for her seat belt and knew once he felt the tension on the strap that that was most likely what was stopping him. He reached for a pocket knife, and then felt for the strap again.

“I was lucky enough to find it that second time and get a knife on it,” he said.

A mere 4 four minutes after he arrived on the scene, Barney pulled Funk from her vehicle to safety.

Shaken, she took a few moments to come to before standing on her own and walking with the officer out of the creek. By that time, fire and EMS crews were there to help.

Barney, a four-year veteran — three years with the Ames Police Department — was later invited by the teenager's family to visit them and recount last month's rescue, so they could thank him in person.

“I’m just glad it turned out well,” said a humble Barney, “It was clear the good lord was looking out for everyone.”

**DEMA Releases New PSA, Poster on Dive Flag Awareness**

DEMA and Diver’s Alert Network (DAN) Remind Boaters and Divers of the importance of correct Dive Flag Usage

4/9/2013

As the 2013 boating season approaches, DEMA has created a new Dive Flag Awareness poster and is distributing a 30-second Public Service Announcement in an effort to increase diver safety by reminding boaters and divers of safety tips and proper dive flag etiquette. Dive Industry Professionals are encouraged to print and distribute the Dive Flag Awareness poster to local marinas and diving and boating enthusiasts as well as share them electronically with their online community. Both are part of DEMA’s ongoing campaign to encourage boaters to be more cautious when they see a dive flag and encourage divers to always use their divers-down flag.

The 30-second PSA was produced by DEMA in partnership with the Divers Alert Network (DAN), along with assistance from the National Safe Boating Council (NSBC) and the United States Coast Guard (USCG). It was created to inform divers and boaters of the proper use of a dive flag to signal that divers are in the water and boaters should maintain distance and be cautious when in proximity to a dive flag. This season DEMA has also created a 15-second version of the PSA as well as a Dive Flag Awareness
poster to help spread this important and life-saving message.

“Our goal in sharing this important message is to remind both divers and boaters that they often share the same waters and in order to ensure an enjoyable experience, all must adhere to necessary safety precautions,” commented Tom Ingram, Executive Director of DEMA. “By increasing the awareness of the divers-down flag we hope to keep diving and the waterways safe for everyone this summer.”

In addition to being made available to the Industry for download and sharing, the poster and PSA’s will be promoted as a social media campaign via DEMA, Be A Diver and DiveCaching Twitter & Facebook pages for the remainder of the summer, as well as on social media sites of affiliated organizations. The Dive Flag Awareness poster is now available to viewed, shared and downloaded. Both versions of the PSA can be viewed and shared via the Be A Diver YouTube channel. All divers, boaters and Industry Professionals are encouraged to share the poster and PSA with their social media friends and followers, local diving community and

DEMA, the Diving Equipment & Marketing Association, is an international organization dedicated to the promotion and growth of the recreational scuba diving and snorkeling industry. With more than 1,400 members, this non-profit, global organization promotes scuba diving through consumer awareness programs and media campaigns such as the national Be a Diver campaign; diver retention initiatives such as DiveCaching; and an annual trade-only event for businesses in the scuba diving, action watersports and adventure/dive-travel

industries, DEMA Show. DEMA Show 2012 will take place November 6-9, 2013 at the Orange County Convention Center, Orlando, FL. For more information on DEMA and affiliated programs contact (800) 862-DIVE (3483) or (858) 616-6408 or visit www.dema.org. Stay updated by following “DEMAOrg” on Facebook and Twitter.

Police divers clean up riverbed
13/04/2013 AARON LEAMAN, Peter Drury/Waikato Times

The Police National Dive Squad put their unique skills to the test recovering numerous car bodies littering the the Waikato River bed.

A beautiful stretch of Waikato River became even more unspoiled after half a dozen illegally dumped wrecks were hauled from the water.
Police national dive squad members spent the week northeast of Lake Taupo removing the crumpled wrecks from the river.

It's estimated some of the rusty bodies, including a flat deck truck, may have been in the river for more than a decade.

The Waikato River passes through Wairakei Estate. The estate, together with LandCorp Farming, secured $7500 from the Waikato River Authority for the clean-up operation.

Dive squad head Senior Sergeant Bruce Adams said although the river appeared calm, the swift current was a "good test" for squad members.

The dive operation was incorporated into the squad's annual five-day camp and was a "fantastic chance" to clean up the environment, Mr Adams said.

"We're certainly in the game of trying to achieve the most with the least.

"They [divers] get to use a lot of gear and test their skills and hone up on a few things and do a bit of good at the same time."

Thirteen divers plus support staff were involved in the operation, and were helped by fire service staff and the harbourmaster.

Mr Adams said the dive squad had had a busy summer, responding to multiple drownings.

"Having a job like this which isn't our normal gruesome stuff is a bonus. "The guys can relax a little bit [and] look at some different skills."

Landcorp Farming office manager Jan Weston said as a neighbour of the river, they took their role as environmental guardians seriously.

The Waikato River Authority's funding paid for the squad's accommodation and meals.

Squad members also dived at Huka Falls, retrieving bikes, stolen handbags and cellphones.

Mr Adams said it was
staggering to see what was dumped in the river.

"I think it's out of sight out of mind, but jeepers it doesn't need to, it just ruins the environment.

"You look what we've got here, half a dozen old vehicles, full of oil and everything else and it's senseless. There are certainly better ways to dispose of your rubbish rather than trying to wreck the environment. This is paradise but some ratbags think it's an OK place to dump rubbish."

Authority co-chairman John Luxton said the clean-up project would have an immediate and tangible impact on the river.

**Body of Modimola aircraft instructor retrieved**


Apr 17 2013 12:32PM Thabo Rantlha

One of two bodies believed to have drowned when a light aircraft plunged into Modimola Dam outside Mafikeng has been retrieved by the police divers at about mid-morning today.

The body of the plane instructor was taken out of the water and the divers are now searching for that of a second person, who is a student pilot.

The instructor has not been identified and so is the student pilot, who were believed to be on a routine training flight. The cause of the plane to crash is still unknown, but authorities on the ground say that would be the subject of an investigation to be conducted by Civil Aviation Authority later.

When The New Age team arrive at the scene, three teams of police divers – one from Potchefstroom, one from Brits and another from Mogwase were busy retrieving the instructor’s body. The machine is submerged in water with only its tail appearing above the surface. According to an aviation source, the aircraft is from the local Aviation in Mafikeng and yellow plane crashed at around 6pm on Tuesday night.

**Ralph And Sharon Knowles, Missing Young Siblings, Die After Being Pulled From Pool In Long Island**

http://www.huffingtonpost.com/2013/04/15/ralph-and-sharon-knowles-_n_3084042.html?icid=maingrid10%7Chtmlws-main-bb%7Cdl1%7Csec3_lnk3%26pLid%3D298697
04/14/13

CENTRAL ISLIP, N.Y. -- Two young siblings reported missing on New York's Long Island died Sunday after their fully clothed bodies were pulled from the black waters of a neighbor's pool in 50-degree temperatures, police said.

Police received a 911 call at about 3:30 p.m. from a mother reporting that her 5-year-old son and a 7-year-
old daughter disappeared from their home in Central Islip, said Detective Sgt. Edward Fandrey of the Suffolk County police homicide squad. While searching the neighborhood, an officer spotted a shoe floating in a next-door neighbor's aboveground pool, which was uncovered and contained blackish water, Fandrey said.

Officers jumped into the 4-foot-deep pool and discovered the unconscious bodies of Ralph Knowles and Sharon Knowles. The brother and sister were taken to Southside Hospital, where efforts to resuscitate them failed, Fandrey said.

The pool is surrounded by a deck. Both are sunken into the ground and surrounded by a low, wooden fence.

Fandrey said the pool's owner had been cited by the town for improper fencing.

"The exposed side of the stockade fence was facing out, instead of the smooth side," he said, adding that the slats made it easier to climb over the shared fence.

Telephone calls to numbers listed for the addresses of the victims and the pool's owner went unanswered Sunday night.

The home where the children lived is owned by a nonprofit that provides housing to homeless families, Newsday reported.

The children's uncle, Henry Valentine, 32, of Jamaica, Queens, told the newspaper that the childrens' mother, whom he identified as Tia Knowles, was "devastated."

"She's not doing good at all," he said.

West Hartford Police Dive Into Pope Park Pond To Look For Evidence
April 23, 2013|By STEVEN GOODE, The Hartford Courant

HARTFORD — West Hartford Police Det. Phil Mugford sat in his dive gear Tuesday, waiting his turn to search the murky bottom of Pope Park Pond for two murder weapons.

It was a familiar drill. "Most of the time we're searching for evidence," Mugford said.

He and five other police divers were searching for a weapon used in the Jan. 2010 murder of Christian Torres on Park Road in West Hartford. At the same time, they
were also looking for a weapon used in the Aug. 2009 murder of Matthew Rivera on Dover Street in Hartford.

Four people, two dogs rescued after boat gets stuck above Great Falls

May 31, 201

AUBURN — It was supposed to be a nice, moonlit cruise. Instead, two men, two women and two dogs were plucked from the Androscoggin River when their boat motor died, leaving them hanging just above the raging falls between Lewiston and Auburn.

"The engine just cut out," said a tearful Arlene Duclos, who clutched her toy poodle, Reese, in the aftermath of the rescue. "We kept drifting closer and closer to the falls. I was so scared. I can't swim a lick."

The drama got under way at about 8 p.m. when witnesses reported a boat hanging on the edge of the falls, just below the train trestle.

"It was bad," said Jody Bolduc, who rushed to the Auburn side of the river after hearing about the incident on a police scanner. "There was panic. They were screaming and yelling over there."

Rescuers came from all over. Lewiston and Auburn firefighters were there. Auburn had a boat; so did the Androscoggin County Sheriff's Department. Police staffed both sides of the trestle and called the train company to make sure no trains went through.

A LifeFlight helicopter, making a return trip, hovered over the falls, shining a spotlight down on the stranded boat as darkness fell. Other rescue crews waited below the falls, in case the boat slipped over the edge.

For nearly an hour, the boat hung on the grates separating the upper part of the river from the lower part, beneath the falls. Rescuers sent life vests down to the
disabled boat via a rope connecting the boat to the trestle.

"It would have been bad news if the boat went over," Bolduc said. "That river is just going full-bore."

Arlene Duclos' husband, Paul, owns the boat. They haven't used it in several years, she said, but the boat seemed sound. They fueled it up and went out onto the river around dusk.

"It was a mutually agreed-upon venture," said Ron Locke, who survived the ordeal with his wife and their black Pomeranian. "It was supposed to be a moonlit cruise."

Arlene Duclos was badly shaken — she doesn't swim and doesn't much like being near the water. Her husband, a Coast Guard veteran, was more irritated that things had come to such a dramatic conclusion.

"I knew we weren't going to go over," he said. "I told them to just be calm; we have to wait. I know how to survive things like this."

But for a time, all he could do was watch from his precarious perch as darkness fell and more rescuers arrived. More than a dozen were on the trestle, another four in an Auburn Rescue boat, and countless paramedics, firefighters and police officers were on land.

"Those guys did an absolutely great job," Bolduc said.

The Auburn Rescue boat was able to hook onto Duclos' smaller boat right away. The problem was the current, which rescuers feared was too strong. The Androscoggin County Sheriff's Department sent its rescue boat to the scene and for several minutes, they talked about strategy.

Ultimately, the Auburn boat pulled the Duclos craft free of the falls, hauling it a short distance to Higgins Sports Center on North.
River Road in Auburn. There, a small — but growing — crowd waited for the disabled boat to be towed in.

When it was, Arlene Duclos was the first off. She was trembling and clutching her poodle. Reese, on the other hand, looked perfectly calm.

"I wasn't going anywhere without her," Duclos said.

Next to her, Lorraine Locke clutched her Pomeranian, which looked completely unfazed. The dogs didn't so much as bark during the ordeal, Lorraine said.

While all of that was going on, police responded to a report of a man who was threatening to jump from the nearby Longley Bridge. That situation was wrapped up quickly and with much less drama than the other incident. After all was said and done, nobody went into the river Thursday night.

**Miracle at Sea: Sailor Survives After Spending 2 Days Inside Sunken Ship**

http://gcaptain.com/miracle-sea-sailor-survives-spending/

BY ROB ALMEIDA ON MAY 31, 2013

As reported earlier this week, tragedy struck offshore Escravos, Nigeria on Sunday 26 May when the anchor handling tug Jacson 4 sank in heavy weather. Divers recovered 10 bodies from the sunken ship and 1 is still missing.

Miraculously however, the ship’s cook, Mr. Okene Harrison, was found alive after spending roughly two days inside the sunken vessel at a depth of 30 meters."The fact this person survived is incredible,’ commented former US Navy Salvage Officer Patrick Keenan. “After spending two days at 30 meters of depth, he had become saturated, meaning his body had absorbed all the pressurized gases and equalized with the surrounding water pressure. Bringing him to surface from that depth, and after having been saturated at 3 or 4 atmospheres, could easily have killed him.

In saturation diving, sat divers are brought to the surface from depth via a pressurized diving bell, which mates up to a pressurized chamber on deck. This allows the “saturated” divers to live and work above and below the surface at a steady pressure state for an indefinite period of time, and most importantly, to be brought to the surface safely.”

**Update:** Sea Trucks Group didn’t mention how Mr. Harrison was brought to the surface, however Paul McDonald, one of the Dynamic Positioning Officers on board the Dive Support Vessel that was involved with the recovery and rescue mission commented on our Facebook page saying:

“All on board could not believe how cool he was when being rescued. The divers put a diving helmet and harness onto him and he followed the diver to
the bell where he was then taken to deck level and kept in the chamber and decompressed for 2 days. It was amazing to be part of this rescue and my sympathy is with the families who lost their love ones.”

“Mr. Harrison has been brought to the surface safely and he continues to respond to treatment,” noted Sea Trucks Group in an emailed statement on 31 May.

Mr. Harrison’s survival will hopefully serve to lessen the grief of the families of the crewmembers who were lost this past weekend.

Jacques Roomans, the CEO of West African Ventures commented: “The families of all crew members have been informed of the outcome of the rescue operation and West African Ventures will continue to give all support possible to the families of our deceased and missing colleagues. We extend our deepest sympathy to all of them”.

Arkansas Sheriff Drowns While Checking for Flash Flood Victims

Boat carrying Sheriff Carpenter and wildlife officer swept away by rising waters


ODMP | Friday, May 31, 2013

Sheriff Cody Carpenter drowned while he and a state wildlife officer were checking for victims of an overnight flash flood along the Fourche Lefave River near Y City, Arkansas.

He and the wildlife officer were in a boat when it was suddenly swept away by rising water. Sheriff Carpenter's body was located the following morning. The wildlife officer remains missing.

Sheriff Carpenter had served as sheriff for 11 years.

Homicide Investigation Leads to Weapons Search at La Brea Tar Pits


Nothing was found during the search of the inky, black water VIDEO ON SITE

Jun 6, 2013 - Jonathan Lloyd and Rosa Ordaz

A police dive team searched the murky, oily water at the La Brea Tar Pits for a weapon Thursday as part of a homicide investigation.

New information regarding a "old homicide case" led officers to the area, according to the Los Angeles Police Department.

The search concluded about 1 p.m., and police would not say whether they found any potential evidence during the treacherous dive.

Officers with the LAPD's gang homicide unit began the search at about 9 a.m. in the 5700 block of Wilshire Boulevard. Aerial video showed divers wearing protective wetsuits in
the water and officers on a boat near the tar pit animal statues.

The tar pits, one of LA's longtime landmarks, are a site where oil naturally seeps up from the ground. The fossils of the bones of animals that were trapped in the malodorous black goo have been excavated from the site over the past century.

A tweet from the LAPD Wilshire Division account stated, "LAPD Underwater Dive Team in the area of La Brea Tar pits searching for evidence with Homicide Dets. Evidence is less than 65 mil years old."

Police search La Brea Tar Pits in murder case
JUNE 7, 2013 The Associated Press

Wooly mammoths, saber-toothed cats and giant ground sloths have been dredged up from the murky depths of La Brea Tar Pits. On Thursday, Los Angeles police plumbed the oily waters hoping that some evidence in a homicide investigation would bubble up to the surface.

Officer Rosario Herrera says a dive team searched the black lagoon in the heart of the city's Miracle Mile area. Police won't say if anything was found, or exactly what they were looking for.

Sgt. David Mascarenas has been a police diver for 16 years but said he has never been in a situation as strange as Thursday's dive, when he could barely see past his mask and twice got stuck in the gelatinous tar.

"I've been under moving ships, in underwater reservoir sheds and I've been lowered into dams, beside piers, in pipelines and swimming pools, you name it," Mascarenas told the Los Angeles Times. "This is by far the craziest thing I've ever done."

The La Brea Tar Pits are located on Wilshire Boulevard, on the same campus as the Page Museum and the Los Angeles County Museum of Art.

Hundreds of thousands of animal carcasses have been dredged from the tar pits through excavations over the last century, helping scientists piece together the long-ago inhabitants of the Los Angeles Basin.

Leg recovered from water at Dardanelle Bay
http://www.rivervalleyleader.com/life_in_the_river_valley/article_1192a19a-e6a8-11e2-9c37-001a4bcf6878.html
June 7, 2013 by Michelle Jostmeyer
The man is not a stranger to losing his legs, in fact, in September of 2012, while riding jet skis with his friends, the man lost another leg.

On Wednesday, June 5, an unidentified man lost his prosthetic leg while riding his stand up jet ski at Dardanelle Bay. The man stated while standing up riding his jet ski, the leg came off.

The man is not a stranger to losing his legs, in fact, in September of 2012, while riding jet skis with his friends, the man lost another leg. Prior to the September 2012 incident the man had stated that the prosthetic leg had come off before, but the last time the leg floated.

Jerry Evans, salesman at Cogswell Motors, received a call on Thursday, June 6, from the man. Evans had assisted him after he had lost his leg in the September 2012 jet skiing incident.

While on the phone with Evans, the man told him what had happened and asked for his assistance in recovering the second leg he had lost in the water. Evans told River Valley Leader, "Me, Adam Mulling and Kyle Cromer decided to go search for the leg after I received the call."

Unfortunately, Thursday's search proved to be unsuccessful. But the trio did not give up easily. Evans, Mulling and Cromer returned to the waters of the Dardanelle Bay tonight, Friday, June 7, to continue their search.

After searching for some time, the sun began to set this evening, and the hopes of recovering the leg dwindled, but as luck would have it, Mulling emerged from the murky water with the leg in hand.

The leg recovered from the water at Dardanelle Bay this evening is valued at approximately $10,000. The leg lost in September of 2012 was valued at $35,000.

**Missing Louisiana teacher's car found; body inside**

http://www.wafb.com/story/22539375/missing-nola-teacher-terrilyn-monettes-car-found

*Jun 08, 2013 (AP)*

**NEW ORLEANS** - Authorities have pulled a missing teacher's car from a New Orleans bayou and police say there is a decomposed body inside.

Terrilyn Monette, a Long Beach, Calif., native who moved Louisiana to teach, vanished three months ago. Authorities did not immediately say whether the body in the car was Monette.

Monette's black Honda Accord was pulled from New Orleans' Bayou St. John on Saturday.

Louisiana state Rep. Austin Badon has spearheaded the search for Monette. He says he and a volunteer diver resurveyed the waterway in a boat using sonar and found a car that had earlier been missed.

**Terrilynn Monette**
The 26-year-old teacher was last seen leaving a New Orleans bar not far from the bayou in the early morning hours of March 2.

**Knife found in boat search**
June 10, 2013 Mackenzie Ravn

POLICE have seized a hunting knife and other personal belongings on the moored houseboat of murdered Hope Island pensioner Ron Livingstone.

Detectives yesterday searched the boat following the discovery of a body in a shallow grave at Coomera on Saturday. Mr Livingstone was stabbed to death on his houseboat at Hope Harbour Marina in November, 2011.

His disappearance was never reported and police allege his bank account was raided after his death.

Police divers yesterday searched the Coomera River, around where the houseboat is moored, and found a knife to be sent for testing.

Detective Senior Sergeant Paul Austin said many items had been collected as evidence, but the weapon, described as a hunting or fishing knife, was of the most interest.

"They (divers) have located ... a knife in the water and we will be taking that knife for the purpose of conducting examinations to see if there is any correlation between the nature of the knife and the death of Ron Livingstone," he said.

"(Divers also found) general rubbish, tools and a lot of other items of interest."

Det Sen-Sgt Austin said human remains, thought to be those of Mr Livingstone, had also been found in a shallow grave off Oakey Creek Rd at Coomera on Saturday.
"At this time, the police are still at the identified grave site and are removing human remains," he said.

"We will have to conduct tests, however. Information that has come to police ... leads us to make the strong assumption that it is Ron Livingstone."
The discovery of the grave site came as Mr Livingstone's son Nikolaus Blyton and his alleged accomplice Timothy Cairns faced court over the murder.

Blyton, 22, appeared in Southport Magistrates Court charged with murder, interfering with a corpse and an unrelated attempted armed robbery at Coomera on June 2.

Cairns, 33, was charged with being an accessory to murder after the fact, interfering with a corpse, attempting to pervert the course of justice and stealing. Both men were remanded in custody until July 16.

**Emergency crews attacked at river rescue**


June 11, 2013 By Sean O'Riordan

Violence flared as emergency services recovered the body of a member of the Travelling community from a Co Cork river.

Michael O’Driscoll, 21, had been swimming with friends in the River Lee near Inniscarra cemetery when he drowned in the early hours of yesterday.

It is understood that Mr O’Driscoll and friends had been drinking in the area before going for a swim.

Gardaí from Ballincollig, Blarney, and Gurranabraher arrested two people at the scene for interfering with the work of the emergency services, who had been summoned to the scene at around 12.45am.

Mr O’Driscoll, who lived with a relative at Leesdale Estate, off the Model Farm Rd, was recovered from the water about an hour later.

He was taken to CUH where he was officially pronounced dead at 2.25am.

Further trouble flared at the hospital where three more friends of the deceased were arrested by gardaí on public order charges.

All five of those arrested were aged in their 20s and 30s.

Mr O’Driscoll’s uncle, William O’Driscoll, 36, died in early Feb 2007 after crashing his car on the South Ring Rd while trying to evade pursuing patrol cars. He had been followed after reports that he was driving dangerously.
Trouble also flared after William O’Driscoll’s death when relatives living at an unofficial halting site near Glanmire in Co Cork began to riot.

They threw missiles at passing cars, forcing gardaí to seal off the site and a number of roads in the area.

Gardaí dressed in riot gear were drafted in and after arresting five people eventually brought the situation under control.

An autopsy was due to be carried out on Michael O’Driscoll’s body yesterday and gardaí are preparing a file for an inquest.

**Dark cloud**

An evening of celebrations in glorious weather following victories on GAA fields on both sides of the Cork/Kerry border, turned to a tragedy which has cast a dark cloud over tight-knit rural communities.

And, yesterday, inter-county rivalry was set aside as people joined together in grief and supported the distraught family of Christopher O’Sullivan, 17, from Rathmore, Co Kerry, who drowned on Sunday evening.

The fifth-year student at Scoil Phobail Sliabh Luachra, Rathmore, was swimming with a group of friends in the River Blackwater, at Farrankeale, near Knocknagree, Co Cork, when he got into difficulties shortly after 5.30pm.

**Police Dive Team Makes Gruesome Discovery In New Jersey Reservoir – Car Found Submerged With Bag Full Of Body Parts Inside**


June 12, 2013

WEST MILFORD, N.J. (CBSNewYork) — In a gruesome discovery Wednesday, police divers participating in a drill found a dead body inside a submerged car in a New Jersey reservoir.

And as CBS 2’s Don Champion reported, the vehicle’s license plate number matched that of a missing woman from Oakland, N.J.

Investigators towed away the mud-caked 2004 Toyota Camry from the Monksville Reservoir near West Milford on Wednesday evening.

The car was found around 3 p.m. by the police dive team, according to the Passaic County Prosecutor’s office. CBS 2 was there as the investigators pulled out the body.

The body was found in parts in a bag, 1010 WINS reported.
Investigators were probing whether the body was that of Cathy de Bono, who was last seen driving on Easter Sunday in 2008 before she disappeared.

Her husband said she left their home without her purse or cellphone.

Investigators spent hours going over the car before towing it away, only saying the Northern Regional Medical Examiner’s Office will identify the body and determine the cause of death.

The body was not immediately identifiable because of the length of time it had been in the water. It was not immediately learned whether foul play was suspected in the case.

**Water rescue training: Firefighters hit the Pecos for dive rescues**

06/14/2013

Firefighters are known for saving lives, but in Carlsbad they wear more than just a red hat. Most recently they’ve taken to the water to give the city its very own version of "The Guardian."

All week, a team of rescue divers has been out on the Pecos River simulating real-life scenarios that warrant search and rescue under water. On Thursday, divers looked for a "baby" in a car seat who had fallen in the water when its sitter had gone to the restroom.

Emily King, an international dive rescue instructor from Albuquerque, played the babysitter and provided the guys with a dramatic teenage girl-style display before they went in the water. After a while of searching, Kevin Matthews, the only police officer on the team, found the infant-sized mannequin underneath the dock.

Robert Sanchez, president of Carlsbad Professional Firefighters and one of the senior leaders of the dive team, said the first hour - the "golden" hour - in a search is the most critical because people have been known to live after that long in the water. After one hour, the dive team goes into recovery mode - a chance to regroup and see what hasn’t worked and what could be done better.

"It's still all urgent, we still have to find them, but the chance of live-saving decreases," Sanchez said.
It's not an easy swim for the 13 dive rescue team members under water, Sanchez said. Their heavy gear weighs them down, and the murky waters of the Pecos River give only about a foot of visibility. There are also fish nets and hooks in the water to be looked out for. Besides that, the men are in wet suits which don't provide warmth once the water gets between their skin and the neoprene. Because of this, in dive rescues when the water is colder than 70 degrees, divers are only allowed in the water for 10-12 minutes at a time to reduce the risk of hypothermia. Sanchez hopes to get dry suits soon - approximately $1,500 more expensive, but safer, he said. There is also a difficulty of communication. With no walkie-talkies under water, the divers depend on their line tender for contact with the above-water world. Tugs on the rope from either the diver or the line tender are significant and used as a sort of Morse code for communication, Sanchez said.

The dive rescue team is trained to the highest level and is the only one like it in Eddy County. The divers cover the Pecos River, Lake Avalon, Brantley Lake and all the swift water canals in the area. Because of their expertise, the team has been called to areas in Texas as well and placed on standby in 2005 to help with rescue efforts in Louisiana after Hurricane Katrina.

Sanchez said the last big incident in Carlsbad requiring their attention happened a few Novembers ago when an inebriated man in his 50s tried to swim across the water on the south side of the river. About 10 years ago, a church group was picnicking and decided to get in the water to cool off. They attempted to swim from the west side of the bank to the east side and back, but Sanchez said one man in his early 20s went down during the swim. Neither man survived.

"The reason we do drills is because it happens, and it happened in our community," Sanchez said.

The professional firefighters/divers are prepared to cover the whole water space of the Pecos River to look for someone if need be, said Alex Luna, who has been on the team for six years. Because the visibility is so bad, the divers go by feel and wave their hands in front of...
them in a fan motion, moving about a person's length at a time.

"The reason we train is to build confidence that says, 'When you call me, I'll get your loved one out,'" Sanchez said. "We want to let the citizens of Carlsbad and Eddy County know (the fire department) is training to the highest expectation of the industry that is out there right now. Rest assured, we'll do everything in our efforts to get that loved one out within that golden hour."

**ROV team completes its first mission**
http://www.jamestownsun.com/event/article/id/188683/
By: Charly Haley, The Jamestown Sun

The Stutsman County ROV Team responded to its first rescue mission Monday. It assisted the Burleigh County Sheriff’s Department in locating a drowning victim’s body in the Missouri River near Bismarck.

Stutsman County’s remote operated vehicle is the second in North Dakota — Valley Water Rescue in Fargo also has one, said Jamestown Fire Chief Jim Reuther.

Stutsman County acquired its ROV last year after the family of Darrin Ackerman, who drowned in Jamestown Reservoir in December 2011, raised funds for it.

In Ackerman’s case, there weren’t any ROVs ready to be used in North Dakota, and Ackerman’s family and friends waited eight days for an ROV to be brought from Duluth, Minn., to find and retrieve his body.

Since then, Stutsman County’s team and Valley Water Rescue have been trained on their ROVs, and some law enforcement officials in Bismarck, Minot and Grand Forks have trained to operate the machine as well, Reuther said.

The ROV is about 2 feet long and 1.5 feet tall, Reuther said. It goes underwater on a tether and records video and sonar. Stutsman County’s ROV can operate up to 500 feet deep. It also has a small arm that can grab things.

An ROV takes a minimum of three people to operate, Reuther said. One person controls the machine and watches the sonar and video monitors, another also watches the monitors for targets, and the third person stretches the tether.
Reuther said he received a call from Burleigh County around 8 p.m. Sunday, asking for ROV assistance in the Missouri River where authorities believed a man had drowned.

Officer Troy Fleck, of the Burleigh County Sheriff’s Office and leader of its dive team, said he knew they needed help because of poor visibility in the water.

“Twenty feet might as well have been 20 miles,” he said.

Reuther, Stutsman County Sheriff Chad Kaiser and Lt. Sheldon Mohr, Jamestown Fire Department, left Jamestown around 6 a.m. Monday, and the ROV was in the water at about 9:30 a.m., Reuther said.

Someone from the Burleigh County dive team helped operate the ROV, Reuther said, and the machine located a target.

A diver from Burleigh County went down on the tether and brought the body to the surface around 1 p.m., Reuther said. It was the first time the Stutsman ROV team dealt with a strong current — most of the team’s training has been in the Jamestown Reservoir, Reuther said.

The search went well, though, he said. His team was back in Jamestown by about 4:15 p.m.

“(Using an ROV) alleviates us putting a lot of our divers at risk,” Fleck said. “It took a lot of the guesswork out of the search.”

Bismarck Rural Fire Department also assisted on scene Monday.

Fleck said Burleigh County is planning on having some officers continue ROV training with Stutsman County officers.

Stutsman County’s ROV team will train on operating in strong currents later this month in Fargo, Reuther said. He also said he hopes to get funding for training in winter rescue, with ice.

Although this was Stutsman County’s first ROV rescue call, the machine has been used in other calls, Reuther said, like investigations.
Siouxland Dive Rescue Not Able to Help in Recovery Efforts


Jun 14, 2013 By: Hollie Hojek

Siouxland Dive Rescue got the call Friday morning around 5 O'clock, that there was an emergency on the Missouri River, and a body was in the water. But the dive team wasn't able to respond.

The dive team's president says what happened Friday is extremely rare. The Siouxland Dive team currently has 13 divers, but of those 13, only four of them are certified river divers.

Unfortunately, two of them were unavailable Friday; and because it's a volunteer based team, there's not much they could do.

"It's an all-volunteer team, and you can't tell people they can't take vacation because we need them to be here. And you never know when there is going to be an emergency," said Lorraine Groves, president of Siouxland Dive Rescue.

The Yankton Dive Team was called in to assist in the recovery efforts. Groves says she is currently training three additional people to be qualified river divers, which would bring the total to seven, and hopefully that could help with availability in situations like this in the future.

Dive team searches Rio Grande for evidence in teen's murder

06/24/2013 By: Elizabeth Reed, KOB.com

A New Mexico State Police dive team is searching the Rio Grande for evidence in the murder of an 18-year-old Los Lunas woman, Desiree Schiffli.

Capt. Michael Hall of the Valencia County Sheriff's Office said several agencies responded the scene around 12 p.m. in the area where Main Street goes over the river.

The suspect, 19-year-old Joseph Bibiano, told KOB Eyewitness News 4 that the shooting was "an accident" during his arrest last week.

Police say Bibiano shot and killed Schiffli last Wednesday night during an argument.

Related stories:
- Suspect in girlfriend's slaying confesses to KOB's Schwartz
- Raw Video: Suspect in girlfriend's slaying turns himself in
- Neighbors react to slaying
Suspect’s all-night swim to avoid arrest proves futile

http://fox5sandiego.com/2013/06/24/man-gives-up-after-7-hour-ocean-standoff/#axzz2Y6wOSfTK

06/24/13 by Sharon Chen

CORONADO, Calif. – A man who appeared to be high on drugs surrendered early Monday after spending more than seven hours in the ocean off Coronado.

The man identified as 46-year old John Michael White was wanted on a felony drug warrant. At about 9:50 Sunday night, officers approached White on the street near the Hotel Del Coronado. White immediately took off running towards the beach, while shedding his clothes.

Throughout the night, he stayed in the water as Coronado police, lifeguards, the Coast Guard and the Navy Shore Patrol surrounded him and tried to coax him out of the surf.

“He was actually in and out of the water trying to play a cat and mouse game with officers on shore,” said Chief John Bolduc, San Diego Harbor Police.

Helicopters flew overhead while K-9 patrol units waited on shore, but the suspect threatened to injure anyone who approached. At 5:00 a.m., a special dive team from the Harbor Police was called in.

“Our police divers are excellent swimmers. They all have training to dive in very difficult environments,” said Chief Bolduc.

Sunday night the environment was high surf, low visibility and cold temperatures.

“The water temperature at 64 degrees or so hypothermia can set in,” said Chief Bolduc.
Ocean currents eventually pushed White down to Silver Strand State Beach. A special dive team from the Harbor Police used special equipment and skills and finally accomplished what the officers on land could not.

“One officer approached him from the front one approached him from behind,” said Bolduc. “They were able to take him under water and subdue him.”

Finally, shortly before 5:30 a.m., White was taken into custody. He was taken to a UCSD Medical Center in Hillcrest for observation and faces a charge of resisting arrest, as well as those on the original arrest warrant.

**Teams Dive Into Ohio River Training**


Federal, state and local agencies took to the Ohio River in Wheeling on Monday during a pair of training exercises that were a first for a trio of Ohio County special response teams.

In the first scenario, President Obama was visiting Wheeling Heritage Port to announce new U.S. Coast Guard standards and regulations governing the shipping and transportation of natural gas well fracking fluids by barges on the nation’s waterways. Prior to the presidential visit, the FBI identified credible threats and briefed local, state and other federal agencies.

In its first major training exercise, the Wheeling Area Underwater Special Tactics Team deployed divers into the Ohio River to locate an underwater explosive device. The recently operational, 24-member dive team is comprised of Wheeling police officers, Ohio County sheriff’s deputies and Wheeling and Benwood firefighters.

Local divers marked the device on the sea wall along the Heritage Port stage. Divers from the Allegheny County Bomb Squad then brought the would-be explosive to the surface and defused it.

Also on hand were representatives from the Pittsburgh River Rescue Unit and the Pittsburgh Police Department, including Sgt. Barry Budd, who offered the divers some last-minute coaching before they got in the murky water.

"The entire exercise was very successful, and we obviously identified a lot of resources that we have available to us," said Wheeling Police Lt. Phil Redford, who co-commands the local dive team with Wheeling Fire Capt. Mike Baker.
"We also found different things that we need to work on, but that's the purpose of the exercise - not to see how good you are, but where you need to improve," Redford added.

The underwater unit is governed by an executive committee consisting of the chiefs of each agency and Wheeling-Ohio County Emergency Management Agency Executive Director Lou Vargo, who celebrated having all three levels of government agencies participate in the exercises.

"It all worked out very well and that's best way to prepare for a real world event - in training like this - and we were real happy to host it here in Wheeling," he offered.

In the second scenario, terrorists hi-jacked a tow boat in Brooke County and traveled downriver. When the vessel reached the Pike Island Locks and Dam, Wheeling Police SWAT Team and the Ohio County Sheriff's Department Special Response Team boarded the boats, overtook the hijackers and rescued the hostages.

The exercise was the first time both law enforcement special units practiced securing a commercial vessel.

"I think things went pretty well," said Wheeling Police Chief Shawn Schwertfeger. "Usually with an operation like this, there's some communication glitches, and that's what we expected and had. But overall, it was a successful day and I can tell everybody involved learned a lot."

In addition, the following agencies also took part in Monday's exercises: U.S. Army Corps of Engineers, Environmental Protection Agency, West Virginia State Police, West Virginia Fusion Center, Ohio EMA and Fusion Center, Pennsylvania EMA and Fusion Center, Marshall County Office of Emergency Management, Jefferson County EMA, Belmont County EMA, West Virginia Division of Homeland Security and Emergency Management and the West Virginia Department of Transportation.

**Divers search pond in police officer ambush death**


Jun. 28, 2013  Bruce Schreiner - Associated Press

**LOUISVILLE** — Police divers came up empty handed Thursday in their search for clues in a rural pond near where a Kentucky police officer was gunned down last month.

Trained canines led investigators to the pond a few hundred yards from the highway exit ramp where Bardstown K-9 Officer Jason Ellis was killed in the early morning hours of May 25, said state police Master Trooper Norman Chaffins.

In addition, the following agencies also took part in Monday's exercises: U.S. Army Corps of Engineers,
Ellis grew up in Greater Cincinnati and was a 1998 graduate of Glen Este High School. Ellis was a star baseball player for the school and went on to play for the Cincinnati Reds minor league system.

The Louisville police dive team spent about five hours searching the pond but “found nothing of evidentiary value,” Chaffins said.

Still, the search was worth the time and effort, he said. “We’re able to narrow our investigation a bit,” he said. “And we’re able to eliminate this as a possible lead to a suspect. “The more leads we can follow up on and extinguish those leads, then the narrower we can get with our investigation.”

No suspects have been identified in the slaying.

Ellis was struck by multiple shotgun blasts after he got out of his cruiser to pick up tree limbs strewn on the ramp off the Bluegrass Parkway, about nine miles east of Bardstown. Ellis was headed home at the time. Bardstown Police Chief Rick McCubbin has said he thinks the 33-year-old officer was targeted in the slaying.

The new twist in the weeks-old investigation came after the arrival of new dogs supplied by an “outside organization,” Chaffins said. He declined to identify which group provided the dogs or the canines’ specialty in police work.

Investigators are continuing to interview people who were arrested by Ellis, Chaffins said. McCubbin has described Ellis as one of his top officers when it came to arrests, and said he made a dent in the town’s drug problem during his seven years with the police department.

The shooting prompted an outpouring of grief in Bardstown, a town of about 12,000 located some 40 miles southeast of Louisville. Hundreds of people attended Ellis’ funeral and even more lined roads to the country cemetery where he was buried. A black granite plaque honoring Ellis was dedicated this week.

June 28, 2013 by Leah Bush (Editor)

Huntington has formed an emergency dive team and added equipment designed to help rescue people during water emergencies.
The Town received two of the systems, each valued at $3,000, from the Bay Constable Benevolent Association, which also provided the training.

Senior Harbormaster Harry Acker and four Town bay constables received training this week. Four more bay constables will receive training in the future to form a nine-member team.

Among the advantages of the Rapid Diver Entry Systems are that it can be stored in a small space, put on quickly and worn in situations in which conventional scuba gear is too cumbersome or restrictive. The Rapid Diver system stores in a pouch and can be ready for use in less than a minute.

“This equipment will be especially useful in situations where quick extrication will save lives,” Supervisor Frank Petrone said. “We thank the Bay Constable Benevolent Association for donating the equipment and for training Town personnel in how to use it.”

Under the protocols adopted to reflect the addition of the Rapid Diver equipment, the Northport Fire Department, which is the only department in the area with an active dive team and a boat, will be notified immediately to either back up the Emergency Response Dive Team or to take over, using full scuba gear, if lengthier rescue operations are necessary.

“We hope that accidents never happen, but it is important that the Town has the proper equipment, the proper training and the proper protocols to assist victims trapped underwater quickly and safely,” Councilman Mark Cuthbertson said. “This equipment and the training that goes along with it help us achieve those goals.”

Dive team finds car in McKelvey Lake
http://www.wkbn.com/2013/06/28/25891-autosave/
June 28, 2013 By WKBN Staff VIDEO ON SITE

At one point, it looked like something out of a Hollywood murder mystery, but in the end not so much as a car salvage operation in Youngstown didn’t quite turn out as planned.

The incident actually started last weekend when volunteers with the Mahoning County Sheriff’s Dive Team thought they had stumbled across something big during a training exercise: A submerged vehicle. Divers were back at McKelvey Lake on the East Side Friday morning, searching an area about 30 yards from the Jacobs Road Bridge.

They spent about two hours hooking cables to a vehicle that was submerged in approximately 25 or 30 feet of dark, murky water. But when they finally managed to get
it to shore, the old, rusted Chevy Monte Carlo wasn’t exactly what they were planning to recover.

“I don’t believe this is the car. My divers told me it was an SUV. It had a wheel on the back of it, was something like a Jeep, or maybe even a Hummer. But not a car,” said Capt. Bill Hack of the Mahoning County Sheriff’s Department Dive Team.

Detectives from both the Sheriff’s Department and Youngstown police wanted the SUV brought out to see if it might have been stolen or might contain a body or some other crime scene evidence they could use. As a precaution, firefighters did pop the car’s trunk and found only fishing tackle inside. Divers said they do plan to go back to McKelvey Lake this weekend to make another attempt at finding that SUV.

Hack said divers have found a lot of things in the lake over the years. “It’s a lot of stuff in here. We get out here every time. We’ve also found a gun, we’ve found 11 knives, we’ve found flash bombs,” he said.

“The tow truck didn’t have enough cable with it. We had to carry chains out, and you know, carrying a 25-foot chain and a 15-foot chain is really heavy to get out there,. so that’s where our downfall came from,” Hack said.

**Dive team pulls stolen property from lake near Pearl River**


**New Orleans, La.** - A two-person dive team is in the process of recovering about $250,000 worth of stolen property from a lake near Pearl River, the Washington Parish Sheriff’s Office said Friday morning.

The WPSO said the items were stolen from a lawyer who lives in Pearl River County, Mississippi. The WPSO is working with the Pearl River County Sheriff’s Office.

**Plug Pond searched for gun**

**Weapon was used in crime, but police refuse to say more**

http://www.eagletribune.com/haverhill/x1696412709/Plug-Pond-searched-for-gun

June 28, 2013 By Bill Cantwell

HAVERHILL — Drive by the west side of Plug Pond any summer day and you’ll likely see nothing more than a couple of fishermen casting their lines.
But yesterday, something far different was happening at the small park across from expensive homes at the edge of Mill Street.

A state police dive team scoured the pond’s bottom, looking for a gun that had been used in a crime in Haverhill, according to police.

Police would not say any more than that — refusing to say what kind of crime the gun was used in or when it happened.

“They’re looking for a gun from a previous case,” Haverhill police Deputy Chief Donald Thompson said when asked about the search.

He said he had no details of the case and that Haverhill Lt. Robert Pistone would handle the release of any details. Later in the day, Pistone emailed limited information about the search.

“They were obviously looking for something,” his email said. “What that is and what it is in reference to can’t be commented on at this time by the Haverhill Police Department. I will have to refer you to the MA State Police for further comment. There is no reason for the public to be alarmed by their presence today.”

He also said any other information would have to come from the state police. A spokesman for that department refused to give any details. Carrie Kimball-Monahan, spokeswoman for the Essex District Attorney’s Office, would only say the search involved a criminal investigation.

Drivers passing the park saw a scuba diver donning his gear and preparing to enter the water shortly before 10 a.m. He used a metal detector to search the pond’s bottom.

At one point, the diver surfaced
holding a toy gun and told other members of the team that was not the gun they were looking for, which drew laughter.

The search lasted from 9:45 a.m. to 12:45 p.m., police said.

Pistone said he was unaware of any plan to search the area again. Late last night however, a police vehicle was parked at the edge of the water shining its lights into a shallow part of the pond. It was unclear whether a diver was in the water.

WPSO divers recover stolen antiques, guns
http://www.gobogalusa.com/news/article_fb673ce2-e04f-11e2-8ae0-0019bb2963f4.html
June 28, 2013 By Lucy Parker The Daily News

An operation to recover antiques stolen last year in Mississippi sent the Washington Parish Sheriff’s Office dive team into the murky waters of Bogalusa’s Lake Vista Friday morning.

Visibility in the water was essentially at zero, so the four dive team members were searching by feel, said Detective Capt. Tommie Sorrell, coordinator at the scene.

The divers worked for more than four hours, with two at a time under the water and the others assisting and handing items to investigators waiting on dry land.

More than $100,000 worth of stolen items were recovered from the water.

The search was for items stolen during a burglary that occurred in Lamar County, Mississippi in April 2012, said Marc Ogden, an investigator with the Pearl River County Sheriff’s Office.

Sorrell said about $1 million worth of items was stolen from a physician’s home during the burglary.

Recently, more than a year after the crime occurred, the Jefferson Parish Sheriff’s Office saw items from the burglary being sold on the Internet.

Ogden said that agency did some legwork on the case and contacted the Lamar County Sheriff’s Office, which then contacted Ogden.

Ogden’s office went out and identified the location in Pearl River County where the stolen items were supposedly being stored. He said a search warrant was obtained, and the sheriff’s departments in Pearl River County, Lamar County and Jefferson Parish worked together to serve the warrant.
During the search of that Pearl River County residence on June 22, approximately $400,000 worth of stolen Tiffany antiques and firearms were recovered. Among the items Ogden found at the location were two stained glass windows valued at $225,000.

Ogden has made two arrests related to the burglary, and he is searching for additional suspects. He said more arrests should follow along with more information on the suspects.

Washington Parish entered the story when the suspects became aware that a search warrant was being run on the main storage location in Pearl River County, Ogden said.

In an attempt to get rid of stolen items the suspects dumped seven Tiffany antique pieces in Lake Vista and 11 guns in another location in the parish, Pushepatapa Creek, off Old Columbia Road. He said he believes the sites were selected as out-of-the-way locations, and it does not appear the suspects intended to return for the items.

The suspects busted up many of the antiques before putting them in the water, he said. But several antiques were recovered intact from Lake Vista, including a vase valued at $45,000. A weapon was also recovered there. And during an hour-long search later in the day in Pushepatapa Creek, 11 collectible guns were recovered. Sorrell said a few arrests from Washington Parish, for possessing and damaging stolen property, are also anticipated as the investigation continues.

In addition to the Washington Parish Sheriff’s Office, the Pearl River County and Jefferson Parish sheriff’s offices were on the scene during Friday’s recovery operations.

Ogden contacted the Washington Parish Sheriff’s Office when he received information that the stolen items had been discarded in the parish, and he said the agency has done everything possible to help with the investigation.

“They have been invaluable to recovering a lot of these items,” he said.
Sorrell said collaboration is a good thing.

“We always work well with other agencies to get the job done and solve crimes,” she said.

**Swimming hazards lurk in recreational canal**

[http://www.wellandtribune.ca/2013/07/03/swimming-hazards-lurk-in-recreational-canal](http://www.wellandtribune.ca/2013/07/03/swimming-hazards-lurk-in-recreational-canal)

July 3, 2013 By Victoria Gray, The Tribune

**WELLAND** - Cooling off with a dip in the Welland Recreational Canal comes with risks.

City manager Craig Stirtzinger said swimming in the canal isn’t illegal, but it’s not encouraged — and that attitude hasn’t changed since Welland took over maintenance of the canal and its surrounding lands from the federal government in the 1990s.

“When people swim in the canal they are doing it at their own risk,” he said.
Jacques Goulet was seen jumping off the IlluminAqua stage in Merritt Park on King St. on Friday, June 21.
When the 43-year-old Welland father of two didn’t resurface a witness called 911. His body was recovered by the Niagara Regional Police underwater recovery unit later that night.

Sgt. Bill Wiley, who heads the unit, said there were conditions that made the recovery difficult for police divers, but they did not have any bearing on the man’s death.

Wiley said the water is 10 metres deep at the end of the stage and completely dark on the bottom, which is littered in debris. He said there were lots of shopping carts and bicycles below the surface making it hard for divers to manoeuvre in the dark.

“There are hazards and wires throughout that entire little bay area where the stage is,” he said. “It connects to the shore and secures it. There are also wires running both horizontally and vertically and that makes it a dangerous place for anybody to swim. It was never intended to be set up for public swimming.”

Const. Derek Watson said foul play is not suspected in Goulet’s death and police will not investigate the matter further unless autopsy results warrant reopening it.

Welland Recreational Canal Corp. executive director Stephen Fischer e-mailed The Tribune a statement shortly after Goulet’s death.

“I cannot comment further at this time other than to again caution the public that, while swimming in the waterway is not banned by any bylaw of the City of Welland, swimming as an activity and in any body of water has inherent dangers, swimming alone is never advised, and water temperatures do not match air temperatures.” Stirtzinger also refused to comment further until legal investigations into the matter are complete.

Goulet’s ex-wife said she has sought legal advice.

Wiley urges residents to swim in supervised public areas.

“Our message to people is to respect the water, whether it’s there — or anywhere. There are potential hazards.”

The nearby Division St. bridge has been posted with no-diving signs for years, but youths continue to disregard them.
Although we are officially in the summer season in terms of tourism and beach safety, the height of the season is still a fair few weeks away, which is prompting calls for caution for everyone looking to enjoy a day at the beach.

During the 2012 season, which ran from the 2nd of June until the 29th of September, 186 people lost their lives in water based incidents, 152 of whom were men, with August being the worst month, when there were 62 fatalities. Out of the total number of deaths, 42 people were in the 70’s and upwards age bracket, whereas 14 were children.

The bathing season poses one of the greatest risks to children. According to the Spanish Association of Paediatrics, drowning accounts for 8% of deaths and 73% of these deaths occur in swimming pools for private use. Drowning is the second leading cause for infant mortality, with consciousness often being lost within two minutes and irreversible damage occurring as quickly as within four to six minutes. The percentage of deaths from injuries associated with aquatic environments beats deaths from cancer or respiratory diseases. Up to 25% of children and adolescents admitted for medical treatment because of water related incidents will suffer consequences in the future that will result in neurological problems or affect the psychomotor development, they say.

A lifeguard of some years of experience, José, says that his job as a lifeguard is to “anticipate” what might happen. He states that children become particularly vulnerable near the water, but parents also need to take more of a responsibility in avoiding incidents, saying parents should “never lose sight of their children because many think it is a nursery and sometimes come with the kids, see the lifeguard and relax”, but it is not a life guard’s role to supervise children on behalf of parents.

As children grow older, the risk changes with the development of water based activities. Slides and jumps become a bigger cause of incidents involving adolescents, moving into canoeing and windsurfing as they get even older, and scuba diving as they become late in their teens.

The Ministry of Health has produced a booklet advising actions to prevent incidents at any age, although primarily aimed at the safety of children and the adults responsible for their care. “The aim is to warn of the risk of injury in different aquatic environments and recommend safety behaviours to be taken to avoid them”, says Ana Mato, the Health Minister.
The guide also details how a child can drown in the smallest amount of water, perimeter fences are advisable, respecting flags on beaches and avoiding dives into the sea, as well as avoiding alcohol are just some of the topics covered.

The Minister hopes that through awareness and advice, there will be a reduction in incidents this year, and certainly no repeat of last summer where, at one point, a number of children died within a matter of days.

### Found on the Web

**Diver's Body Found Mummified 13 Years After Death**


August 24, 2012
Written by: Robbie Levin

A man's body was recently discovered 225 feet below the surface of Lake Michigan, completely mummified 13 years after a dive went terribly wrong. The diver's body had been preserved by the cool temperature of the water, the pressure and the lack of oxygen. His diving gear was still on and his air tanks were attached.

In September 1999, Dirk Kann went diving in Whitefish Bay, Wis., with experienced diving pals Greg Olsen and Richard Boyd. The three set out to explore and photograph the Lakeland, a 2,425-ton steamer that sank in the lake in 1924. The steamer was carrying a load of cars, many of which are still intact. Together the trio had visited the sunken treasure more than 20 times.

Kann and Olsen went down to explore the ship while Boyd stayed back. During the dive, Olsen had a problem with his air tank, and the two had to head up to the surface. Kann's tank emptied on the way up, forcing the pair to share Olsen's. But it wasn't enough for both men, and Kann began to fade away. Olsen glanced down on his way up but eventually lost track of Kann. The Guttenberg, Iowa, native was 52 when he died.

Kann's body proved difficult to find because of the extreme depth of the shipwreck. According to the Daily Mail, at one point several years ago the body was hooked by a fisherman but subsequently released.

Finally, two divers in Whitefish Bay spotted the body last weekend and pulled it to shore.

"We made numerous attempts through the years to try to recover him with technological advancements. We used some of that to go down there, but his remains weren't..."
found until Saturday," said Door County Sheriff Terry Vogel. "He still had his diving gear on, in fact."

Kann's wife, Rose, told the Daily Mail that the family was relieved to hear that Dirk's body was found, but she was having trouble speaking about it. She said no memorial or service is planned.

**Revealed: How man found mummified in diving suit after 13 years saved life of friend who had to leave him behind in desperate fight for survival 220ft under Lake Michigan**


23 August 2012By EMILY ANNE EPSTEIN

The body of a diver missing for more than a decade has been found in the cold waters of Lake Michigan, where he drowned after he saved his friend's life.

Dirk Kann of Guttenberg, Iowa, disappeared in September 1999 while exploring a popular and extremely dangerous shipwreck, the legendary Lakeland, 225ft below the surface with his trusted diving partner Greg Olsen before tragedy struck.

After Mr Olsen's air supply was depleted at the bottom of the lake, there was a frantic fight for survival as the two men shared a single tank, alternating breathes and desperately clinging to their diving line as they ascended toward the surface.

Mr Kann never made it and the 52-year-old's remains were found in Whitefish Bay on Saturday, the Door
County Sheriff's Department confirmed, still in his dive suit and with air tanks connected to him.

'He still had his diving gear on, in fact,' Sheriff Terry Vogel said.

Sheriff Vogel said that two experienced divers found the remains while also exploring the wreck of a boat called the Lakeland.

Rose Kann, the wife of Mr Kann, spoke exclusively to the MailOnline about the news of her husband's discovery. She said that 'of course' the news was a great relief to the family, adding that they did not plan any memorial or service to commemorate Mr Kann. Morose, she told the MailOnline that she was having difficulty speaking about it.

Police reports from the incident show that Mr Olsen, Mr Kann and their friend Richard Boyd were on a diving trip on Mr Olsen’s ship named the Navy Boat.

All three men were close friends and diving companions for more than a decade. They told police that the three of them had been visiting the Lakeland for more than five years and explored it more than 20 times together.

Using a permanent line connecting the Navy Boat with the Lakeland, Mr Olsen and Mr Kann proceeded to head down for a photographic expedition of the wreck they had come to know over the years.

- **Businessman Dirk Kann, 52, disappeared on a dive on September 4, 1999**
- **Was out on photography dive with friends Greg Olsen and Richard Boyd**
- **Three men had spent the last decade diving together, visiting the Lakeland shipwreck over 20 times**
- **Mr Olsen's air supply was compromised during dive and Mr Kann gave him his own, saving Mr Olsen's life**
- **Then, Mr Kann had trouble surfacing and became unresponsive before disappearing**
- **More than a decade later, divers found his body some 200ft deep in Lake Michigan, still in his scuba gear**
Mr Boyd had planned on joining his friends, but was delayed and stayed behind.

Both divers had three air supplies: a primary regulator, a secondary regulator or 'octopus' and a pony bottle.

'They knew what they were doing and they had the equipment to do it,' an officer wrote in his report.

The descent to the wreck was 'uneventful,' Mr Olson told police.

The pair toured the bow of the ship and visited the part where the ship was broken in half.

The two of them were making their way back to the mooring line when Mr Olson's air regulator began to 'free flow.'

When air regulators free flow, or freeze up, during dives, the tanks deliver air constantly, causing a diver's air supply to be depleted in a matter of minutes.

Mr Olsen signaled Mr Kann for help, but Mr Kann accidentally turned off Mr Olsen's secondary air supply, leaving Mr Olsen's primary air supply to deplete entirely. A frantic Mr Olsen hooked himself up to his smallest container of air and the two men headed toward the surface.

'Both divers now had an emergency situation and they aborted their dive and made a hard swim for the bow of the Lakeland to the ascent line,' the police report reads.

The two grabbed hold of the line facing each other and made their way toward the surface hand-over-hand.

Three-quarters of the way up, Mr Olsen's tank was empty. Mr Kann gave him his own secondary air supply and the two men continued upward.

The situation under control, Mr Kann went to release the stringer line because, according to Mr Olsen 'they had beat the dive.'

A moment later, Mr Kann was in trouble.

THE LEGEND OF THE LAKELAND

The Lakeland was a 2,425-ton iron steamer built by the Pittsburgh Steamship Company in Cleveland, Ohio, in 1887 as the Cambria.

She was renamed the Lakeland on May 24, 1910, according to the Wisconsin Historical Society.

On December 3, 1924, after departing Sturgeon Bay, she began taking on water and sank in 210 feet of water six
miles east of the canal entrance with a cargo of Nash, Kissel, and Reynolds automobiles.

Today, she lies upright and largely intact with many of her automobiles intact in her hold.

Experienced divers flock to the wreck site to explore the vessel, though it is considered a highly technical and dangerous dive.

‘When Greg turned around, Dirk was right on him. Greg stated Dirk did not have his regulator in his mouth... Dirk was bumping into his chest, chest-to-chest, eyeball-to-eyeball,’ the report read.

‘Dirk’s eyes were wide and big.’

Mr Olsen gave Mr Kann his own air supply and the two began to ‘buddy breath’ back and forth, but eventually, Mr Kann became completely incapacitated.

‘He was like fading away,’ the report said.

Mr Olsen said he had two options at this point.

Completely out of air and holding his breath, he could rip the regulator out of his friend’s mouth and continue his own ascent, or leave his friend with the air and make his way toward the surface.

He chose the second option. On his way up, he kept looking back for Mr Kann, hoping he would appear behind him, but he never came up.

Bottles for decompression and emergency air, tied to the point in the line where Mr Kann was last seen, were all that remained of him.

Mr Boyd and Mr Olsen said that there was still 2,600 psi, out of a possible 3,000 psi in the tanks.

They continued to search for their friend until the U.S. Coast Guard arrived. The Coast Guard and local law enforcement mounted an exhaustive search of the area following his disappearance, utilizing a helicopter, 41-foot patrol boat and numerous fishing vessels to assist.

Once the interview was completed, the two men asked for permission to return to the water to find their missing friend and to tell their wives of the incident. Two days later, the search was called off, having only located Mr Kann’s wallet, his open water diver certification and his wreck diver certification.

‘There was a death investigation, I wouldn’t call it a homicide investigation,’ Sheriff Vogel said to the MailOnline. ‘There were no suspicious circumstances.’ The sheriff added that a few years ago, Mr Kann’s body was found by a local
fisherman.

'Six, seven years ago he was snagged by a fisherman, but he was released,' he said. 'Somehow they lost the snag. We did another search for the body but couldn't find him.' Sheriff Vogel said that each time, his office notifies the Kann family of the body's appearance.

Mr Kann was a celebrated businessman and inventor before he passed. He founded a recumbent bicycle company, Linear Mfg. in Iowa during the 1980s.

He also ran Kann Mfg, which was founded by his father, which manufactures garbage trucks, marine boats and barges. His son and daughter both still work at the family company.

'We made numerous attempts through the years to try to recover him with technological advancements, Sheriff Vogel said. 'We used some of that to go down there, but his remains weren't found until Saturday.'

Authorities say Mr. Kann's body was recovered near the wreck which sits about seven miles east of the Sturgeon Bay canal in more than 200ft of water. It's unique because the original cargo of early 20th century cars is still visible. That makes it a popular diving destination, but only for experienced divers.

'That particular shipwreck is what we call a technical dive,' explained diver and owner of Green Bay Scuba Alan Pahnke. 'When it's so deep, you need much more training to go down there than a normal sport diver would.'

Mr Pahnke told Fox 11 Online that the water temperature at that depth is around 2.2C (36F). He said the conditions would preserve a body for a long time. 'Because of the pressure and the depth it's at, there's not a lot of oxygen down there,' Mr Pahnke said. 'Plus the cold, it's like a refrigerator, it'll keep for quite a while.' The sheriff's department did not release the exact condition of the body, but reports show that Mr Kann was identified in part by the fact that he had two fingers amputated.

A flashlight with the name 'Dirk Kann' was also found on his person.

**FOUND ON THE WEB**

*Even Insect Fragments Throw Light on How Crimes Are Committed: How Forensic Biologist Dr. Mark Benecke Gains Insights*  
September 03, 2012

Janika Wiesner, M.A., 1 Mark Benecke, Dr. 2,  
1 Leica Microsystems, 2 Benecke Forensic Research and Consulting

How long has a corpse been exposed to the elements? Did the person die indoors or outdoors? What does the blood spatter pattern say about how a violent crime was committed? Many people know Germany's most famous forensic biologist, Dr. Mark Benecke from Cologne, from TV documentaries showing how crimes are solved. He has
even examined what is believed to be Adolf Hitler's skull in front of the camera. Benecke is a welcome guest on talk shows on topics such as forensic trace analysis, murder or the depths of the human psyche in general. The expert gives lectures, writes books and teaches students.

He also enjoys an excellent international reputation. However, Mark Benecke’s normal working day bears little resemblance to the scenes shown in TV crime drama series.

**With a magnifier and a flashlight**

For a start, Benecke never arrives at the scene of a crime in an expensive Italian designer suit like the detectives on TV. He prefers easy-wash clothes so that it doesn’t matter if they get really dirty. His most important utensils are first and foremost a high-power LED flashlight and a magnifier with 10x magnification for inspecting traces on and around a corpse, for example.

"I already work with oblique light when looking at clues with the flashlight – as I do later when using the stereomicroscope," explains the forensic biologist.

"Unfortunately, there aren’t many LED lamps that provide the homogeneously illuminated field that is essential for the work I do."

The development stage of the maggots that infest a dead body during the decomposition process can indicate the length of time it has been lying at the place it was found. If, for instance, housefly larvae are discovered on a corpse found outdoors, the place it was found cannot be the place where the crime was committed. The person must have died in a closed room.

**Development stage of maggots gives clues**

Once he has finished inspecting the crime scene, Benecke takes the samples back to the lab. He uses the Leica MZ12.5.
stereomicroscope to examine the maggots he has found on the corpse, for example. He can identify the species of blowfly the maggots belong to from the mouth parts. The size and stage of development of the maggots tell him how long the body must have been lying at the place it was found.

"The instruments have to be extremely hard-wearing for the work I do," says Benecke.

"The Leica MZ12.5 is very robust and has a sound fine drive. My colleague and I often work with relatively low magnifications to get a large field of view and a large working distance. The stereomicroscope also has to be ready to use immediately. If, say, we want to examine decaying stomach contents, we have no time to lose. The Leica MZ12.5 meets all these requirements."

The forensic biologist mainly uses oblique light on the stereomicroscope, too.

Sometimes he investigates tiny parts of insects left behind on the adhesive tape stuck to the body to get fiber traces. Benecke and his co-worker Kristina Baumjohann inspect large quantities of residue under the Leica MZ12.5 that cannot be differentiated from dirt particles with the naked eye, and look for insect fragments. If they find parts of houseflies, for example, it again suggests that the person met his or her death indoors.

Avoiding assumptions

Unlike most TV detectives, Benecke is not a police officer, but a publicly appointed and sworn expert that anyone can hire. He prefers his clients to make as few assumptions as possible: "I'm often called by a victim’s parents, for example," says Benecke.

"These are cases where the family of a victim can sense that something’s wrong. Unlike the inspectors working on the case, they don’t say: "Well, he's the one who gets the life insurance" or "He stole the man’s girlfriend". My clients often don’t know any of that and just say: There's a red mark there, why isn’t anybody taking any interest in it?"

The forensic biologist is then asked by the prosecution or the defense to provide a report, in which he explains, backed up by a large number of photos, what he can deduce from the relevant traces.
Spotting the shortcomings in the investigation

Mark Benecke does have one thing in common with the TV detectives, though: In emergencies he can be contacted around the clock. Occasionally, a crime novelist will call him on his emergency number to ask if it’s possible to dissolve corpses in hydrochloric acid.

"That’s not an emergency, of course," says the forensic biologist. "Due to my decades of experience, I am frequently consulted when detectives get stuck or to find out the clues that the detectives didn’t take seriously. I’m supposed to spot the mistake. Which clues weren’t examined?

This doesn’t happen deliberately, but because the people involved have not noticed relevant details or thought they weren’t important." In one case, Mark Benecke was called to a crime scene that was being re-investigated six years after a woman had been convicted of murdering her mother. At the time, the verdict had been based on the fact that there were traces of the victim’s blood on the knife used by the murderer, although there were no fingerprints. "At the crime scene, my colleague of that time and I tried to move like the murderer without knowing what motivated her," relates the forensic biologist.

"Our thoughts were: Where was the body? How far do the arms reach? Where are the physical contact points? We then went through the crime scene and finally reached a drawer containing a glove with blood of the murderer. We were thus able to prove that the grounds for the judgment were false because of the mistakes that had been made securing the evidence."

It takes more than one clue to solve a case

In TV crime dramas, it’s often the one all-important clue that solves the case. Again, this is not what real forensic work is like, according to Mark Benecke:

"I try to tell my students that in forensics you don’t get this CSI magic where an instrument coughs up a result that solves the case," says the forensic biologist. "We sometimes work with such tiny amounts of trace material that we can hardly see it even under a microscope. I have worked on suspected sexual offenses where I couldn’t see any sperm, but there was enough material on the smear preparation for DNA analysis.

Another example is the death of a woman for which Benecke reconstructed the blood traces. The woman had gone for a walk round the block after an argument with her partner and was found beaten to death at her front door. "I couldn’t tell whether she had been murdered by her partner or by a stranger. I could only show the court the pattern and the direction of the blood spatters," explains Benecke. "After that, it was up to the judge to decide."

Crime rate on the decrease

The forensic biologist also studies the psychological background of crimes. He strictly refuses to use
categories like "evil". "Evil is a construct of the human imagination", he maintains. "If everyone behaved reasonably, that is to say, if people just talked to each other, it would change a lot. Basically, the crime rate in Germany is decreasing – this is something that most people don’t realize.

Psychopaths like the Norwegian spree killer Anders Behring Breivik, who took the lives of 77 victims, are a different matter. Such people will always commit crimes. But cases like this are boring from a forensic point of view. The crimes are so obvious that the traces are completely insignificant."

**FOUND ON THE WEB**

**Our Kauai Ocean Safety Challenge**

June 4, 2013

Kauai is the northernmost island of the tourist-accessible Hawaiian Islands. A gorgeous and scenic island with mile after mile of golden sand beaches under gently swaying palm trees, it has been plagued by the highest drowning rate of all the Hawaiian islands. Part of the reason for this is geologic: As the northernmost of the islands, we are the first to encounter the huge swells that are generated by fierce storms that take place in the Aleutian Islands and Bering sea, thousands of miles to the North. And like all the Hawaiian Islands, we have no continental shelf. 3 miles off shore our ocean floor can be 18,000 feet deep, and so these swells hit our shores completely unbuffered and with explosive force. If you are standing on a rock ledge near the ocean and a swell explodes onto the shelf . . . . Disaster. Too many times.

One other factor is that on Kauai our resort hotels are mostly on the “Windward side” of the island, whereas on the other islands they tend to be on the more protected “Leeward side”. The predominating weather condition here is northeast trade winds at 15-25 knots, and if your resort is tucked in behind a mountain range (the leeward side), beach and ocean conditions can be quite benign. If your resort is facing these trades directly, you are subject to constant 3-5 foot windswells and shorebreaks — and these conditions are a set-up for rip currents.

75% of drownings on Kauai are visitors. A huge common denominator is them being uninformed — or even misinformed — about our beach and ocean conditions, about rip currents and about the huge unexpected swells that can hit our shores after a period of 30 very calm minutes in between swells. As for our 25% of locals drowning: Although a “local” drowning is obviously every
bit as tragic and catastrophic as a “tourist” drowning”, the former tend not to be from being uninformed, but rather from an unexpected turn of events — such as having a heart attack while surfing a big wave; having a diving accident while stretching your limits; etc.

A big part of our ocean safety effort is directed to informing — and if necessary rescuing — a visitor.

First, we URGE them to swim at one of our 10 Lifeguarded beaches. The problem is that many of our visitors are intent on having an adventure on our beautiful island, getting off the beaten path, going to a remote and gorgeous beach that they have read about in a guidebook or on an internet site. (We have around 60 of these unguarded beaches). Click here to watch the video that appears at the arrivals baggage claim and on hotel TV channels.

Informing them of what? We try to inform them about rip currents: What they are, what to do and what not to do if you find yourself being pulled out to sea. (Note: It doesn’t have to be far out to sea. Many people get pulled out as few as 20 or 30 yards from shore by a rip current, now they’re over their head, a wave splashes on their head, they panic, they desperately try to swim back in against the current — and they drown right in front of their horrified family members.)

What are some of our informational tools?

(1) We put out our information on an ocean safety video that is right at our baggage claim carousels.

(2) We try and distribute an ocean safety brochure to every guest.

(3) We coach up our concierges and activity desk personnel and our valets and our waiters and waitresses and our cashiers to always say the words “Be Careful at our beaches” — and to expand on those words if they draw a response. We call all these people our Force Multipliers, backing up our Lifeguards (Our legendary Hawaiian lifeguards themselves carry out well over 100,000 “preventions” every year! And when our prevention efforts have failed, they rescue over 500 people a year, sometimes in the direst situations you can imagine.)

(4) We direct our visitors to the website www.kauaiexplorer.com, which not only provides a lot of safety information, but it also puts up a Daily Conditions report, refreshed 365 days/year.

(5) We are starting to put beach-
specific Safety Displays at our beaches, based on an aerial photo of the beach. On this display is solid educational information.

And (6) we have a rescue tube program, in which we place a PVC pipe into the sand, and strapped to the pipe is a Lifeguard rescue tube (flotation device with a strap), along with instructions for usage. (The most important instruction being to “Do NOT use this device to try and rescue someone if you don’t know how to swim well”). I am overjoyed to report that this program and these rescue tubes have come in very handy in the aforementioned scenario of a family member watching someone drown 30 yards from shore. Over the last 4 years we have documented 62 critical “usages” of these devices and I have personally met 3 people who would have died were the device not on the beach. We have these rescue tube stations at every remote beach on Kauai, and some of these beaches have over 20 of them along the beach!

Our drowning rate will never be zero. Our ocean is too rough, and any numbers of beachgoers and ocean swimmers have significant underlying medical conditions — such as heart disease or a seizure disorder. Alcohol intoxication with its impaired judgment can’t be ignored as a risk factor.

We try hard here on Kauai to prevent visitor’s dream vacations turning into a family-shattering catastrophe. On Kauai we work hard to give our visitors the message: “Have Fun, AND be Safe!”

If you like Kauai’s rescue tube and visitor video program, click here to Tweet Kauai’s rescue tube and visitor video saves lives! And if you are going to Hawaii, check out this site for the current water conditions.

Contributed by Monty Downs, M.D. - President, Kauai Lifeguard Association

This entry was posted in Lifeguards, Lifesaving, Rescue Equipment, U.S. and tagged Hawaiian lifeguards, Hawaiian watermen, Kauai Lifeguard Association, Monty Downs, Rescue Tubes, Rip currents. Bookmark the permalink.

WATER SAFETY PROGRAMS

http://www.bobble.info
http://www.safekids.org
http://www.childrenscentralcal.org/Services/community/watersafety/Pages/Default.aspx
http://www.thebarrow.org/WhoWeAre/CommunityPrograms/203510
http://www.swimforlife.org/programs-services/safer3.html
https://www.oceanfirstdivers.com/pages/Water-Safety-Program.aspx
How Diving Mammals Evolved Underwater Endurance
http://www.sciencedaily.com/releases/2013/06/130613142812.htm
June 13, 2013

— Scientists at the University of Liverpool have shed new light on how diving mammals, such as the sperm whale, have evolved to survive for long periods underwater without breathing.

The team identified a distinctive molecular signature of the oxygen-binding protein myoglobin in the sperm whale and other diving mammals, which allowed them to trace the evolution of the muscle oxygen stores in more than 100 mammalian species, including their fossil ancestors.

How did seals and sea lions and other aquatic mammals evolve the ability to survive for long periods underwater without breathing? (Credit: © Rafael Ben-Ari / Fotolia)

Myoglobin, which gives meat its red colour, is present in high concentrations in elite mammalian divers, so high that the muscle is almost black in colour. Until now, however, very little was known about how this molecule is adapted in champion divers.

Proteins tend to stick together at high concentrations, impairing their function, so it was unclear how myoglobin was able to help the body store enough oxygen to allow mammals, such as whales and seals, to endure underwater for long periods of time without breathing. Elite mammalian divers can hold their breath for over an hour while they hunt in the depths of the oceans, while land mammals, such as humans, can hold their breath for only a few minutes.

Dr Michael Berenbrink, from the University's Institute of Integrative Biology, who led the international team, explains: "We studied the electrical charge on the surface of myoglobin and found that it increased in mammals that can dive underwater for long periods of time. We were surprised when we saw the same molecular signature in whales and seals, but also in semi-aquatic beavers, muskrats and even water shrews.

"By mapping this molecular signature onto the family tree of mammals, we were able to reconstruct the muscle oxygen stores in extinct ancestors of today's diving mammals. We were even able to report the first evidence of a common amphibious ancestor of modern sea cows, hyraxes and elephants that lived in shallow African waters some 65 million years ago."

Dr Scott Mirceta, PhD student on the project, added: "Our study suggests that the increased electrical charge of myoglobin in mammals that have high concentrations of this protein causes electro-repulsion, like similar poles of
two magnets. This should prevent the proteins from sticking together and allow much higher concentrations of the oxygen-storing myoglobin in the muscles of these divers."

"We are really excited by this new find, because it allows us to align the anatomical changes that occurred during the land-to-water transitions of mammals with their actual physiological diving capacity. This is important for understanding the prey items that were available to these extinct animals and their overall importance for past aquatic ecosystems."

The research, funded by the Biotechnology and Biological Sciences Research Council (BBSRC), could also help improve understanding of a number of human diseases where protein aggregation is a problem, such as Alzheimer's and diabetes, and could inform the development of artificial blood substitutes.

Dr Berenbrink added: "This finding illustrates the strength of combining molecular, physiological and evolutionary approaches to biological problems and, for the first time, allows us to put 'flesh' onto the bones of these long extinct divers."

**SPONSOR NEWS**

**Black Laser Learning®** just released the "Not in the Manual®" Underwater OPS with Humminbird® Side Imaging® Sonar.

**Special training for first responders working with this Humminbird® system**

Black Laser Learning® has developed a custom training program for Law Enforcement Fire/Marine Rescue teams who utilize the Humminbird® series of side imaging® fish finders. These less expensive systems can provide First Responders with a cost-effective solution for underwater search OPS.

The system features the same style imagery as traditional side scan sonar systems along with many of the same image interpretation skills required for towed sonar systems. While cost-effective, there are certain limitations to its effectiveness. The new Black Laser program trains team members how to minimize the limitations while exploiting the systems full capabilities.
"Thank you very much Vince for the outstanding training. Our team learned more in your one-day class than we have in the last two years of reading manuals and trial and error."

**Thomas J. Cooper, Director**  
Tyler County Office of Emergency Management

**Humminbird Training DVD Now Available!**

Based upon Black Laser Learning, Inc.'s® highly acclaimed field training, *Not in the Manual Guide® to Underwater Search Operations with the Humminbird® Side Imaging® Sonar*, is a comprehensive training program for the Law Enforcement/ Marine Rescue professional. This systematic look at using the Humminbird sonar for search OPS and victim recovery will detail all the skills required and provide exclusive drowning victim and vehicle imagery.

Questions such as the following are answered in detail.

- "Will the sonar see a target when it’s directly above the object?"
- "What does it mean when a target appears in the water column?"
- "What range should I use?"
- "What displays and colors work best?"
- "What Does a Drowning Victim Look Like on the Side Imaging Sonar?"

The program also provides imagery of drowning victims and victim surrogates for comprehensive training. This program will inexpensively let you get the most from of your Humminbird® system.

"It was important for us to have an instructor that could come to us and work with our equipment and in our bodies of water. After some searching, we came across Vince Capone of Black Laser Learning. Vince was very thorough and spent all the time needed to get us comfortable with our sonar. I am very comfortable recommending Vince Capone of Black Laser Learning."

**Patrick Jérôme**  
Medicine Hat Fire Department, Medicine Hat, Alberta, Canada

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**DUI LAUNCHES NEW WEBSITE! JULY 22, 2013**

Over six months in the making, DUI is thrilled to launch its new website at [www.DUI-Online.com](http://www.blacklaserlearning.com/). Our goal is to provide divers with an on-line experience as exceptional as our products.

When you visit [DUI-Online.com](http://www.blacklaserlearning.com/), you will see
DUI’s 50 years of providing exceptional, innovative products for divers. How DUI serves 5 unique diving markets – Recreational, Technical, Public Safety, Military and Commercial Extensive DUI product offering for keeping divers warm and comfortable Videos, technical articles and information for all levels of divers DUI’s DEMOTOUR events and details – everything you wanted to know about the dive industry’s most successful marketing program.

Easy social media sharing. Find something you love on the DUI website? Now you can easily share it with other divers.

And with our weekly posting of DUI’s DOG of the Week (DUI Owner of the Week), we have something new on our home page most every time you visit. We hope you enjoy your new site! Please let us know if you have any questions or comments at Support@DUI-Online.com.

L-3 Klein Associates, Inc. NEWS BULLETIN

L-3 Klein Associates, Inc. is pleased to announce that L-3 Klein’s Side Scan Sonar data acquisition and display software, SonarPro®, is now available in Chinese as well as English and Japanese languages. Klein’s SonarPro® which offers operator control, data acquisition, and display of both bathymetry and side scan data was developed for users and by users of Klein side scan sonar and bathymetry products. Klein’s SonarPro® has become the industry standard due to its ease of use, modularity and advanced sonar features.

L-3 Klein listens to its’ customers. We have found that in many instances trained sonar operators may be more effective if Klein’s SonarPro® was displayed in indigenous languages. Many of our customers have stressed that due to sonar operator work schedule rotations there is an occasional need to have our SonarPro® operate in the indigenous language. L-3 Klein has now built in the capability to convert to a language of choice.

SonarPro® windows allow for: data display, target management, navigation, data recording & playback, and sensor display. SonarPro® allows for quick and easy survey setup, change in parameters, tolerances, monitors actual coverage and stores settings. SonarPro® can be networked to permit real-time processing via a LAN including master/slave configurations. The standard of the industry is now available to non-English speaking operators.

L-3 Klein listened to the installed customer base and to potential customers who have expressed a need to have our SonarPro® software work for Chinese speaking users.
with simplicity. Now available is a language selection button. This latest change was incorporated for our Chinese customers and addresses the need to allow more flexibility in assigning side scan sonar operators.

For a free demonstration CD, please contact L-3 Klein via email Klein.Mail@L-3com.com via telephone at (603) 893-6131 or via our web site at www.L-3Klein.com.

"It may be the same issue that operates with carrying your own scuba tank. Over the years this has been a major problem. Many airlines required that you remove the valve from the tank so that it was in two parts. I have never understood their logic", says Glen Egstrom, PhD. "The differential pressure between the cabin and the tank would clearly not increase to the point that it would rupture the burst disc and even if it did the small volume of escaped gas from a tank would have a minimal effect on cabin pressure. A stabilized tank of compressed Oxygen should provide far more benefit than risk."

In general, airlines do allow oxygen to be used but require considerable forethought and planning. Arrangements must be made in advance and most airlines require a doctor's letter. The FAA requires a physician's statement of oxygen needs in order to fly on a commercial airline. You cannot bring your own oxygen on board, you must use airline supplied oxygen. Requirements vary from carrier to carrier but, they all require arrangements be made in advance and they all charge for in flight oxygen, which would be a considerable cost for the diver who requires a full face mask for appropriate treatment.

Airlines charge for oxygen by either flight (with each time you change planes being considered a separate flight) or by the amount of oxygen used. Therefore if possible it is better and can be less expensive to take a direct flight. Airlines don't provide oxygen for in-terminal use, these arrangements must be made separately. (Note: Some first aid stations in airports have oxygen available). Some cylinders have a flow meter that adjusts from two liters to eight liters, while others offer either a low flow (2 LM) or
high flow (4 LM). Most airlines will allow you to carry an empty portable tank either on board or checked with baggage.

Air travel decreases the partial pressure of oxygen in the blood and may cause symptoms in treated divers without supplemental oxygen. This has the possibility of further injury to the ischemic penumbra of the neurological injury of the accident. It is not known whether or not the airlines have the capability of full mask oxygen delivery. In general, supplemental oxygen should be considered if the arterial PaO2 is likely to 50 mm or less during flight. Inflight PaO2 may be estimated by measuring ground-level PaO2 and the FEV1 (as a percent of the predicted FEV1). The following formula was derived by Dillard and colleagues: In flight PaO2 = 0.453*(Ground PaO2) + 0.386*(FEV1%) + 2.44

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**Propriety of Commercial Flight in Divers with Residual Nitrogen**

**Dr. Nick McIver** brings up the question of the impropriety of commercial flight (even with 100% oxygen) in the treated diver clearly with residua. His group would not advise that based on occasional unexpected exacerbation in flight after treatment. They would give HBO on site until maximal resolution achieved and then still advise delay before return flight - in some cases for up to 2 weeks. They have not requested inflight oxygen over which there are many practical and medicolegal implications. (See below).

**Dr. David Elliott** states that this can be done but should be for someone who has had all the recompression that was appropriate before flying. He relates an interesting case that illustrates the situation nicely.

"Case about 6 years ago: Young woman with neurological dci treated after delay very well by Indonesian Navy with two extended USN recompressions plus ancillaries. Left with a few residua and an odd cerebral deficit, she remained fluent in her two natural languages, English and Italian, but lost her ability to act as professional interpreter. She had some days post-recompression, with some HBOs, on the ground before flying to Europe and I was still concerned about altitude hypoxia in the regions of the inevitable ischemic penumbra. After discussion with a senior flying doctor of British Airways, they had time to bring together every oxygen bottle they had so that they had enough to give her continuous O2 for the 12-hour flight to Heathrow. The dose was around 3 L/min, calculated to maintain her at ground-level pO2. She had no relapse."

For those who need continuing repetitive HBOs after an inadequate first recompression, then they should have had a more extensive treatment locally before considering transport. If one is stuck with significant residua and inadequate local hyperbaric
services then the usual emergency evacuation procedures should apply particularly if planning to fly within 5 days or so.

**Why is the Oxygen Being Given?**

Paul Sheffield, PhD believes that "I think that there would be an issue with the purpose of providing the diver with oxygen. A diver whose bubbles are resolved through effective HBO2 treatment should not need oxygen. And a diver who still has bubbles will get worse on ascent because of Boyles Law, even on oxygen. In either case, I would think that the airlines would want to avoid the liability.

The current oxygen and mask system on the airlines might not be sufficient. Since oxygen is given to the diver, not to give oxygen per se, but to eliminate nitrogen, a tightly fitting mask would be required and massive amounts of oxygen should be required for extended overseas flights."

**Airline Issues**

Then there are 'airline' issues that can be over-riding. Dr. Dean Heimbach feels that "this is a complex problem. The airlines position on routine use of their oxygen in the transport of patients is that they are not in the business of transporting sick folks. There are unique liability problems in so doing and regulations which must be followed when they act in the position of an air ambulance. There is also the problem of them competing with the air ambulance companies. Allowing medical attendants working for medical assistancecompanies to use their own oxygen presents its own set of problems."

These include liability for the use of oxygen on board an aircraft when the oxygen was not provided by the airline."

Other 'airline' issues regarding carrying oxygen tanks not provided by the airline include "DOT regulations that passengers not carry ANY pressurized containers, increased risk of combustion/explosion in event of any type of fire, use of cylinders to disguise terrorist devices/gases and concern that transporting patient on O2 may be considered a medical procedure/treatment that is outside liability insurance of carrier." Larry "Harris' Taylor, PhD succinctly summarizes his remarks above by stating "In other words, this is most LIKELY a situation where medicine and common sense must bow to other concerns of the passenger carrier."

Also from the airline's point of view is the fact that other customers (passengers) are paying large sums for the flight, and the airline's first service obligation is as a carrier not as an air ambulance. Moreover the airlines do not want to be ambulances.

Maida Taylor, MD, MPH states, "Occasionally they will take a very sick person on board for transit to a hospital. Often a full medical team is on board, an entire section sealed off for the stretcher, and the price almost equals that of a private medical evacuation. Remember also that in remote places, commercial flights are scheduled at very wide intervals, and often services are unpredictable due to the poor local service management. In a dive emergency it is seemingly better to scramble that private air ambulance for best outcomes...."

**Other Valuable Information**
The Air Carrier Access Act and the DOT rule that implements it set out procedures designed to ensure that these individuals have the same opportunity as anyone else to enjoy a pleasant flight. Here are some of the major provisions of the rule.

- A person may not be refused transportation on the basis of disability or be required to have an attendant or produce a medical certificate, except in certain limited circumstances specified in the rule.
- Airlines must provide enplaning, deplaning and connecting assistance, including both personnel and equipment. (Some small commuter aircraft may not be accessible to passengers with severe mobility impairments. When making plans to fly to small cities, such passengers should check on the aircraft type and its accessibility.)
- Airport terminals and airline reservations centers must have TDD telephone devices for persons with hearing or speech impairments.
- Passengers with vision or hearing impairments must have timely access to the same information given to other passengers at the airport or on the plane concerning gate assignments, delayed flights, safety, etc.
- New wide body aircraft must have a wheelchair-accessible lavatory and an on-board wheelchair. Airlines must put an on-board wheelchair on most other flights upon a passenger's request (48 hours notice required).
- Air carriers must accept wheelchairs as checked baggage, and cannot require passengers to sign liability waivers for them (except for pre-existing damage).
- Most new airplanes must have movable armrests on half the aisle seats, and on-board stowage for one folding passenger wheelchair.
- Carriers must allow service animals to accompany passengers in the cabin, as long as they don't block the walkways.
- FAA safety rules establish standards for passengers allowed to sit in emergency exit rows; such persons must be able to perform certain evacuation-related functions.
- FAA rules also prohibit passengers from bringing their own oxygen. Most airlines will provide aircraft-approved oxygen for a fee, but aren't required to.
- Airlines may not charge for services that are required by this rule.
- Airlines must make available a specially-trained Complaints Resolution Official if a dispute arises. There must be a copy of the DOT rule at every airport.
- It's wise to call the airline again before your trip to reconfirm any assistance that you have requested.

HOW TO TRAVEL WITH LUNG AND HEART DISEASE
Even if you have chronic obstructive pulmonary disease (COPD), emphysema, chronic bronchitis, cystic fibrosis, asthma, or heart disease and need an oxygen supply, you should be able to travel so long as you consult closely with your physician and then follow the advice received.
For COPD patients, whose main problem is moving air in and out of their lungs, getting sufficient oxygen is vital. Therefore, it is important that nothing be undertaken which inhibits this function. When traveling by car, train, or bus, COPD patients and others needing supplementary oxygen should have a supply available in case they pass through areas of excess air pollution. They should also avoid travel in a confined area, such as a bus where smoking is permitted, and ensure that they keep out of extreme temperatures, both hot and cold.

Oxygen deprivation is the biggest problem for people with pulmonary and heart conditions. If persons with these conditions intend to travel to places at high altitudes where both oxygen and air pressure are greatly reduced, it is very important that they check with their doctor, who will probably administer breathing tests to monitor their lung power. They should strictly follow the advice given.

Air travel is a special form of altitude problem since almost all aircraft fly above 21,000 feet. Aircraft cabins are normally pressurized at between 5,000 and 6,000 feet (i.e., the altitude of the mile high city, Denver), so that the oxygen level of the air is considerably reduced. However, air travel offers many advantages for heart and lung patients since it is quick and involves little activity.

If you are able to walk a full block reasonably fast you should be able to fly. If in doubt, check with your physician. Most airlines will provide inflight oxygen for which a charge will be made, if they are given 48 hours advance notice. You should obtain a doctor’s letter stating your condition, your suitability for travel and the oxygen supply (liters per minute) you require. If you have your own equipment, this must be empty and carried as checked luggage (free of charge).

With advance notice, airlines will also provide a wheelchair to and from your aircraft and will preboard you and provide seating where you can receive your oxygen supply in a non-smoking area. If you require an inflight oxygen supply, it is a good idea, where possible, to take a direct or nonstop flight to your destination. Changing planes is not only very stressful and physically taxing, but can also be extremely expensive because there will be a charge for oxygen for each individual flight and possibly also at the airport between planes. Check before you fly.

For oxygen supplies at your destination, your normal supplier can probably give you the name of a company who can deliver what you need on arrival. Overseas one can also locate suppliers, sometimes affiliated with U.S. manufacturers, sometimes local.

**Additional Resources**

*Air Travel with Oxygen*, a free publication from the American Lung Association, provides information on specific airlines. For a copy, contact your local chapter or the national headquarters at P.O. Box 596-EV, New York, NY 10116;(212) 315-8700.

*Good, But Not Great Travel with Oxygen* by Phil Petersen, published in 1993, describes his travels with his wife who had COPD and gives useful advice and resources. For more information, contact Raven Publishers, Inc., 1427 Hartford Ave., Charlotte, NC 28209; Tel: (704) 523-6566.
Suppliers

National Oxygen Travel Service - NO2TS can make arrangements worldwide for travelers dependent on medical oxygen or any type of medical equipment. Tel: (800) 862-6687.


The Special Connection - 4142 South Eliot, Englewood, CO 80110; Tel: (303) 789-1905/Fax: 238-2616. Cruises and tours for oxygen dependent travelers.

DUI Offers Special Training Workshop for Public Safety Dive Teams

DUI’s Dive Ops program is conducted as part of the annual DUI Drysuit Demo Tour. The workshop gives Dive Teams access to equipment and training to keep them safer, tips on grant writing, the ability to network with other teams, as well as the opportunity to TEST DIVE the equipment. GET A DUI GEAR GUIDE FREE.

2013 EVENTS

| *Aug 25     | Black River Falls, WI | Wazee Lake          |
| *Sept 7-8   | Ottawa, OH            | Gilboa Quarry      |
| Sept 21-22  | Metropolis, IL        | Mermet Springs     |
| Sept 28-29  | Bethlehem, PA         | Dutch Springs      |
| Oct 5-6     | Alexandria Bay, NY    | Alexandria Bay Marine Park |
| Oct 19-20   | Rawlings, VA          | Lake Rawlings      |
| Nov 2-3     | Chiefland, FL         | Manatee Springs    |
| *Nov 23-24  | Terrell, TX           | Clear Springs Scuba Park |

*Risk Management through Advanced Technology for Public Safety Professionals & Dive Teams at these Events on Friday

ERDI & DUI PUBLIC SAFETY EVENT – DEMOTOUR

Come See Us!

08/09/13 Hollis Rebreather Course, IL
08/24/13 DUI ERDI Demo Days, WI
09/06/13 DUI ERDI Demo Days, OH
09/12/13 Hollis Rebreather Course, VA
09/20/13 DUI ERDI Demo Days, IL
09/21/13 TDI & DiveRite Tech Tour, VA
09/23/13 Instructor Trainer Workshop - UK
10/13/13 2013 Tech Boot Camp, Bonaire
10/17/13 Hollis Rebreather Course, NM
10/18/13 DUI ERDI Demo Days, VA
10/27/13 Instructor Trainer Workshop - FL
11/01/13 DUI ERDI Demo Days, FL
11/13/13 Hollis Rebreather Course, FL
11/22/13 Instructor Trainer Workshop - AUS
11/22/13 DUI ERDI Demo Days, TX
Ocean Technology Systems
Certified Technician Course
Schedule

If you need to renew or get started on becoming a certified technician for the Guardian or Interspiro mask, here is your chance!

**DEMA- Orlando, FL**
*Interspiro AGA* - Thursday, November 7, 2013
*Guardian* - Friday, November 8, 2013

We also provide the Guardian technician course **online** for your convenience if you can't make it to the classes. Please inquire with Amie Litzinger to reserve your space or for more information:

- **Email:** amie@otscomm.com

November 6-9, 2013
**DEMA Show 2013**
Orlando, Florida

November 12-14
**Subsea Survey IMMR**
Galveston, TX
[www.subseasurvey.com](http://www.subseasurvey.com)

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**Continuing Education**

**PSDM-CE-103**

1) All vehicles should have ________ as part of their readily available and accessible tools.
   - a. Extra water
   - b. Spare gas
   - c. Life vests
   - d. 2-way radio
   - e. Window punch

2) If you are in a River, Channel or Inlet and see a dive flag you must keep your boat at least _____ away.
   - a. 50 feet
   - b. 100 feet
   - c. 300 feet
   - d. 500 feet

3) Drivers of vehicles should practice on dry land the process of escaping from a vehicle.
   - a. True
   - b. False

4) Divers returning from a diving trip involving airplane flight should check with their airline and determine the type of and availability of oxygen during the
trip home.
  a. Only if having suffered decompression sickness prior to returning
  b. Simply because of the need to have oxygen at altitude after diving
  c. Aircraft do not supply medicinal oxygen
  d. Simply as a preparedness measure

5) It only takes approximately _____ inches of water to float a vehicle off its wheels.
   a. 2
   b. 4
   c. 6
   d. 8

6) Most vehicles going into water deeper than the car is long end up __________
   a. upside down
   b. on its wheels
   c. vertical with the nose down
   d. floating

7) Most aircraft fly above 21000 feet and pressurize their cabins from ___ to ___ feet
   a. 1000, 2000
   b. 2000, 3000
   c. 3000, 4000
   d. 5000, 6000

8) Laminated glass does not shatter the same as tempered glass. Tempered glass
   a. will break easily with a punch
   b. is least likely to be the cause of a drowning fatality in a submerged vehicle.
   c. does not have to be cut with a saw.
   d. All the above.

9) When a car enters the water at a high rate of speed, the damage created by the impact will cause the vehicle to sink immediately.
   a. True   b. False

10) A good rule of thumb when driving and encountering water over a roadway is to Turn Around Don’t Drown.
    a. True   b. False

11) Since it is often difficult to know the depth of water over a roadway it is best to ________________.
    a. drive thru slowly
    b. drive fast to push to water aside
    c. turn around and don’t cross
    d. wait for someone else to determine the depth

12) When a car enters the water at a high rate of speed, the damage created by the impact will cause the vehicle to sink immediately.
    a. True   b. False

13) When a vehicle is submerged in water, the electrical system will automatically short out.
    a. True   b. False
14) Public Safety Dive Teams are exempt from flying a dive flag when diving on a mission.
   a. True  b. False

15) When required, divers should always surface within 100 feet of their dive flag.
   a. True  b. False

16) Using the Navy no decompression dive tables, after a 55ft./35min. dive and a 3:00 hour surface interval, a diver made a 2nd dive to 55 feet for the maximum time allowed. Then, following a 2:00 hour surface interval, she made a 3rd dive to 55 feet for 10 minutes. What was the repetitive group letter at the end of the 3rd dive?
   Pressure Group __________

17) After a 99ft/10min dive and a 5:00 hour surface interval, followed by a 70ft/10min repetitive dive and a 3:30 hour surface interval, what is the maximum bottom time for a 3rd dive to 60 feet?
   ________________

18) A safety stop, when required, is made at ___ for ____. 

19) SAC rates are given in terms of tank pressure, and not in terms of volume of air
   a. True  b. False

20) A bouncing needle on your SPG when purging your regulator would indicate ________________?

TEAM DISCUSSION:

1. As a team consider the necessity of collecting insects at a dive scene. Discuss how you would do it, how you would contain them, what type of container you would use and how you can secure them so that they will be intact and alive when they arrive at the examiners office.

   This might be a great time to talk with your ME and have them tell you what they need and how they need it collected and delivered.

2. As a team, discuss the bodies of water in your response area and those where you could be called in to assist. Discuss the possibility of a long term submersion of a body and the effects the depths and average water temperatures will have on a body.

3. There are numerous water safety programs available on the internet. Some organization sponsor water safety programs that are aimed at preventing swimming pool drownings, others are aimed at general water safety. As a team, discuss what your team could do to promote water safety in your response areas and how the program could be used as a positive public relations event for your team or department.

4. In one of the last issues of PSDiver Monthly we presented a number of opinions and information about a suicide by drowning and the backlash the local team suffered. In this issue, one of the articles discusses an attempt to flee police by swimming out into the surf and eluding capture for a considerable length of time. Eventually, “They were able to take him under water and subdue him. As a team, discuss how you would or could do this without harming the suspect or one of your team members. Is it even a function your team would attempt?
These training agencies have recognized PSDiver Monthly as a valued addition to their programs and Continuing Education requirements.

**Public Safety Diving Association (PSDA)** recognizes and approves the PSDiver CE program. Each month’s Q&A program credits 1 CEU for renewal up to a maximum of 3 CEUs from this source for each year’s renewal.

**ERDI** Recognizes and supports the PSDiver Monthly CE Program. Contact your ERDI Instructor for details.

**Life Saving Resources** Lifesaving Resources advocates the need for Public Safety and Rescue personnel to be trained in Water and Ice Rescue and recognizes the PSDiver Monthly CE Program for continuing education training and credits.

**Lifeguard Systems – TEAM LGS**

**Dive Rescue International**

Dive Rescue International has remained exclusively committed to providing training and equipment for all public safety professionals involved in aquatic incidents.

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We welcome all training agencies and organizations to participate. For details email [PSDiverMonthly@aol.com](mailto:PSDiverMonthly@aol.com)

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PSDiver Monthly is a free subscriber E-Zine distributed by Press Release notice and website download. We have a world wide distribution and a verified email subscriber list of over 13,000.

PSDiver Monthly is the magazine for PSDiver and is edited and published by **Mark Phillips**

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If you would like to be part of our Continuing Education Team and help us with this section contact Mark at [PSDiverMonthly@aol.com](mailto:PSDiverMonthly@aol.com) – Subject Line: Continuing Ed.
Did you know~

A pizza guy invented the bulletproof vest
By James Holland and Mic Wright

Bulletproof vests weren’t invented by the army, or even the police. They’re the result of a brainwave by a beleaguered pizza delivery man in 1969. Meet the average Joe who saved lives with a single bright idea.

It was July 21, 1969, the night after Apollo 11 headed for the moon, and Richard Davis, a former marine turned pizza shop owner, was held up while making a delivery in a rough part of Detroit. His attackers had guns but so did he and, in the shootout that followed, he wounded two of them and was hit twice himself.

The event set him thinking about a way to give people, particularly police officers who found themselves in the same situation, a second chance. With a roll of nylon and the straps from his car’s seat belts he set about creating his first design for body armour that could be concealed beneath clothes.

Once he was certain that his vest worked, he toured police departments giving live demonstrations, shooting himself in the chest to prove the technology worked. In August 1974, he patented his second soft body armour design using Kevlar, which is 230% stronger than the nylon he originally used.

Second Chance Body Armour, as he called his company, went on to become a $50m business. Subsequently it faced bankruptcy after introducing a new type of vest. Using zylon, it proved to be far less effective than the kevlar that came before it.

In 2005, Second Chance was bought up by Armor Holdings. It was eventually folded into a new company called Safariland, when Armor was in turn was purchased by British arms conglomerate, BAE.

Despite his later travails, by saving hundreds of lives with an idea that sprang from that hijacked pizza delivery, Richard Davis remains a heroic inventor. See him demonstrating his vests by taking a bullet in the video below.

http://www.youtube.com/watch?feature=player_embedded&v=bIhyETXW1u0

IMPORTANT NUMBERS:

Chemical spill information can be obtained by calling 1-800-424-9300.

DAN Medical Information Line at 1-919-684-2948

DAN operates a 24-hour emergency hotline (1-919-684-9111) to help divers in need of medical emergency assistance for diving or non-diving incidents.

Issue 103 CE ANSWERS

1 2 3 4 5 6 7 8 9 10 11 12
E B A D A A D D F A C A

13 14 15 16 17 18 19 20
SYLVIA: Hi! Wanda.
WANDA: Hi! Sylvia.
How'd you die?
SYLVIA: I froze to death.
WANDA: How horrible!
SYLVIA: It wasn't so bad. After I quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death. What about you?
WANDA: I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.
SYLVIA: So, what happened?
WANDA: I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.
SYLVIA: Too bad you didn't look in the freezer -- we'd both still be alive.