Water Rescue and Bunker Gear
by Mark Phillips
Greetings,

As “good” as our economy is getting, we are seeing budget cuts across the board for teams. Those who operate with little or no budget already are facing some tough choices.

But as the ball rolls downhill, we have to be mindful and perhaps fearful of what the economic situation in our country will eventually have on our water rescue and recovery teams. I am already seeing a trend develop that leads me to believe some of our teams will begin to be dissolved or so tightly restricted that they will voluntarily phase themselves out. As much as it pains me, I believe we will either start to lose our teams or we will see teams take greater risks and our fatality and injury rate will increase.

It is a frustrating thought. It is frustrating to me personally and is what makes me second guess my own efforts at times. I am not sure where “burnout” starts but sometimes I feel like I am on that track. But as usual, something will happen and snap me back. This time there were two. I was contacted by a new company to us and am very happy to introduce our newest sponsor to the magazine, Hydro Acoustics Inc.

The other thing that motivated me, and lately I have needed motivation, was an Internet blog I chanced across. It was written by a guy named Art Goodrich and is titled, “Time to Get Out of the Service”. As I read it, I could not help but relate it to what I am seeing in our Water Rescue and Recovery world right now. I did not have time to get reprint permissions for the article but I wanted to share one part of it with you and a link so you can read the rest for yourselves. In it he writes, “We should not measure ourselves and what we do by the outcome of one incident. Instead, we should look at incidents-one by one-as lessons learned, pay compliments to those involved, share a light moment and get ready for the next one, because, in the end, it is the volume of work and we are adding the chapters; some bad, but many that are good or even great.” Art Goodrich Time to Get Out of the Service.

As dive teams, ours is a body of work but we do tend to focus on single instances. Our successes are not usually measured in lives saved but rather successful recoveries. We tend to forget how vital our job is and how important the service we provide is to those in need. We should make an effort to review our body of work and highlight our successes.

If times get much harder and budget cuts become even harsher, we need to remind ourselves of our own volume of work and work to find ways to continue to add more chapters.

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Now – I need YOUR help with a project. I want to increase our subscriber numbers. If you belong to discussion groups related to Fire, Police, EMS, Forensics, Diving, SAR or anything remotely related to our field, post

If you would like to discuss this topic or any other, join our discussion group at: CLICK HERE TO JOIN
something about the PSDiver web site ([www.PSDiver.com](http://www.PSDiver.com)) or PSDiver Monthly magazine and help us increase our numbers. The magazine is free as are the resources provided on the site. If you get value from what we offer, share the information with as many folks as you can.

The work that is provided to you, for you, is supported by our sponsors. We can expand the exposure they get through the magazine by expanding our subscriber base.

We currently have over 12,000 subscribers. If you will share the magazine and web site with just one or two interested folks, we may be able to dramatically increase our numbers.

If you have the ability to link web sites, I can send you graphics and HTML code too. Just shoot me an email at PSDiverMonthly@aol.com.

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Some of you are going to ask about the next installment of lift bag operations and I am going to disappoint you. The final installment of the services was to be on heavy lifting. But the longer I considered what we would be presenting, the more I worried that it was too much.

Heavy lift operations will require a great deal of training and experience and provides such great risk, I think it may be better for teams in need or interested in learning more to actually attend a commercial salvage school or heavy lift course. If we do offer the heavy lift installment, it will be at a later date and after much more deliberation.

Stay Safe,
Mark Phillips
Editor / Publisher

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**Special to PSDiver Monthly**

**Water Rescue and Bunker Gear**

By Mark Phillips

Recently I posed the following to two different Internet discussion groups –


Every time we see video like this appear, someone comments negatively about the firefighters who are wearing bunker gear. While I understand things like parasitic drag and current force and know they can not see where their feet are underwater, the arguments usually center around the possibility of them drowning because of their bunker gear.

If I fall in the water in bunker gear, I do not sink. I float. We have in fact, had training sessions on this and had firefighters in bunker gear jump into the water. There are companies who actually teach firefighter safety and train water survival skills and self rescue techniques in bunker gear. I have not tried it personally but have been told...
that some SCBA units will function in shallow water.

I don't want to argue or belabor the point but I would like a clarification about the negative aspects of wearing bunker gear while working a flood. And this leads me to my question.

Under what circumstances is bunker gear truly dangerous around water and under what circumstances is it safe? Why?

The question I posed was asked on two different discussion groups; http://health.groups.yahoo.com/group/SwiftH2O-News and http://groups.yahoo.com/group/PSDivers-PublicSafetyDiversForum.

The responses from each group have been very interesting and I encourage you to join each group and read the responses. There are a variety of very interesting opinions offered and perhaps even eye opening.

So much emphasis has been placed on the dangers of bunker gear in flood waters that it becomes hard to distinguish actual fact from opinion. I am not offering an opinion nor do I want to present myself as having a solution because I do not. I do have experience in the water, have trained with bunker gear in the water and have seen firefighters fall into the water accidentally while in bunker gear.

If you were to do a search for Fire Flood Safety, you would find a variety of information about fires that can occur because of flooding and that the information is targeted towards civilians. What we do not find is information about the next step when the firefighters respond to extinguish those fires.

My personal experience with flooding is based on my own area of SE Texas. But I do pay attention to the news and have friends and colleagues around the world who deal with floods too. Streets become fast moving rivers; drainage ditches, swimming pools, low areas or open pits are hidden by surface water that may be moving. But if there is something on fire, the fire department will usually respond. If people are reported trapped, they are depending on the fire department to show up and do something.

When Hurricane Ike hit Galveston, there was a very large structure fire that started before the hurricane hit the island. I am sure you saw it – it became a video event for a while. Tidal surge and high winds had already arrived and the responding fire crews were unable to reach the structure and referred to it as an island of fire. The water was simply too deep for their apparatus and they were unable to even get close. We know that it is necessary to accept loss – we just do not like to do it.

Below is an excerpt from a document I
located (the link to it is attached if you want to read it all). It represents a bit of why I am looking for some answers beyond general statements.

Flooding can create conditions favorable for a fire to occur, either by causing it or by impeding efforts to fight it. Floodwaters can damage goods, equipment, buildings, fire protection equipment, and machinery by wetting, by foreign material plugging and damaging moving parts, or by floating debris colliding with and damaging equipment. Additionally, water, mud, silt, and debris can block access to properties causing a delay in the fire departments response.

For example, in April 1997, the city of Grand Forks, North Dakota was overwhelmed by flood when a fire occurred in the downtown business district. The floodwaters forced firefighters to improvise methods of reaching the fire. In some cases, fire apparatus was transported on raft-like flatbed trailers. This delay in access resulted in 11 downtown buildings being destroyed by fire.

The most important and practical means for minimizing the potential for fire due to flooding is to be prepared for the flood. It is important to recognize the types of fire hazards present during and after a flood. Any facility subject to even a vague possibility of flooding should have an emergency operations plan for handling flood emergencies.

This report highlights fire hazards that occur as a result of flooding and actions that can be taken to minimize these hazards.

It is not my intention to argue one way or another on this topic. I am interested in the reasons and justification for the general blanket statements that say bunker gear is dangerous around water. This has almost become a mantra and I have seen it spread across a variety of groups.

What bothers me are all encompassing statements that do not seem to consider other localities or geological differences. For example, in my area of Texas the geological name for our region is the Gulf Coastal Plains Area. Farther north there is a distinctive line that separates us from the Texas Hill Country. As a consequence, we do not get swift water the same way hilly or mountainous regions might. Our hills are Interstate Highway overpasses. We may get faster than normal moving water during floods. Sometimes it can get intense but rarely lasts more than a few days. Since we do not normally have fast moving water, when it really hits the fan here, it is wickedly impressive.

We cannot make a simple statement that firefighters should not be near water while wearing bunker gear - there are too many instances where fires and water meet and it is our job to protect life and property - even if it means placing ourselves at risk.

So the issue isn’t how old the bunker gear is or if it should be worn at all - I am interested in a practical determination, based on the realistic aspects of the job of a firefighter, of when it is acceptable to wear bunker gear in, near or on the water.
If this is as simple as saying - it is ok *IF they wear a PFD under their coat or never in moving water or never on a boat*, I want a practical answer that still allows the firefighter to do the job at hand.

One of the biggest issues we have had during the hurricane floods and fighting the fires that came with them was that our boots would fill up with water and THAT was a problem. So is it reasonable to accept a solution that recognizes that fire boots, thought tall enough to protect shins but not knees, will fill with water - might be a measurable limit to the depth of the water to be entered? (No)

But if we have flood waters combined with a fire or a need to have something more protective than just bunker gear, what can we agree on that allows a firefighter to do their job with the least risk?

I have seen the negatives come up often but never a practical solution that I could accept that could be applied to everyone. I do not want to argue one way or another; I do not have an answer, just the questions. And it seems to me like this is a topic we can get involved with that has meaning to more that even our PSDiver subscriber base.

Consider this as part of your continuing education. **AS A TEAM**, do some research on your own. DO NOT attempt any testing alone! Tether your students! Set up a pool test and see what happens if you fall or voluntarily jump into the water with bunker gear with and without a SCBA. See what happens, add a PFD under the bunker coat and do it again. See what happens. Can the SCBA still be worn?

Talk to other teams in your area. Contact other SAR groups who work around water and see if you can adapt some of their safety measures. Do ANY water work with every possible contingency planned for and as many safety measures in place as possible! There ARE training agencies who offer a water safety program for this too.

The issues that get involved and argued center around working from boats, working or falling into moving water and accidental immersion in deep water. Each of these instances requires or assumes a reason for the firefighter to be there in the first place. What job would YOU be doing?

Let us know what you think. You can join the discussion group(s) at:

- [http://groups.yahoo.com/group/PSDiv-PublicSafetyDiversForum](http://groups.yahoo.com/group/PSDiv-PublicSafetyDiversForum)

or send comments directly to us at [psdivermonthly@aol.com](mailto:psdivermonthly@aol.com).
BECKLEY — A Kanawha County firefighter is believed drowned after a boat he was in capsized during a rescue operation in Beaver Saturday morning and a Bradley area woman was apparently killed after being swept away by swift water as major flooding devastated much of Raleigh and Fayette counties.

Emergency crews in Fayette and Raleigh counties were dispatched on several rescue calls early this morning because of major flooding from a combination of heavy rains, melting snow and saturated ground. Flood warnings remain in effect through this evening for both counties.

According to a special statement from the National Weather Service, 2.58 inches of rain fell in a six-hour period late Friday and early this morning at the Beckley-Raleigh County Memorial Airport, causing streams and creeks to overflow throughout the region. The statement, issued at 3:30 a.m., said another inch of rain could be possible through this evening.

A statement from the state Division of Homeland Security and Emergency Management this morning around 11 a.m. noted that floodwaters were beginning to recede in some of the higher elevations. However, flood warnings remain in effect, with larger streams and rivers expected to rise even more because of the runoff from tributaries.

According to sources, a woman was swept away while attempting to walk through swift water crossing Beechview Avenue, which runs between Maple Fork Road and North Sandbranch Road near Bradley. Officials were still on the scene Saturday morning attempting to recover the woman’s body, which was located about a quarter-mile from the roadway, but were hampered by the swift water. The woman has not been identified.

Many roads were covered with water and several remain impassable throughout the area at noon today.
Area fire departments were called out beginning around midnight to rescue several residents from homes surrounded by water in the Beaver, Beckley, Glen White, Rhodell, Shady Spring and Sullivan areas of Raleigh County. In Fayette County, rescues were reported in Kilsyth and Mount Hope.

A swiftwater rescue team from Kanawha County along with Beaver and Coal City volunteer fire departments responded to Sullivan to rescue four people who were trapped on top of a submerged car. Firefighters on the scene reported water more than four feet deep in the area. Once rescued, the four were checked by EMS crews, but no major injuries were reported.

The firefighter feared drowned was apparently from the same team from Kanawha County, reportedly from Glasgow Fire Department. A statement from Kanawha County Commissioner Kent Carper said, “It appears that he was lost when his boat capsized.” The firefighter was not identified.

As of noon, personnel from several Raleigh County departments, along with other emergency responders from Kanawha and Fayette counties, continued to search for the lost firefighter along swift waters in the Beaver area.

In Rhodell, firefighters assisting residents from their homes lost a rescue truck when it was swept away by fast-rising floodwaters, but no injuries were reported there.

In Glen White, Lester firefighters used a boat to rescue a resident from a home. They also reported that water was rising into the Cogar Mine Supply warehouse and the company’s vehicles.

A power outage was reported in the Beaver area around 5 a.m., although it is unsure if that is related to the flooding.

The weather service statement also said New River at Thurmond “was well above its 12-foot flood stage ... at 17 feet as of 3 a.m.,” and was expected to reach 19 feet by dawn. On television, The Weather Channel reported that cars were floating in the parking lot of an apartment complex in Beckley.

An emergency shelter has been set up at the Lewis Community Center in Oak Hill, according to the EOC there. A shelter is on standby in Raleigh County should the need arise.
Search continues for missing firefighter
http://www.register-herald.com/todaysfrontpage/x1029323772/Search-continues-for-missing-firefighter
3/14/2010 By Amelia A. Pridemore Register-Herald

BECKLEY — While dozens of emergency services personnel continued the search Sunday for a missing firefighter who disappeared after the rescue boat he was working in capsized Saturday, many Raleigh County residents spent their day cleaning up water, sludge and debris as authorities worked to officially determine how much flood damage has been done.

Marty Agee, deputy director of the Raleigh County Emergency Services Center, said firefighters, National Park Service rangers and state National Guard troops were all involved in the search. They discontinued the foot search overnight Saturday but stayed out all night to monitor the river and resumed at daybreak Sunday. Agee said the search area will likely be expanded.

While touring the hardest-hit areas Saturday, Gov. Joe Manchin said the missing firefighter from the Glasgow Volunteer Fire Department in Kanawha County was part of a swift water rescue team working in the Beaver area. He and two others were in a boat when the motor struck a piece of submerged material.

The governor said the motor’s power went out and that the boat drifted away and capsized. The other two team members made it to safety.

Raleigh County was slammed late Friday night and early Saturday with flooding from a combination of torrential rain and lingering piles of snow on already saturated ground. The National Weather Service estimates about three inches of rain fell in Beckley between 7 a.m. Friday and 7 a.m. Saturday. The storm left one woman dead.

The confirmed fatality occurred early Saturday when a woman parked her car in the North Sandbranch Road area and tried to reach her residence on foot, Agee said. Her body was later recovered.

The American Red Cross was working to assess damage Sunday. Until that is over, there is no official number of houses damaged or destroyed.

The Beaver area, Agee said, was the hardest-hit — “hands down.” “Recovery is what we’re in right now,” said Agee. “We're doing damage assessments and figuring out where we go from here.”

Most closed roads have reopened, but state Division of Highways workers were still repairing a bridge on Airport Road in Beaver Sunday, Agee said.

Crews are also working to clear debris from creeks and streams, she said. If that debris that includes old tree limbs and litter is not cleared, it could...
cause more problems if another heavy rain strikes.

Already existing debris was a likely contributing factor in this storm, she said. The main factors of the storm created a severe situation, as it was, but the debris also blocked some culverts. “It surely didn’t help,” Agee said. Agee said she anticipates Manchin will declare a state of emergency in Raleigh County. Basically, the formal paperwork is pending. Manchin toured the hard-hit areas Saturday with Jimmy Gianato, director of the state Division of Homeland Security and Emergency Management, and a representative from the Federal Emergency Management Agency.

However, meteorologists from the National Weather Service had positive news to report. Tom Mazza, a meteorologist for the NWS in Charleston, said Sunday that creeks, streams and rivers have already crested and should begin receding. He said light rain and drizzle will continue through today, but it will not be significant enough to keep high water from falling.

After early Tuesday morning, forecasters say the Beckley area can look forward to dry — even sunny — weather through Saturday. Wednesday and Thursday temperatures should reach the mid-50s, and they should warm to the low 60s for Friday and Saturday. “It will definitely be settling down,” Mazza said. “There’s no big trouble on the horizon here.”

The drier, warmer weather could have a benefit besides relief for storm-weary southern West Virginians. Mazza said that time should allow the ground to absorb more water and the rivers, creeks and streams to recede further.

Agee said people who need to report damage from water reaching their residence should call the EOC at 304-255-9312. The EOC will need the person’s name, physical address and description of the damage.

Body of Kanawha County Firefighter Found
http://www.wvmetronews.com/index.cfm?func=displayfullstory&storyid=35962
03/19/2010 MetroNews

Beaver, Raleigh County — Almost a week of searching for the body of a missing Kanawha County volunteer firefighter came to an end on Friday afternoon.

Donnie Adkins, 32, was swept away by out-of-control Beaver Creek during flooding last Saturday morning. He was in the area making rescues as part of the Glasgow Volunteer Fire Department’s Swift Water Rescue Team. Kanawha County Commission President Kent Carper says the body was found about 4.5 miles from where Adkins rescue boat capsized on Beaver Creek. The body was located on Piney Creek approximately eight miles from the New River. "The heroic efforts of the various firefighters, law enforcement, volunteers who worked virtually around the clock at great risk to themselves has paid off," Carper said.

It was a Kanawha County team that found the body. "Kanawha County mourns this loss. This was a very brave person who risked his life to help save others. They felt they needed to bring their brother home," Carper said. A large recovery effort had been planned for Saturday. The state Fire Marshal’s Office was hoping volunteers would come to Raleigh County from across the state.
Volunteers found Adkins' lifejacket and wetsuit earlier in the week.

An autopsy will be performed on the body.

**Funeral Arrangements Announced for Glasgow Firefighter**
March 22, 2010

**Donnie Adkins, 32, drowned March 13, 2010 while performing a swift water rescue in Beaver.**

BECKLEY -- Funeral services for Glasgow Firefighter Donald Adkins will be Wednesday, March 24, at 1 p.m. at Riverside High School. Visitation will be from 11 a.m. to 1 p.m.

Adkins died Saturday, March 13, while trying to rescue a family stranded in a flooded home on Violet Lane in Beaver. The boat he was in capsized and Adkins was swept downstream.

His body was recovered Friday, March 19.

Firefighters, rescue crews and volunteers gathered on the YMCA soccer complex in Beckley Friday to pay their respects to volunteer firefighter, Donnie Adkins.

Firefighters draped Adkins in the American flag and Health Net flew over as his body was loaded into a waiting ambulance.

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**Snowmobiler plunges through lake ice while trying to save family**
http://www.vancouversun.com/Snowmobiler+plunges+through+lake+while+trying+save+family/2591975/story.html
February 20, 2010 By Max Harrold, Canwest News Service

MONTREAL — A man helped save his wife and two children before vanishing into a Quebec lake during a snowmobile accident Friday night, police say. Philippe Durand, his wife and two sons, ages 12 and 14, apparently went through the ice at the Lake of Two Mountains when their two snowmobiles plunged in Friday.

The couple was riding on the same snowmobile, while the boys were riding on the other snowmobile, said provincial police Sgt. Gilles Mitchell. Mitchell said he could not confirm reports that one snowmobile went in first and that one boy helped all three relatives out before the second snowmobile fell in, with everyone ending up in the water. “They all did as much as they could to save each other. But he didn’t come out, that’s for sure,” Mitchell said of the 44-year-old victim. “He tried; he gave it his all.”

After scrambling to get out of the water, the 50-year-old woman and her two children crawled to safety and went to a house in St. Placide, Que., said police. The three were suffering from hypothermia and were taken to a hospital.

St. Placide is about 60 kilometres west of Montreal. The family lives in nearby Mirabel, Mitchell said. Police divers
were searching for the man Saturday. Officers and firefighters looked for the man Friday night on foot and with a boat but did not find him.

This is the second serious snowmobile accident in two months on Lake of Two Mountains. On Jan. 10, Roman Jukovitsky, 37, and his 13-year-old son, Daniel, went missing near Ste. Marthe sur le lac. Searchers found the boy’s body but not his father’s.

Divers recover drowned woman's body
February 22, 2010By JUSTIN SADLER, Ottawa Sun

OTTAWA – What would have otherwise been a serene Monday on the frozen surface of the Ottawa River was anything but for Lee Bourdon and his family.

The 36-year-old Aylmer man sat in anguish on the shoreline along Chemin Queen’s Park while police divers searched the depths of the river beneath the dark ice for the body of his girlfriend, Rachel Taylor, 37, of Orleans. “I’ve been sick all day. I’ve been puking all day,” he said. “It’s going to take a long time to get over this.”

Three divers from the Surete du Quebec, as well as two Gatineau police officers, recovered Taylor’s body from the water about a kilometre from the Aylmer shoreline at about 3 p.m., about 24 hours after the vehicle she and Bourdon were travelling in plunged through the ice Sunday. Her body was then brought to shore, loaded into a waiting ambulance and transported to hospital.

The pair grew up in the same neighbourhood in Aylmer and were close as children. Taylor’s family moved away after Rachel’s mother died of cancer about 20 years ago. She and Bourdon had reconnected online recently and started dating in November. They had driven out to the island for fun. “It was just a great idea for an adventure that everybody had done for years and then it turns into the stupidest thing you’ve ever done in your life,” said David Inglis, 58, a close friend a neighbour of Bourdon’s. “He’ll remember that for the rest of his life. It’s going to be really hard on him.”

Taylor and Bourdon were returning from a day on the ice with his dog Dusty when his GMC Blazer went under between Aylmer Island, north of Shirleys Bay, and the shore.

It took seconds for the vehicle to sink into the freezing water, Inglis said. Bourdon barely got his door open, stood out on the ice and tried to help Taylor get across because her door wouldn’t open. “It’s horrible, your hands on your girlfriend as the car is pulling her through the ice,” he said. “His door closed with the ice and it just pulled the whole car and it disappeared through the ice.” Bourdon then ran to his mother’s house near the shore and called police.
Inglis said he keeps reminding Bourdon it was an accident. He was best friends with Lee’s father until he died of cancer four years ago. He said Lee’s mother is very broken up about Taylor’s death. “She got her son back, but they also lost a person very close to them so it’s a very sad confusing time for everyone,” he said.

Inglis was also close with Taylor’s family when they lived in Aylmer. Taylor and his daughter were friends growing up and the two had also recently reconnected online, he said. “They had struck up a Facebook connection,” he said. “They’d been talking for a while then this happens. It’s a terrible, terrible day for everybody around here.”

With two younger brothers, Taylor became the mother figure in the household after her mother died, Inglis said. “She was strong, quiet,

Woman killed in 4x4 river plunge
http://www.belfasttelegraph.co.uk/breaking-news/uk-ireland/woman-killed-in-4x4-river-plunge-14701175.html#ixzz0jtVDw1p8
Friday, 26 February 2010

North Yorkshire Police found the body of a woman after a Land Rover was swept down a swollen river. A woman died when a Land Rover was swept down a swollen moorland river as it was apparently trying to negotiate a ford.

North Yorkshire Police launched a major search after the vehicle was found almost totally submerged under a bridge.

The alarm was raised after the vehicle was spotted under Muffels Bridge at Hartoft, near Cropton, on the North York Moors. A force spokeswoman said: "Following searches by the emergency services, a woman's body was recovered from the beck at 4.20pm. "Police are investigating the circumstances surrounding the incident to establish how this tragic accident has happened. "We are not yet able to release the identity of the body."

Earlier, officers said the car was thought to have gone into the water at around 12.20pm.

According to reports, it was swept off a ford over Hartoft Beck, which is about 100m from the bridge where it came to rest. The ford is at the end of a minor road in the heart of the North York Moors. It is not thought anyone else was in the vehicle.

A helicopter from RAF Leconfield, in East Yorkshire, was scrambled to help in the search this afternoon along with firefighters and police divers.
Woman motorist saved from drowning blames her sat-nav for decision to drive across flooded ford

The woman motorist who nearly drowned after her car was swept away has blamed her sat-nav for her decision to try and cross a flooded ford.

Company director Anne Kennedy’s car was engulfed with torrents of icy water as she was swept away by the powerful current of the River Loddon. Ms Kennedy had attempted to drive across a ford in Charvil, Berks., which had become swollen with nearly 5ft of flood water, after following the directions of her sat nav.

But when she realised what was happening and tried to reverse out of trouble it was already too late.'It all happened so quickly,' said the 62-year-old divorcee, who was on her way to meet a client when the terrifying ordeal took place. 'I got to the edge of the river and my front wheels went in the water. I thought 'golly this is not very good'.'

Ms Kennedy, of Henley-on-Thames, Oxon, put her black Vauxhall Astra into reverse gear to try to back away from the deep river. 'I put my foot on the brakes but nothing happened and the car carried on moving - I then tried the handbrake but it didn't work.'

Ms Kennedy’s Astra was pulled into the middle of the raging river and began to fill with gallons of muddy river water. 'It was coming in from every orifice and filled up to my chest,' she said.
'As soon as the car started to fill up it made a clicking sound and just went into lockdown. None of the electrics would work so I couldn't open any doors or windows. 'I thought about smashing a window to get out but decided that would make things worse and mean more water would come in so just decided to wait for help.'

As the water began to creep up to her neck, she was forced to stand up to breathe in an air pocket of less than a foot. 'I began to think that there was a high probability that I was not going to get out,' she said.

By the time firemen arrived the water inside the car was chest deep and Mrs Kennedy was in danger of drowning. With no time to wait for a boat, they inflated a hose to use as a line to the vehicle then managed to break a side window and drag her to safety.

Firefighter Mark Crawford jumped into the freezing river and smashed the Astra's driver's window - just moments before Ms Kennedy became totally submerged by water.

She was then dragged to the bank and whisked off to the Royal Berkshire Hospital in Reading by ambulance where she was treated for severe cold. 'I didn't realise how cold I was until I got to the river bank realised my legs wouldn't work when I attempted to walk,' she added. She was allowed home from hospital after treatment for exposure.

The dramatic pictures of the incident were taken by Steve Collier, landlord of the Land's End pub next to the ford at Charvil, near Reading. Both he and Mrs Kennedy called 999. 'I couldn't believe it when the Astra just drove in,' he said. 'Straight away the back end of the car was dragged to the left and you could see there was no movement from inside the car. 'Within a couple of minutes the windows were steaming up and the car was being dragged down the river by the current. 'It was in far too deep for any rescue attempt with a normal car and all we could do was ring 999.'

Royal Berkshire Fire and Rescue Service watch manager Phil Holdford added: 'If we had left it any longer there could have been serious issues so we effected a rescue,' said Royal Berkshire Fire and Rescue Service watch manager Phil Holdford. 'She was extremely cold and shocked at what had happened. The ford
was about 5ft deep in the middle and the car had floated some way downstream.

'No-one should drive into a ford when the water is as deep as that.' Mr Collier said up to 120 motorists were rescued from the water each year after ignoring the clearly displayed warning signs. 'We really do not understand why people do it,' he said.

'It is at least 50ft to the other side and you can clearly see the water ahead of you moving very very quickly. 'I know some people blame satellite navigation systems and others think they can cross it in the summer so will be able to do it now.'

Firefighters had been called to same the ford last Saturday to rescue two men who became stranded in a VW Passat. The car had to be winched from the swollen Ford.

Read more: http://www.dailymail.co.uk/news/article-1253683/Woman-motorist-saved-drowning-blames-sat-nav-decision-drive-flooded-ford.html#ixzz0j1TFoJl7

Man rescued from high waters in Conroe
http://www.hcnonline.com/articles/2010/03/01/conroe_courier/news/rescue030210.txt
03.01.10 By Nancy Flake

A man who was attempting to cross Alligator Creek near West Davis and Dallas streets in Conroe early Monday morning got caught in the cold, swiftly moving waters before being rescued by Conroe firefighters, with the help of two good Samaritans.

Dispatchers with 9-1-1 received a call at 7:10 a.m. from a passerby who saw the 33-year-old man in the water, swollen by overnight rains, under the Dallas Street bridge at Lewis Street. "One passerby called 9-1-1, and another one had a rope and they threw it down to him," Assistant Fire Chief Paul Sims said. "He secured it to himself and they tied it to a guardrail."

The man, who is believed to be homeless, was able to hang on until firefighters and the Conroe Police Department responded to the scene, Sims said. The CPD set up a safety line downstream to catch the man if he...
slipped, and a firefighter was lowered down from a Conroe Fire Department ladder truck positioned for aerial operations.

Once the man and the firefighter were lifted from the water onto Dallas street, EMS paramedics transported him to a local hospital. “He was somewhat hypothermic,” Sims said.

The rescue lasted about 30 minutes, with the man out of the creek and onto dry land at 7:40 a.m.

The homeless man, whose name was not released, was trying to cross the creek and apparently misjudged the water’s depth, an EMS official said.

The man had lodged himself against a bridge support to keep from being swept downstream, but Sims said he was lucky the passersby happened along when they did and threw the rope to him. “He was moving pretty quickly,” Sims said. “I guarantee you, with all the water rescues I’ve seen, you just don’t hang on if the water’s moving that fast. It was going pretty quick, and it was relatively deep. “Had he not been stopped there, there’s a greater chance he would not have survived.”

The Conroe Fire Department has been involved in “numerous rescues” in that area, Sims said. As the water in Alligator Creek continues downstream, it goes under Interstate 45.

The National Weather Service reported Conroe received 0.45 inch of rain between midnight and 7 a.m. Monday. “It came in quite a hurry,” an NWS spokesman said. “There was one-hundredth of an inch through 4 a.m., and between 6 and 7 a.m., there was a third of an inch.”

The NWS forecast for the remainder of Monday called for a 40-50 percent chance of rain before midnight, with skies clearing today.

Nancy Flake can be reached at nflake@hcnonline.com.
Boy, 6, who nearly drowned getting out of hospital after 2 months
March 4, 2010 By Mary Beth Lane THE COLUMBUS DISPATCH

The prayers and helping hands of a community accompany a boy as he leaves the hospital and goes home to Pataskala - two months after he plunged through an iced-over pond and was submerged for about an hour.

Alaxandar James Hanson-Cyrus, whose family calls him A.J., is tentatively scheduled to be released from Nationwide Children's Hospital in Columbus today, a family spokeswoman said. He has been hospitalized since Jan. 3.

A.J., who turns 7 on March 28, will return home in a wheelchair.

Relatives, friends and neighbors in the Licking County community have been helping his family prepare for the homecoming, including replacing carpet with wood flooring and building a wheelchair ramp to the house.

Well-wishers are scheduled to send aloft balloons carrying little cards of gratitude at 2p.m. Saturday from the parking lot of Stewart Auto Group of Pataskala at 361 W. Broad St. The public ceremony is meant to give thanks for A.J.'s survival and to welcome him home, said family friend Celeste Dotson, who is serving as spokeswoman for the family. "He has come a long way, but he is definitely facing challenges in the future," she said.

Children survive near-drownings in icy water better than adults do because their hearts are stronger. The hour, an approximate, that A.J. was submerged is about the outer limit of survival, according to case studies. They show the longest-submerged pediatric survivor was underwater for 66 minutes, said Dr. Jonathan Groner, medical director of trauma services at Children's Hospital.

It is common, however, for children to emerge from such ordeals with physical and intellectual disabilities caused by the brain being deprived of oxygen for so long, said Groner, who did not treat A.J. and spoke generally in an interview yesterday.

Some reports have shown that these children end up with learning disabilities, such as memory problems, Groner said. Whether physical or intellectual disabilities can be reversed over time differs from case to case, he said.
A.J.'s parents, Alison Hanson and Craig Cyrus, declined to be interviewed.

A.J. was celebrating a cousin's birthday at his aunt and uncle's house in Laurelville in Hocking County when he and another cousin went outside and walked onto a frozen pond. A.J. plunged through the ice and was submerged until a firefighter-diver found him and brought him to the surface.

A.J., who has two sisters and two brothers, Dotson said, is the focus of a Facebook page called Prayers for Alax.

Update: Pataskala boy not coming home today after all
http://www.dispatch.com/live/content/local_news/stories/2010/03/04/No-homecoming.html
March 4, 2010 By Mary Beth Lane The Columbus Dispatch

The 6-year-old Pataskala boy who has been hospitalized for two months after he fell through an iced-over pond will not be released to go home today after all.

Alaxandar James Hanson-Cyrus, nicknamed "A.J." by his family, has some issues that need to be addressed before he is released from Nationwide Children's Hospital in Columbus, said family friend Celeste Dotson.

It is hoped that the boy, who turns 7 on March 28, will be discharged next week, said Dotson, who is serving as a family spokeswoman. She declined to discuss the specifics of A.J.'s condition, citing the family's wish for privacy.

A.J. is in a wheelchair following the Jan. 3 accident, and his family is adapting the house for handicapped access.

A balloon launch scheduled for 2 p.m. Saturday at Stewart Auto Group of Pataskala is canceled, Dotson said. The event was planned as part of a homecoming celebration for A.J.

Reliving the nightmare
March 6, 2010 By Meghan Hurley, The Ottawa Citizen

They thought they had taken all the precautions when they went to retrieve an ice-fishing hut. They were wrong, as Aurèle Beaudry tells Meghan Hurley

Aurèle Beaudry has been haunted by nightmares ever since his friend, Jocelyn Bélanger, was trapped beneath a
truck when it crashed through the ice of the Ottawa River Monday.

Bélanger had pulled himself under the front bumper of his truck to fasten a cable when the ice broke and he was dragged into the water near Petrie Island. Police divers found Bélanger's body on Tuesday afternoon.

In recounting his desperate rescue attempts, Beaudry said he first tried to break the ice around the truck while Sylvain Michaud called 911. Beaudry used all his strength, but the ice wouldn't budge. He soon turned his attention to broken ice on the passenger side of the truck. "I broke a little bit more on that side. I put my leg all the way down, my whole leg in the water, and tried to touch him," Beaudry said. "I kept telling him to grab my leg. I kept screaming 'Peeewee, Peeewee!'" A bystander could hear faint knocking coming from the truck just after Bélanger was pulled into the slushy water, Beaudry said.

Earlier that day, Bélanger and three men went out on the river to try to remove an ice-fishing shack from the rapidly deteriorating ice. Beaudry measured the ice's thickness at 14 inches, enough to hold a truck, he said. However, Bélanger backed his truck about 10 feet away from the spot Beaudry measured. The simple task of removing the hut became complicated when the truck's wheel got stuck in a hole.

Beaudry offered to hook the cable onto the front of the truck, to tow it free, but Bélanger said he would. "He laid down underneath and the bumper grabbed him and pulled him under the truck," Beaudry said. "He would have been safe if he was inside the truck because the water is only five feet deep," Beaudry said.

He left his friend for only a moment to hook a cable to another truck. When he returned, Bélanger had disappeared. Another friend Beaudry only knows as Trevor watched in horror as Bélanger was pulled under with the truck. Trevor was frozen in shock when Beaudry returned and couldn't articulate what had happened. "It was just matter of seconds and the truck went down," Beaudry said. "It was not even a minute and I was running all over the place." Michaud called 911 while...
Beaudry tried to smash through the ice in an attempt to save his friend.

Firefighters arrived and initiated a rescue effort, but they couldn't find him. By 10 p.m., the Ottawa police dive team arrived. The divers groped through a metre-and-a-half of murky, slushy water under the frozen Ottawa River as they struggled to find Bélanger's body. After several hours, the team packed it in for the night.

The next morning, the team arrived for a full day of diving. By 4 p.m. Tuesday, the team was about to change its game plan when a diver's gloved hand closed on Bélanger's booted foot a mere four metres from the truck. "I started to scream. Someone else was screaming too," Beaudry said. "I wanted people to know they found him." Bélanger grew up in Chelmsford, near Sudbury, and worked in Ottawa as an electrician. He was a member of the International Brotherhood of Electrical Workers since 1986.

A visitation was held Friday for Bélanger. A funeral will take place today at 2 p.m. at the Kelly Funeral Home in Orléans.

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Emergency response questioned in fatal drowning accident

Mar 9, 2010 By Carol Ferguson, Eyewitness News

BAKERSFIELD, Calif. -- A tragic accident ended with two people killed when a car plunged into a Kern County canal over the weekend.

The cause of death has been confirmed as drowning, and some bystanders at the scene of the crash have questions about how the emergency crews responded.

Tuesday, the Kern County Coroner's office listed the deaths of Robert Junyor, 36, and Brentina French, 43, as
drowning, and the manner of death as an accident.

They were both passengers in an SUV that crashed into the Cawelo Canal near Zerker Road and Lerdo Highway just after 6 p.m. Saturday.

The SUV was hit broadside by a PT Cruiser. That sent the SUV flipping over into the water, the driver managed to get out of the canal. "I remember the whole thing," Brian Jones told Eyewitness News on Sunday. Jones said he hit the brakes, and the car started to tumble. "My breath was like almost gone," Jones said. "I'm coming down to my seat belt, I just calmed down enough, and I was scrambling for a pocket of air."

Passersby had stopped, and a couple tried to save the two passengers still trapped in the SUV. Josh Rubenking jumped into the cold, dark canal water.

"I jumped in there, trying to save them, but they were trapped in there," Rubenking said. His wife has CPR training, and they hoped they could help the victims. Others had stopped, and the couple said one of those included an off-duty paramedic. "He was trying to take control," the couple said. "We were wondering why wasn't he in the water?"

California Highway Patrol officers got to the accident scene, and Kern County Fire Department crews. Deputy Fire Chief Michael Miller said the firefighters got an immediate look at the car in the canal. "The vehicle was completely submerged and on its side with the windows out," Chief Miller told Eyewitness News. "There was no possibility of air pockets like you see in the movies."

Miller said after the crash happened, calls came in to 911. The information was passed to the CHP, then to the fire department, and then fire trucks rushed to the scene of the accident. "You're talking really 20 minutes (after the crash)," Chief Miller said. "That's just impossible to survive that situation."

Miller said fire crews helped the victims on the canal side who had been injured, and they contacted the Kern County Sheriff's Department special dive team. They arrived with scuba gear, which was the only safe way to reach the car under those conditions. "Submerged incidents," Miller said. "You can only hold your breath so long, you need scuba gear."

Robert Junyor's family said the deaths are such a tragedy. "I know he tried to get out if he could have," his sister, Susie Galloway said. "And he would have saved his girlfriend, as well."

CHP officers said the SUV was going east on Lerdo Highway...
approaching Zerker Road, when it was hit by the PT Cruiser. The driver of the PT Cruiser was Anthony Snelson, and he ended up with moderate injuries. A woman passenger suffered major injuries, and a man in the car ended up with minor injuries.

Chief Miller said the deaths of the two passengers in the SUV are very hard for emergency crews to take. "Everything we train for, and come to work for every day, it's to help people," Miller said. "It sounds corny, but it's true. There are situations and there's nothing we can do, and it is really difficult on the crews. It's like a loss for us, it really is."

Submerged Woman Rescued After Driving Off Long Beach Bridge
http://www.lbpost.com/ryan/8798
03.11.10 by Ryan ZumMallen | Long Beach News

Update 1:00pm | Photos courtesy Long Beach Fire Department blog.

10:00am | A woman in her early 20’s remains in critical condition after she was pulled from her car when it drove off the Shoemaker Bridge - connecting the 710 Freeway to downtown Long Beach - and plunged 20-30 feet into the Los Angeles River, according to reports from the Long Beach Fire Department. Officials are working to determine the cause of the crash and that lane of the bridge will be closed until the investigation is completed.

The woman's SUV crashed through the guardrail around 7:30am this morning and sunk about 15 feet below the water when dive teams reached her. Fire Department spokesperson Jackawa Jackson said that she may have been submerged for up to 45 minutes before she was reached, but was pulled from the car in critical condition. "In situations like this, there is a much better chance of survival if the water is cold, and today that water is very cold," said Jackson.

The low water temperature helped the victim, according to Jackson, because her bodily functions slowed down and kept her alive until rescuers arrived. The extent of her...
injuries is currently unknown.

Firefighters initially believed the woman was with two other people but are now saying that she was alone. Dive teams have thoroughly searched the submerged vehicle and downstream areas for additional victims, but strong currents and heavy silt are making for difficult searching conditions.

The woman has been transported to St. Mary’s Medical Center.

Fire Rescue: Firefighters Help Save Victim After Car Plunges into Los Angeles River

http://www.fireengineering.com/index/articles/display/8149516226/articles/fire-engineering/incidents/2010/03/la-river-rescue.html

Mar 12, 2010

On Thursday, March 11, 2010 at 7:30 A.M., Long Beach (CA) Fire Department (LBFD) units responded to a reported Injury Traffic, with an overturned vehicle in the Los Angeles River, off of the North bound lanes at the Seventh street Bridge in Long Beach, California.

The first arriving LBFD Unit, Rescue One (1), confirmed the vehicle in the water causing the subsequent request for additional resources to manage the incident. A Unified Command (UC) was established on the Seventh Street Bridge with the LBFD, LBPD, CHP, and other local, state, and federal agencies. The land-based UC coordinated operations with the LBFD Marine Safety division, to deploy their dive team in an attempt to locate the vehicle and rescue any victims inside. The first divers entered the water in approximately twenty-five minutes from the time of dispatch. The depth of the water searched was approximately fifteen feet; with almost zero visibility, and a strong current present.

The initial search operations were conducted by “feel” and forcible entry was required to enter certain areas of the vehicle; an infant car seat was located during this operation, which further re-enforced the initial information that there might be multiple victims in the vehicle. The vehicle was found sitting on the bottom of the river on its wheels with the rear hatch facing to the East when a single female victim, approximately twenty years old, was rescued from this location. She was pulled up onto a rescue boat and immediately transferred to land-based firefighters and paramedics who began Cardio Pulmonary Resuscitation (CPR) and other Advanced Life Saving (ALS) procedures.
Subsequently law enforcement made contact with the victim’s relatives who confirmed that she should be the only occupant in the vehicle at the time of the accident. The single victim was transported from the scene to a local hospital for continued medical treatment. Approximately one hour after the incident reports are that she is in “critical conditions, responding to treatment with her family at the hospital.”

The vehicle was removed from the river using a large “wrecker” with the coordinated effort of the Urban Search and Rescue (US&R) team and the dive team working together to complete a safe and efficient operation. A secondary check of the vehicle was conducted on shore with other water-based resources checking “Down Stream” to ensure that there was only one victim. Currently the LBPD and the CHP are conducting a joint investigation to determine the cause of the accident. Information on the victim will be forthcoming on the direction of the family either through a direct representative or through the hospital.

This incident occurred near the downtown of Long Beach with a total of 22 apparatus and 43 personnel responded to this call, from the LBFD in addition to other partnering agencies at the local, state, and federal levels.

More LBFD: [http://firechannel.org/blog/?p=2074](http://firechannel.org/blog/?p=2074)

**Cops seal deal - Finest frogmen save SI pup**

[http://www.nypost.com/p/news/local/staten_island/cops_sealdeal_kmsCZpA8AF0MTck9pZQkQM#ixzz0jcT4ko8B](http://www.nypost.com/p/news/local/staten_island/cops_sealdeal_kmsCZpA8AF0MTck9pZQkQM#ixzz0jcT4ko8B)

March 18, 2010  by KIRSTEN FLEMING

A stranded seal is swimming with the fishes instead of sleeping with them, thanks to NYPD cops. The pup yesterday got a hand from police divers, who freed it after it became tangled in fishing wire off Staten Island.

NYPD Harbor Unit Detective Frank Pellegrino and his partner, Detective Matthew Sherman, encountered the distressed seal in Raritan Bay at around 3 p.m. It was trapped in a “bird’s nest” of fishing wire attached to a buoy. "He was very nervous. He was trying to escape and was exhausted," Pellegrino said.

The seal, which weighed about 40 pounds, had been stuck in waist-high water for at least a day about 70 yards off Tottenville.
A BODY was pulled from the sea last night by cop divers after a pick-up truck plunged off a dock during a high-speed police chase.

Stunned witnesses looked on in horror as the flat-back van sank at Methil, Fife. It is believed the Ford Transit-style pick-up had been chased by two cop cars after it was flagged up as stolen.

Workers at dockside industrial units watched as the truck hit the water, thought to be 32ft deep, at 4.40pm.

Police divers recovered a body at 11:30pm.

Sean O'Neill, 19, a production line worker at an alarm firm, had a window view over the disused No3 dock when the vehicle landed in the water. He said: "I couldn't believe my eyes. The pick-up was driving along the path beside the water with two police cars behind. One was unmarked. "The sirens and lights were going. The pick-up just turned into the water at a bit of an angle. "There were five or six police cars here in minutes. An ambulance and coastguard arrived but went away. "Nobody jumped in to save whoever was inside."

Onlooker Alex McKay, 57, said the truck was "doing some speed". He added: "It then flew into the water. It cleared a jetty and sank tail first. "The police just stood and watched. No one got out. The truck sank out of sight."

Witness Phil Johnstone, 44, said the yellow truck "mounted the pavement to avoid a car blocking the road". Another onlooker said it seemed like the driver tried to do a "hand-brake turn".

Methil docks was cordoned off last night as police divers searched the water and experts prepared to lift the motor from the sea. It is believed the vehicle was followed after being clocked by automatic number plate recognition cameras.

Last night Fife police confirmed the car had been reported stolen. Another force, Central Scotland, will review the incident. A Fife spokesman said: "The vehicle was sighted by police before entering the dock a short time later."
Man feared dead after van plunges into water off Methil docks
18 March 2010

The body of a man is believed to have been found after a stolen van plunged into the water from a dockyard in Fife during a police pursuit. Reports suggest the vehicle was being followed by a police van before it went into the water. The van fell into the water in Methil when it careered off the end of the docks, according to Fife Constabulary.

The vehicle had been stolen earlier in the day and was later spotted by officers near South Street. One person was thought to be inside. Police divers were searching the scene at the Firth of Forth on Wednesday evening. A crane was being used to lift the vehicle from the water.

Fife Constabulary said the van had earlier been reported stolen from near the Forth Road Bridge. Central Scotland Police will carry out a review of the circumstances leading up to the incident.

A police statement said: "Fife Constabulary can confirm that the vehicle which has entered the water at the dock had been reported stolen from the vicinity of the Forth Road Bridge earlier in the afternoon. "The vehicle was sighted by police near to South Street, Methil, before entering the dock a short time later. "Central Scotland Police, who are assisting in the recovery of the vehicle, have also been invited to review the circumstances of police involvement prior to the deposition of the vehicle in No 3 Dock."

A spokesman for the Scottish Ambulance Service said: "We were called to the scene about 4.30pm after a vehicle was found submerged in the water. We stood by but there were no patients. We left when police divers were called in."

Man’s Body Recovered After Boat Explosion
http://www.nbc40.net/view_story.php?id=12610
3/19/10 RéMale James

Egg Harbor TWP.--Investigators are still piecing together what caused a boat explosion...killing its owner and setting the boat on fire.

Emergency crews were called to this boat fire at Hidden Mills Marina in the Scullville section of Egg Harbor
Township. Around 2:30pm State Police say an explosion started this fire while Gary Theno, the boat's owner, worked aboard the craft. When crews got to the scene the docked boat was engulfed in flames and Theno was missing. Crews battled the fire for over an hour. And at 3:25p the boat sank in the shallow water, which extinguished the flames.

New Jersey State Police Divers and Marine Services were called to the scene to search for Theno. Divers later recovered his body completely submerged in the water next to his boat. Theno was 51 and owned Hidden Mills Marina.

Investigators are trying to figure out how Theno died and what caused the explosion.

**Firefighter Hospitalized After Nearly Drowning**

http://cbs2.com/local/firefighter.swift.water.2.1584544.html

Mar 23, 2010

MISSION HILLS, Calif. (AP) A Los Angeles city firefighter has been hospitalized after getting trapped under the water in a concrete aqueduct during a swift water rescue training session.

Fire Department spokesman Brian Humphrey said Tuesday that the 40-year-old man was rescued by his colleagues near the Jensen Filtration plant in Mission Hills. The firefighter was conscious and breathing when as he was airlifted to a hospital and is expected to survive.

Humphrey says all department firefighters go through the training at the plant to prepare for swift water rescues in the city’s hundreds of miles of flood control channels. He says the firefighters take turns rescuing each other and the man who was caught under water was one of the trainers running the exercise.

**More on the story:**

Firefighter Okay After Near Drowning


VIDEO on Site

**Awards for Lichfield firefighters after dramatic sheep rescue**

http://thelichfieldblog.co.uk/2010/03/27/awards-for-lichfield-firefighters-after-dramatic-sheep-rescue/

3/27/2010

Firefighters are to be rewarded for their heroics in saving 100 sheep from drowning in Lichfield. The awards recognise the efforts of crews in saving sheep from flash flooding in Fisherwick Wood Lane in September 2008. RSPCA Certificates of Commendation will be presented to 21 firefighters at Lichfield Fire Station on Monday (March 29).

Paul Richins, Assistant Area Commander for South Staffordshire, was the officer in charge at the incident. He said: “There were about 100 sheep left in the field which were in a very distressed state. What crews did first was...
to kit people out in dry suits and get the farmhands – who were trying to pull the sheep to safety – off the land.

“Some of the sheep were already dead while many had become trapped in barbed wire. They were stuck on an island where the water level was rising fast. A joint operation was mounted with the RSPCA utilising specialist water equipment which included several boats and inflatable pontoons.

“Using an inflatable walkway and rescue boat to get across to the island we ferried the sheep, six or seven at a time, back onto dry land.” Paul also recalled how crews worked throughout the afternoon and managed to rescue more than 50 of the 100 stranded sheep.

At Monday’s ceremony awards will be presented by the RSPCA’s Regional Manager for Wales and West, Steve Carter and the RSPCA’s Chief Inspector, Dave Hollinshea.

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**No bodies are found in submerged SUV off Bayonne shore**

[http://www.nj.com/bayonne/index.ssf/2010/03/no_bodies_found_in_submerged_s.html](http://www.nj.com/bayonne/index.ssf/2010/03/no_bodies_found_in_submerged_s.html)

**March 28, 2010, By Charles Hack/The Jersey Journal**

Battling stiff currents and the murky cold of Newark Bay, NJ State Police scuba divers spent several hours tonight not knowing if they were about to make a grisly find.

First spotted at around 3 p.m., a 1994 Jeep Cherokee had been submerged in the water behind the A&P supermarket, a block south from where North Street ends in Bayonne.

The divers were not on a rescue mission because they could not reach the site for at least two hours after the jeep was discovered.

At 8:30 p.m., Deputy Police Chief Ralph Sciani announced good news: no bodies were found inside the vehicle.

The maroon SUV had recently been reported stolen in Bayonne and apparently ditched in the bay.
Bayonne firefighters, police and members of McCabe Ambulance Service were all on hand. A New Jersey Police Marine Division boat was in the water.

When police first arrived at water's edge, they could see the roof rack on the vehicle. By the time the divers arrived, the tide had rolled in and the SUV was completely underwater.

Two divers eventually got a strap around the SUV.

A heavy-duty tow truck used 150 to 200 feet of cable to pull it out of the water, Fire Chief Greg Rogers said.

Police initially thought the vehicle had floated to the shore off Bayonne since there were no signs of skid marks or braking at the scene.

Jury told of severed head in lake
http://www.peterboroughtoday.co.uk/news/national/jury_told_of_severed_head_in_lake_1_364775
Mar 30, 2010

A jury has heard how a man's severed head was found in a bag in a lake in Bedfordshire months after his decapitated corpse was discovered. The head of 26-year-old Michael Gilbert was found in the privately owned Blue Lagoon in Arlesey in February. His body was found in the same lake last May.

Giving evidence at the trial of several family members accused of killing him, Detective Sergeant Mark Devine told how the head had been found in a prison-issue holdall by police divers. Its location in the lagoon was revealed by Richard Watt, 25, who has pleaded guilty to familial homicide and perverting the course of justice, Luton Crown Court heard.

Mr Devine, who is the officer in the case, said: "We took Richard to the lagoon and he indicated where he believed the head had been thrown. Police divers from Thames Valley Police found the holdall."

Watt was temporarily taken out of prison to help officers find the missing head, the court was told.

Four members of Watt's family, from Chertsey Close, Luton, and two other women are on trial in connection with Mr Gilbert's death. Watt's brother, James Watt, denies murder and perverting the course of justice, but has already pleaded guilty to familial homicide.

Another brother, Robert Watt, denies murder and familial homicide but has already pleaded guilty to perverting the course of justice. The brothers' parents, Antonio Watt and Jennifer Smith-Dennis, deny familial homicide and perverting the course of justice.
Richard's girlfriend, Nichola Roberts, and James's girlfriend, Natasha Oldfield, both deny murder, familial homicide and perverting the course of justice. Oldfield is also charged with assisting an offender, which she denies.

The jury has heard previously how Mr. Gilbert, who was described as a "vulnerable" man, was kept as a slave at the Watt family home and tortured for his benefit money before being killed. Prosecutor Stuart Trimmer QC has told the court Mr. Gilbert was held captive and abused and assaulted for entertainment. A bag containing his headless corpse was found by two dog walkers on May 10, 2009.

**Divers Hope To Solve 2007 Slaying**

**Deputies Not Releasing What They're Seeking In St. Johns River**

March 30, 2010

**DAYTONA BEACH SHORES, Fla.** -- Deputies from four Central Florida counties are participating in an underwater effort in an attempt to recover evidence from a 2007 Daytona Beach Shores homicide.

Investigators from the Daytona Beach Shores Department of Public Safety and the State Attorney's Homicide Investigation Unit recently developed information that led them to Putnam County in the search for evidence in the slaying of Karen Boehm, who was killed on July 22, 2007.

Investigators believe that key evidence may be in the St. Johns River between Palatka and East Palatka.

Dive teams from the Putnam, Flagler, St. Johns and Clay county sheriff's offices are in the midst of a three-day dive mission to recover items from the river.

Investigators are not releasing what items they are seeking. "We believe that the new information in this case is credible and are optimistic that the leads we are following will assist us in finding Karen Boehm's killer," said Detective Karen Howard of the Daytona Beach Shores Department of Public Safety.

Anyone with information regarding the death of Boehm is encouraged to call the Daytona Beach Shores Department of Public Safety at 386-763-5347.

Watch Local 6 News for more on this story.

Karen Boehm
Prince George’s County Fire Fighter/Medics are credited with saving the life of a 23-year-old Clinton woman that is 8-months pregnant. At about 10:10 AM, Saturday, October 24, 2009, Sadé Davis lost control of her vehicle and left the rain slickened roadway in the 8900 block of Temple Hill Road in Clinton. Her vehicle overturned after striking at least one tree and landed upside down in a creek. EMS units from the Clinton Fire/EMS Station had already been dispatched to another medical emergency at a home in the 8700 block of Temple Hill Road, however, stopped for a citizen that was waving frantically to attract their attention. Ambulance 825 and Paramedic 825 were flagged down in the 8900 block of Temple Hill Road and informed of a vehicle had just ran off the road and overturned in a creek about 30 to 40 feet off the road. The citizen stated he did not see anyone get out of the vehicle.

The Firefighter/Medics notified Public Safety Communications of the situation and other nearby EMS units were dispatched to handle the original medical emergency call. When personnel reached the crash site they observed a vehicle upside down with the front end and driver’s area partially submerged in water that was up to 4 feet deep. Upon closer examination a motionless female was seen inside the vehicle that appeared to be unconscious and lifeless, she was suspended by her seat belt with her upper body under water. The crew knew that this was a life or death situation and if immediate action was not taken then Sade Davis would certainly die from drowning if not from the injuries sustained during the crash. The crew of four Firefighter/Medics entered the waist-high slow moving creek water and made their way to the vehicle. They attempted to make entry into the locked vehicle and made several attempts to alert the motionless occupant. As additional units and firefighters from the Clinton Fire/EMS Station were responding to the scene the crew made entry into the vehicle by breaking a window and assessed the unconscious female occupant and determined she was not breathing and had no pulse.
Sade Davis was rapidly extricated and medics started cardio-pulmonary resuscitation (CPR). Medics also noted that the patient appeared to be in her third trimester of pregnancy. The engine from Clinton arrived and assisted in the removal from the creek bed to the paramedic unit where the patient was loaded on-board and immediately transported. While en route to nearby Southern Maryland Hospital paramedics were able to regain a pulse and sporadic breathing. Emergency Room personnel were able to stabilize the patient and transferred her to the Washington Hospital Center for evaluation and treatment of her near drowning combined with complications involving her pregnancy.

Additional Fire/EMS units from the Clinton area, including the Fire/EMS Departments Underwater Rescue Team, responded to the scene and performed additional searches of the vehicle and surrounding area for other victims of which none were located.

After spending four days in the hospital, Sade Davis was released and sent home. Before leaving the hospital doctors told Sade that it was the actions of the Fire Fighter/Medics that saved her life and protected her pregnancy. Despite suffering a laceration to her head and short term memory loss, Sade appeared in good shape and glad to be leaving the hospital when she arrived at her Clinton Maryland home on Wednesday at about 3:00 PM. The crew that assisted her that day welcomed her home and explained to Sade, Cheryl Davis (mother) and Jerome Davis (father) what had occurred and the actions they took to save her life. The Davis family was very gracious and thankful in thanking the crews.

Prince George’s County Fire Chief Eugene A. Jones stated, “This is a story that involves true heroes that risked a lot to save a lot. Their actions are highly commendable and speak highly of themselves and the entire Fire/EMS Department.”

**Paramedic 825**
Fire Fighter/Paramedic Lieutenant Dale M. Giampetroni
Fire Fighter/Medic Dave J. Wilson

**Ambulance 825**
Fire Fighter Derian C. Whitted
Fire Fighter/Medic Wesley R. Auld

**Engine 825**
Volunteer Fire Fighter/EMT John Maine
Volunteer Fire Fighter/EMT Bernie Roussillion
Diving Medicine for Scuba Divers
ISBN 978-0-646-52726-0
2010 edition
by Dr Carl Edmonds, Dr Bob Thomas, Dr Bart McKenzie and John Pennefather
Free download of individual chapters
http://www.divingmedicine.info/divingmedicine/Welcome.html
Or the COMPLETE BOOK 108 MB (HIGH resolution)
Full Version.pdf or, direct from files.me.com/carledmonds/on5h3j
Or the COMPLETE BOOK 10 MB (LOW resolution)
Complete SM 13.1.pdf or, alternatively,

Help Identify Murdered North Carolina Child
February 13, 2010
This is a forensic reconstruction that was done by Frank Bender. This child’s body was found ten years ago in North Carolina. Please spread this image as far as you can and hopefully someone will come forward to identify him.

The full articles pertaining to this case are below:

Frank Bender: Dying Philadelphia Forensic Sculptor's Last Effort to Find Murdered North Carolina Child - ABC News
New 3-D facial reconstruction could help solve cold case
Investigators search for clues in cold case

Found on the Web:
The dangers of health-and-safety hysteria
16 March 2010 Louise Turnbull
Louise Turnbull reports from Scotland where rule-following firemen failed to rescue a woman trapped in a mine shaft.
You take a short cut on your way home after visiting a relative and next thing you’re 60 feet down an abandoned mine shaft. This was the unexpected and unfortunate fate of Alison Hume, a 44-year-old lawyer from Galston, Scotland, in July 2008. What happened next, however, was even more surprising...
Click HERE to read the entire story – Sadly the commentary by Turnbull is becoming all too familiar
~Editor
Physical Fitness for Sports Divers

Introduction
The underwater environment causes a diver to be at a tremendous disadvantage due to:

- the difficulty in propulsion through the surrounding water;
- through rapid heat loss to water generally colder than body temperature;
- breathing gas of compressed density;
- the diver uses an altered cardio respiratory system from a changed environment;
- in order to prevent damage to air-containing spaces in the body, the diver has to accommodate to changes in gas volume and pressure;
- accommodation to the effects of the partial pressure of gases that can cause toxic, narcotic, stimulatory and gas solubility changes to bodily functions.

Divers have to have a reasonable level of physical and physiological fitness because of the obligatory stresses of the underwater environment. They must also be free of other limitations compromising safety in the underwater milieu. For safe diving, the millions of recreational and sport divers should maintain a reasonable level of fitness, the medical requirements for sport diving not being stringent.

Exercise
Exercise is any activity that raises the resting oxygen consumption above basal levels. Most parts of the body contain a functional reserve which can be called up during exercise--this applies particularly to the heart. Limitations imposed by heart disease may be often assessed by measurements of maximal heart performance. Many experts have emphasized the need to measure cardiac reserve through exercise stress testing, and this has become a useful clinical means for checking physical reserve while diving. Since heart disease is one of the common causes of sudden death underwater, fitness for sport diving must include assessment for heart disease risk.

*Underwater swimmers with full scuba gear have been tested for the amount of work involved; divers must be in good physical condition to do a sustained swim at 1 knot (101 feet/minute, or about a 1.15 mph). One met = 3.5 ml/kg/minute, and since VO2 Max is 40, a diver swimming 1 knot should be able to reach and sustain 13 mets on the treadmill. (Some feel that this speed is quite slow and 13 mets is high.)

Swimming at about 60% of maximum [about 24 ml/kg/min] is slightly below the anaerobic threshold can
be sustained for long periods of time since it is not lactate producing. *

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**ASSESSING FITNESS**

Physicians planning to evaluate sport divers require a basic knowledge of the physiology of diving and a fundamental understanding of the diving environment. It is helpful if the physician is also a diver himself. Assessment of fitness for diving must consider physical conditioning as well as limitations imposed by medical conditions.

The medical evaluation should consider absolute, relative, or temporary disqualifying conditions as well as excessive smoking and substance abuse. Poor muscle tone, lack of conditioning, obesity and other evidence of dietary indiscretion should be a stimulus to advise the diver about fitness. A medical condition that could injure the diver or his buddy diver should disqualify the diver. The buddy-diver system is the universally recognized practice of pairing scuba divers for mutual safety and implies that each of the pair is fully capable of providing effective aid to the other. Limitations in one of the buddy pair upsets this balance of safety.

Obesity represents a hazard to divers because of the common lack of adequate physical condition in obese individuals and because inert gas exchange and its relationship to decompression sickness are modified unfavorably. Total body fat of less the 22% in males, and less than 28% in females is desirable.

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**DIVER FITNESS AND AGE**

The majority of elderly people do not exercise adequately. For diving good physical condition is essential. Although physical capacity is known to decline with age (Bruce et al 1974; Raven and Mitchell 1980), it is unclear whether the loss of physical capacity is related to age or to the inactivity common in older individuals. Because of the reduced physical activity experienced by older individuals, there is a deconditioning effect. Most elderly divers are not capable of sustaining the work load of younger individuals. The reduction in physical capacity must be accounted for when accompanying older divers. Studies in older athletes suggest that the decline in physical capacity with age can be minimized by continued physical training (Heath 1980). Elderly divers should be healthy, and possess a level of physical condition that allows them to dive safely.

Chronic diseases known to be of higher incidence in the elderly present special problems in diving. A significant and important problem in the elderly is the high incidence of cardiovascular disease. Atherosclerosis can affect flow to the brain, heart, kidneys, or skeletal muscles. These disorders may go undetected and high exercise demands induced by swimming with diving gear may result in inadequate oxygen supply and abnormal function of a tissue or organ. Of most importance is the presence of coronary atherosclerosis with coronary artery disease, heart attack or sudden death may occur in unfit divers with coronary disease. Avoidance of serious cardiac problems while diving can be achieved through appropriate screening evaluation (Linaweaver 1977). Exercise testing is a useful means of screening in elderly individuals prior to instituting a diving program.

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**Young Divers**
Fitness considerations for young divers are directed towards emotional maturity, ability to learn and understand the requisite physiologic, physical and environmental data needed for safe diving, and towards strength requirements necessary for handling diving equipment (Dembert and Keith 1986).

Sport diving imposes no legal limits on age, but most diver training organizations require candidates to be 15 years old for full certification. Training is provided to younger candidates who receive conditional certification until age 15. Children divers should use dive profiles which minimize risk for decompression sickness to eliminate concern for injury to growing tissues. Equipment must be properly fitted to the young diver. Equipment designed for adults may be unsafe for a child of small body habitus. Individual variation in development, strength, maturity, and intelligence is too wide to set a fixed minimum age for diving. Customarily, 15 years is the usual minimum age for sport diving in the United States.

**WOMEN AND DIVING**

Many women have learned the sport of diving, and are active divers. Although there are few limitations to diving in women when compared to men, most diving physicians recommend against diving while pregnant. Other than pregnancy, there are no unique concerns regarding fitness of women divers.

Women usually have a lower strength capacity than men and a lower aerobic capacity. Women have a higher percentage of body fat. Sedentary women approximate 25% body fat while trained athletic women reach 10-15%. Trained males however average 7-10% body fat.

Increased body fat in women provides better insulation from heat loss during diving, and increased buoyancy.

In assessing fitness to dive in women, the same considerations applied to men regarding general health, physical capacity, mental stability, and training should be used.

**EAR PROBLEMS IN DIVING**

Ear problems are the most common medical problems in diving. The ears, including the ear drums must be healthy in order to dive safely. Fitness evaluation requires a thorough evaluation of the ears. Aural barotrauma (ear squeeze) occurs in all divers, and can be avoided by careful attention to ear clearing during descent, and the maintenance of open air passages in the ears and throat. A perforated ear drum, chronic ear infections, and unilateral hearing loss should make a candidate unfit to dive.

**RESPIRATORY SYSTEM**

Avoidance of pulmonary overpressure injury (barotrauma) is a primary concern of all divers, because of the potential seriousness of the lung conditions which can result from diving (Linaweaver 1963). Pneumothorax, mediastinal emphysema, and traumatic arterial gas embolism can occur from lung overpressure. In arterial gas embolism the overpressure forces air into the arterial circulation, and usually to the brain where it can obstruct blood flow. This event leads to permanent brain damage unless treated rapidly by recompression therapy (Linaweaver 1963). To prevent injury divers must be free of spontaneous pneumothorax, chronic pulmonary disease and asthma.
MUSCULOSKELETAL SYSTEM
Divers with neck and back problems may develop nerve injuries from heavy lifting, climbing and other diving related activities. Some individuals with severe disease of the spine (herniated disc), may be unable to dive safely due to limitation of motion or severe pain.

CARDIOVASCULAR SYSTEM
Cardiovascular fitness in diver candidates requires the absence of heart disease, hypertension and disease of the blood vessels. The use of drugs for CV disorders may also render a diver unfit.

Coronary Artery Disease
Coronary artery disease is the most highly prevalent, life-threatening disease in the United States. Its seriousness and prevalence demand special mention in divers. Two million people per year develop this disease, and over 500,000 people per year die from coronary artery disease (American Heart Association 1981). The basic abnormality of coronary disease is partial or complete obstruction of one or more arteries which supply the heart. In the presence of increased work demands, the heart becomes oxygen starved.

There are several consequences of inadequate oxygen supply to the heart during diving. Oxygen deprived heart muscle may develop sudden reduction in pumping function.. Marked shortness of breath and lung congestion will occur with exercise. Although coronary heart disease is usually manifested by chest pain in most afflicted people, the most troublesome person with coronary disease is the person who has no symptoms but who develops marked oxygen deprivation detected only by electrocardiogram. Such people are at greater risk for sudden death since they developed no premonitory symptoms when oxygen deprivation to the heart occurs.

Heart Surgery and Angioplasty
Patients with successful coronary bypass surgery or balloon angioplasty have returned to sport diving. Careful evaluation of the diver’s condition after recovery from surgery and successful demonstration of acceptable exercise capacity will allow some individuals to return to diving.

Detection of heart disease is particularly important in divers beyond the age of 40. Significant coronary disease may exist without symptoms, only to become evident during stress induced by exercise or anxiety. Diving is an environment which can provoke the first symptoms of coronary disease. In many cases the first symptom is sudden death.

Testing for coronary heart disease can be done by exercise stress testing, and should be done in diver candidates over the age of 40 or those with known or suspected coronary heart disease (Bruce and Hornstein 1969).

Sudden Unconsciousness
Two medical conditions which deserve special mention are seizure disorders and insulin dependent diabetes. Both of these chronic disorders can increase the risk for sudden unexpected unconsciousness underwater.

References


**Ernest Campbell, MD, FACS** Comprehensive information about diving and undersea medicine for the non-medical diver, the non-diving physician and the specialist. [http://www.scuba-doc.com](http://www.scuba-doc.com)

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**EVENTS**

Come out to a DUI DOG Rally & Demo Tour and Actually TEST DIVE DUI Drysuits, DiveWear Insulation and Accessories [http://www.dui-online.com/dog_main.html](http://www.dui-online.com/dog_main.html)

All Public Safety Diver programs are held in conjunction with DUI DOG Rally & Demo Tour dates. In most cases, the event is held on Friday for public safety divers only with the DOG Rally event open to the general public on Saturday and Sunday.

**DUI DOG Rally & 2010 Demo Tour**

- **April 9** Austin, TX Windy Point
- **May 14** Gloucester, MA Stage Fort Park
- **May 21** Bethlehem, PA Dutch Springs
- **June 4** Findlay, OH Gilboa Quarry
- **June 11** Kankakee, IL Haigh Quarry
- **Aug 27** Seattle, WA Mukilteo Lighthouse Park
- **Oct 1** Portland, CT Brownstone Quarry
- **Oct 22** Rawlings, VA Lake Rawlings
- **Nov 5** Chiefland, FL Manatee Springs
- **Nov 12** Terrell, TX Clear Springs Scuba Park

**Technical Large-Animal Emergency Rescue Training**


March 22-24, 2010

Eastern Kentucky University, KY
Beneath The Sea 2010
http://www.beneaththesea.org
March 26- 28, 2010
Meadowlands Exposition Center, Seacaucus, NJ

Arkansas' Fourth Annual Search and Rescue K9 Working Dog Seminar
March 31-April 3, 2010
Camp Robinson Wildlife Demonstration Area, Conway, Arkansas.

Search and Rescue 2010
http://www.shephard.co.uk/events/44/search-and-rescue-2010/
April 21, 2010 - April 22, 2010
Aberdeen Exhibition & Conference Centre, Aberdeen, Scotland, UK

9th Annual National Drowning Prevention Symposium
http://www.ndpa.org/events/symposium.htm
Pre-conference workshops on Sunday, April 25
Sheraton at Station Square, Pittsburgh, PA.

Offshore Technology Conference (OTC)
www.otc.org
May 3-6
Houston, TX

SCUBA Show 2010
http://www.scubashow.com/
May 15th and 16th, 2010
Long Beach, California

Biological & Trace Evidence Workshop
http://www.imprimus.net/workshop_forensic_bio_and_trace.html
May 24 - 26, 2010
Springfield Police Training Academy, Springfield, IL

National Search and Rescue Conference
http://www.nasar.org/nasar/conferences.php?id=159
May 13 – May 15, 2010
Tunica, Mississippi

CRIME SCENE INVESTIGATION: BODY FLUIDS AND TRACE EVIDENCE
http://www.le-seminars.com/011.htm
June 3-4, 2010
Clay County Sheriff Training Academy, Orange Park, FL

Evidence Photographer Certification
www.evidencephotographers.com
July 24-29, 2010
Atlanta, GA

Firehouse Expo 2009
http://www.publicsafetyevents.com/emsfh/index.po
July 20-25, 2010
Baltimore Convention Center, Baltimore, MD

Pattern Evidence Symposium
projects.nfstc.org/ipes/
August 2-6, 2010
Clearwater Beach, FL

EMS Expo
http://www.publicsafetyevents.com/ems/index.po;jsessionid=dWZDQxpNtSo-T-pwDoQYP1GS
Sept. 27 - Oct. 1, 2010
Dallas Convention Center, Dallas, TX
Homeland Security Professionals Conference and Exposition  
http://thecounterterroristmag.com/conference/  
October 25-29, 2010 - Las Vegas, NV

International Symposium on Human Identification  
www.promega.com/applications/hmnid/worformetings/  
October 11-14, 2010 San Antonio, TX

Canadian Underwater Conference & Exhibition  
October 24-26, 2010 in Toronto, Ontario  
www.underwaterconference.ca

2010 IEEE International Conference on Technologies for Homeland Security  
http://ieee-hst.org/  
8-10 November  
Waltham, MA USA

Subsea Survey IRM  
http://www.subseasurvey.com  
November 9-11  
Galveston, Texas

If you have an event or know of an event that might be of interest to PSDiver Monthly subscribers, send the information to: PSDiverMonthly@aol.com

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PSDiver Monthly Continuing Education  
PSDM-CE-71

Water Rescue

1. The drag force on a diver standing facing a current of ½ knot is approximately:  
   a. 6 lbs  
   b. 23 lbs  
   c. 52 lbs  
   d. 3 lbs

2. The drag force on a horizontal diver facing a current of ½ knot is approximately:  
   a. 4 lbs  
   b. 15 lb  
   c. 6 lbs  
   d. 1 lb

3. The drag force on a diver standing facing a current of 2 knot is approximately:  
   a. 23 lbs  
   b. 15 lbs  
   c. 92 lbs  
   d. 78 lbs

4. One mile per hour is equal to:  
   a. .75 knots  
   b. 1.37 knot  
   c. 2 knots  
   d. .87 knots

5. One foot of moving water at a speed of 6 mph is enough to move most cars:  
   a. True  
   b. False

PSDiver Monthly Issue 71
6. Only 2 feet of water can float a car, a large vehicle or even a bus
   a. True  b. False

7. Can a firefighter survive a fall into deep water while wearing bunker gear and SCBA?
   a. Probably
   b. Maybe
   c. Certainly
   d. No

8. When no one else is available, PSD teams are the most likely people to perform a swift or flood water rescue.
   a. Probably
   b. Maybe
   c. Certainly
   d. No

9. Swift or flood water rescue requires a wide variety of top water and surface support skills that PSD teams are not always able to provide. Should they attempt a rescue if they provide the only hope?
   a. Probably
   b. Maybe
   c. Certainly
   d. No

10. The reason firefighters are seen performing water rescue in bunker gear so often stems from:
    a. Lack of training
    b. Lack of proper equipment
    c. Inappropriate and / or misinformation
    d. All the above....

TEAM DISCUSSION TOPICS:

Editor’s Note: The CE provided this month is not typical of past issues. When a unique and local situation requires a top water rescue, fire departments and associated dive teams can be faced with situations they are not prepared to handle. When lives are at stake, they tend to make an effort to rescue those in need. The goal of this month CE is not to teach but rather to make you think. We have talked about “What If? scenarios” in the past and this is one worthy of your time. Proper top water training- not a few articles or opinions read on the Internet are necessary if you are to do this type of job safely. Use the information in this issue as a starting point.

**********

Water rescue is not the same as firefighting near, on or around water. As a team, discuss the differences and potential dangers.

Since we can easily agree that bunker gear is required for firefighting and not proper gear for working in floodwater, discuss and develop a possible action plan(s) for firefighters working a fire in a flooded area.

Once formed, develop at least two different tabletop scenarios for each based on your local area or response region. As a team, evaluate each outcome.

As a team, discuss your ability to provide rescue support for firefighters working an active fire over or near a large body of water.

As a team, develop an inventory of the necessary tools, equipment and other items that you have on hand that can be used or could be adapted to be used for rescue support.
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.

We welcome all training agencies and organizations to participate.

For details, email **PSDiverMonthly@aol.com**

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**Issue 71 CE Answers**