

PS Diver Monthly



October 2008

ISSUE 56

**Dive Team
Receives Rapid
Deployment
S&R Certification**

**Boat Operators Put
Public Safety Divers
At Risk.**

**PS Diver NEWS
EVENTS**

**CONTINUING
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Greetings,

The last month has been busy for us. We have been dealing with the aftermath of Hurricane Ike. My family has a beach house on the Bolivar Peninsula that was one of the minority that survived the hurricane. The damages received were not devastating and are repairable. The house is 21 feet above mean sea level and the water height under the house got to about 20 feet at the peak. Considering the damages to the eastern end of the peninsula, it is incredible that we received as little damages as we did. The building is structurally sound, the water intrusion was wind driven, not rising water or wave generated.

I also attended the DEMA show in Las Vegas last month. I met with most, if not all, of our sponsors who attended DEMA and was encouraged by the continued positive reviews they had of the magazine. I encourage all of our subscribers to visit our sponsors web sites and see what they have to offer you. We are in a fortunate position of being able to work with some of the elite businesses in their fields. These are the folks who are working to help you.

Two days after returning from DEMA, Della and I packed up and took off for China for an 18 day vacation. This was our first trip to China and provided some much needed time off. Because of the trip, this issue is quite a bit behind schedule.

In the short time we were gone, the Galveston Police Department Dive Academy permanently closed. Our contacts and co-instructors at GPD both decided to retire. The infrastructure for the academy had been severely hurt and it was going to take a long time to recover. When Ronny and Walter decided to retire, we just could not justify continuing the effort to rebuild. However – we have TWO institutions interested in taking in the Underwater Crime Scene Series programs. I hope to be able to report that we have a new home for the training series by February of 2009.

It is going to take another month or two before the magazine is back to pre hurricane conditions. Projects that were postponed and web updates are coming. Check the PSDiver.com web site occasionally for new features, updates and changes.

We have not had a membership drive in years – help us spread the news about PSDiver Monthly. Mention the magazine on your other discussion groups. Subscriptions are still free.
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Be Safe,
Mark Phillips
Editor / Publisher
PSDiver Monthly

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Special to PSDiver Monthly

Mass. Dive Team Receives Rapid Deployment Search & Rescue Certification

Story and Photos by Bill Buckley

On the weekend of November 15, 2008 15 members of the Charlton, MA Dive Team (12 Firefighters, 3 Police Officers), 1 Sturbridge Firefighter and 1 Auburn Firefighter bared the rain on Saturday and temperatures in the 40's and wind on Sunday to receive a 32 hour Rapid Deployment Search and Rescue certification through Lifeguard Systems Inc. at Camp Foscett in Charlton. This training was completely funded through a donation from an anonymous contributor.

The team mostly consisting of volunteers, some newly certified divers, participated in 1 day of classroom covering key items such as, equipment configuration, responsibilities of Fire, Police, & EMS, how to handle a victim from the rescue

diver to emergency room, scene and accident management, profiling trifexing and information documentation, witness interviewing, contingency plans, writing effective and safe standard operating guidelines, how to calculate surface air consumption rates (this is key to knowing how much air a diver will use during the dive) and the difference between rescue and recovery. They also had four hours of hands on land training that covered rapid tender/diver dressing (under 3 minutes), rope signal drills, blacked out mask line tending searches and black water emergency procedures.

The 2 days of diving consisted of a series of full simulation drills covering multiple search techniques, witness interviews, correct line tending procedures, profiling the search area, out of air and entanglement situations, proper use of the backup and 90 percent ready diver. Each diver had to complete 3 search dives, 2 contingency dives, in addition to tending, and profiling.

I had the privilege of attending the two days of diving with this team. I arrived at 7:30 am on Saturday morning at the Charlton Fire Station to meet the members of the team as well as the two instructors, Walt "Butch" Hendrick Founder and



Members of the Charlton, Sturbridge and Auburn Dive Teams after successfully completing a 3 1/2 day rapid deployment search & rescue training and certification.

President of Lifeguard Systems and Andrea Zaferes Vice President, they have been training public safety divers and rescuers for over 30 years in 15 countries.

The team arrived at Camp Foskett at 8:00 am and the instructors began to run the scenarios, two witnesses were chosen and given the stories to tell the interviewers. The dive team proceeded to secure the scene, conduct interviews, contain the zones and get the diving operations areas setup as well as getting the divers and tenders ready. It was interesting to see the different levels of uncertainty and confusion at the start of the day, but this is what training and training scenarios are all about, learning to set priorities, manage the scene and the use of the resources available.

The diving started with the diver getting acclimated in the water for one minute while breathing off the regulator



Charlton Firefighter / Diver Brian Ouellette receives direction from instructor Butch Hendrick on incident command

with no mask while the face is in the water and the tender and profiler track the breathing rate. The diver then proceeded out to the designated location as the tender directed them with use of line signals and descended to start an arc search of a specified area which is controlled by the tenders line length and signals to have the diver search left or right while the profiler maps out the search pattern using land marks on the opposite shore. The backup diver is fully dressed and sits in close range of the entry point for rapid entry should the diver have any problems, the backup is also the next diver in the rotation should the object not be found within the primary divers allotted amount of time. This rotation will continue through out the operation per the departments standard operating guidelines, leaving two contingency divers on the surface for each diver under water.



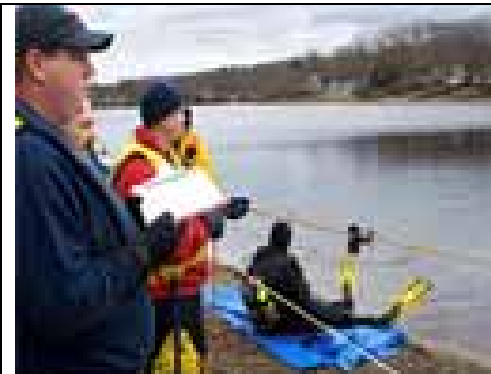
Charlton Firefighter / Diver Denis Arruda has his vitals taken prior to diving operations by Firefighter Mike Bjorn.

Though the morning had some confusion this team that started as scuba divers turned the corner to become a trained public safety dive team by the end of day one and looked to be getting comfortable in all the rolls needed to

conduct a professional and successful search & rescue operation.

Day 2 started right where day 1 left off with a few changes in command to spread out the stress level. This time the focus was on a dockline search where the tender walks a straight line with the diver

between a predetermined distances all controlled by the tender. The divers responsibility is to search for the



Charlton Captain Ralph Harris Jr. writes the divers profile as firefighter / tender Todd Betts gives the diver line signals



Charlton Firefighters/Divers Forest Rothchild and Mark Kimball conduct stage one safety checks

object and keep the tenders line taut and the tender will do the rest. This was also the day we would learn about entanglement, running out of air emergencies, deploying the backup diver and deployment of the contingency air tank. Divers were required at the start of the day to randomly attach fishing

line to themselves and once a search was complete the primary diver would signal the tender with a 3 + 3 + 3 line signal this meant to deploy the back up, the backup would attach a contingency line to the primary divers line and follow this down to the diver and than try to find all the line attached to the diver and cut it off. They were also required to go to a "cutting station" which had string, wire, fishing line and zip ties, divers had to cut off one of each item and bring it to the surface. A similar scenario was run and this was used to show how to bring the contingency tank down to the primary diver using a contingency line not only on the backup diver but also the tank. By lunch time on day 2 you would not have know that this was a newly trained dive team, it would have been easy to assume they were actually running a rescue operation.

This was a great weekend for the towns of Charlton, Sturbridge, and Auburn as these communities should be proud of what the dive teams achieved to not only keep the public safe but to make sure they go home to their families at the end of the day.



Divers return from a successful contingency tank deployment exercise as Charlton Police Officer Greg Lewandowski tenders one of the divers

Boat Operators put Public Safety Divers at risk.

By Sgt. Arne Gonsler

Skamania County Sheriff's Office / S.C.S.O. Dive Team Leader

At 03:30 hrs on August 2008, the Skamania County Sheriff's Office Dive Team was paged out to respond to the mouth of the Wind River where it dumps into the Columbia River. Divers and boat operators were responding for a reported submerged vessel and possible drowning.

The conditions were calm, but extremely dark that early in the morning. Deputies standing on a railway bridge upstream, using binoculars could see the tip of a vessel completely submerged and flashlights on underwater. The only visible lights were two white lights that showed when the bow occasionally bobbed out of the water. No red or green navigation lights were visible.

Divers arrived on site and were in the water within an hour of being dispatched. The divers wore wet suits. The water temperature was around 45 degrees and the depth was about 15 feet.

The vessel registration number was retrieved and relayed to the Skamania County Dispatch Center. Divers continued their search. The team was familiar with the area, it was a location



often used for training. There were no known hazards and no gas or fuel leaks were detected from the boat.

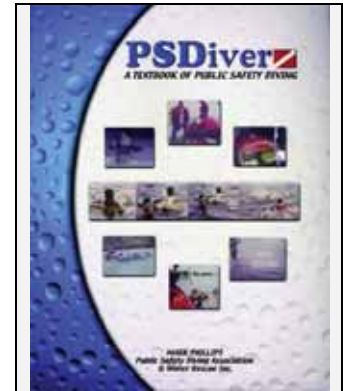
A Circle Search pattern was used around vessel to locate a debris field. Since it was possible there were victims, a debris field was the most likely place to search for them. Visibility was around 8 feet and a debris field was located in about 15 feet of water.

Divers came across the vessel's contents, including fishing poles, tackle boxes, clothes, money, etc.

The divers continued their search expecting to find the occupant(s) of the fishing vessel

The rescue divers were searching for almost an hour when the Skamania County Dispatch Center was able to reach the registered owner of the vessel by phone. The occupants had been located and were safe.

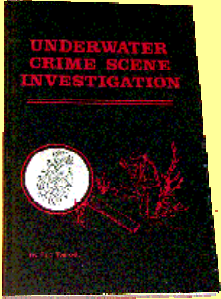
It turns out that two fishermen were heading out into the river when one stood up to urinate. When he did, the vessel started to take on water and eventually capsized. The two fishermen struggled through the frigid water but were able to make it to shore. Once safely on shore they were mildly



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hypothermic and probably a little embarrassed and the two decided to drive home without calling anyone to report the incident.

Information was relayed via radio to the team boat operator who then relayed the information to divers when they surfaced. Since the dive team was already on scene and the submerged vessel could possibly be a navigational hazard, the decision was made to recover the vessel and contents. The team utilized the sheriff's office topside outrigger wench for the vessel, and then hand carried all the rest of the gear to the surface. The mission was successfully completed later that

same day.

Due to the failure to report the incident by recreational fisherman, divers lives were put at risk and county resources were wasted. Public education, operator's responsibility, and a little common sense would prohibit future problems in these types of situations.

Sgt. Arne Gonser
Skamania County Sheriff's Office
S.C.S.O. Dive Team Leader

arneg@co.skamania.wa.us / www.skamaniasheriff.com

Shawn Alladio: Making Waves

http://www.storycircle.org/LifeWriting/lifewriter_102.shtml

(06/06, Vol. 10, Number 2)

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Story Circle Network member Shawn Alladio is a featured author in a new anthology out in March '06, called Surfing's Greatest Misadventures. Shawn's fellow writers in E-Circle #9 know her as a woman who is devoted to her two daughters, her writing, and her career in water rescue. But few know that she is one of the most experienced personal watercraft (read Jet Ski) drivers in the world, able to rescue surfers who've wiped out in 50-foot waves, as she describes in her story "Heavy Water" in Surfing's Greatest Misadventures. The Journal interviewed Shawn by email to find out more about her unusual career and the new directions she's heading with her writing.



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Story Circle Journal: *Personal Watercraft Safety Expert is a very unusual job description. Tell us how you came to make this your career.*

Shawn Alladio: I didn't plan this work at all. I was really fortunate to love the ocean and dirt bikes at the same time and to realize that a Jet Ski was like a dirt bike on water. That's how I was hooked—I just wanted to play! I got involved when the Jet Ski first came out on the market and I've grown old with the industry. It evolved as my life shifted. I bought my first stand-up Jet Ski in 1979 at the age of 18. I was primarily a racer who extended help to those in trouble on the water while I practiced.

The evolution started around 1989 when I began to teach racers and occupational users based on my personal experiences and to run a business at the same time I was taking care of my home and my daughter Kyla. The business took off around 1998. So it was a long, slow, and grueling process of trials, errors, and difficulties. I feel fortunate I'm tenacious and didn't give



up, because the work itself is so valuable, and the world is now seeing those results in the news.

SCJ: *Water rescue work must be quite an adrenaline rush. Tell us how it feels to be out there on a high-powered Jet Ski saving lives.*



SA: I try to conserve my adrenaline and not waste any energy or emotion. I rarely drink or eat while I'm working. Work can last 10 hours a day or more—it's a long haul and I feel better fasting. I believe it's important not to pit one force against another force and to realize that, though we are powerless over a situation, our instinct, training, and knowledge can help us to make sensible decisions to reduce our risk.

All rescuers are under duress and extreme pressure, so there's a lot to manage on multiple levels. You have to keep moving, keep thinking, and look far ahead for an advantage. The most important thing is to come home safely. I always have my exit planned, and I am good at problem solving. I enjoy the challenge—it suits my nature and competitive spirit.



A Jet Ski (Personal Watercraft) is a type of boat that can get into close, confined quarters. With good training it can be used in dynamic water,

such as swiftwater or the surf, and no other boat can do that effectively. I find it to be the most courageous little boat that loves to work under extreme conditions.

Safety is all about the operator's choices, however, so I just choose very well! It all comes down to understanding myself well enough and the weather and water, the status of the victim(s) and all the other factors that come up. I try to create as low an impact as possible. It is really all about self discipline and the thinking process translated into action.

SCJ: *Your work has taken you all over the world. Tell us about some of the places that made the most impact on you?*

SA: South Africa feels like my own homeland. After spending five winters there training and working at Dungeons, it has worked deep into my psyche and I long for the wind and cold water of the Cape. My closest

friends are from that country, a raw frontier of true commitment amongst obvious difficulties.

Australia is another country where I have many friends and colleagues. The year I was asked to go there and train their lifesaving educators was a pinnacle for my career. The lifeguards in Australia are world renowned for their prowess and skills in the surf.

I have lived in every place I have traveled. I spent time and adjusted to the weather, land, and people, so bits and pieces of me are strung across the globe. I wasn't just visiting—I was experiencing and feeling the compression from the atmosphere, the wind movement, the pulse of the ocean, or the rage of a river.

Working in New Orleans is still a hard experience for me to look back on—I call it our National Disgrace! And going back to Ground Zero a year after 9/11 was very heavy.

SCJ: *You've worked with some fascinating people in diverse situations, from rescuing surfers to training emergency responders. Who are the people you've most appreciated working with?*

SA: Training our US Navy and US Marine Corps personnel has been an honor. I felt a lot of personal and patriotic pride in working with the special waterborne divisions, being the sole female instructor and basically creating an industry that did not exist before. This good work has revolutionized boating and lifesaving on our planet.



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I'm fascinated by technology and what will come next that we can use as a lifesaving tool. I hope I live long enough to see the new transitions and I'm stoked that

I was able to be the conduit for Personal Watercraft rescue to get started. My instructors and sponsors deserve a lot of credit. Our students are the fountain of our hearts—they take our experiences and apply them in the real world for the benefit of others.

SCJ: *You rescue a lot of people but you also face tragedy on a regular basis. How have you learned to cope with the times when there was someone you weren't able to save?*

SA: I remind my soul that I may be the last person to be within their view or their hearing or to touch their skin. I'm loving and careful about what I say and try to be a witness for them. It's a transition when a person surrenders their life to the great mystery of death, one I try to be graceful with, but it is painful. This is a good reminder for all of us not to fear death, but to embrace it the same way we do with a birth—both should be celebrated and both should be prepared for and not grieved because of regrets. All of us need to discover

ourselves continually to really live every moment and find purpose. Don't waste your time—channel your life force into something you are proud of. We live to die, so to speak, and we should do both living and dying well, regardless of how our ending is.

SCJ: *You've been the subject of many magazine articles and now you are making a name for yourself telling your own story in Surfing's Greatest Misadventures. What prompted you to start writing your stories?*

SA: I began writing for personal therapy to process my feelings and moods, professionally and personally. I've encountered discrimination and had to deal with fear so it was a simple way to face truths and move forward rather than crumble into confusion and pain. With the travel, I don't have the luxury of being in one place very long, so I had to develop a way to cope.

I joined the Story Circle Network because of my friend Nancy Rigg and her support. I guess I would say Nancy is the muse for these words making it into print, because I never wanted to write for people to read.

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is really similar to how it is when I'm at a surf location waiting for waves. All the surfers "talk story" and share one after another of these insanely wild stories. So the book is just like being with these guys, except they're not animated and doing their crazy little antics, thank God!

SCJ: *Do you have any particular goals or aspirations for your writing?*

SA: I have writing aspirations now, which are newly formed, mainly thanks to Nancy and E-Circle #9 members who are very supportive of each other's work. I hope my writing will create a real-world story for someone else to take the next step into the unknown and face a fear that blocks their creative spirit, to be set free to go beyond mediocrity, to do one thing different than everyone else.



Marine Sonic Technology, Ltd
5508 Geo. Washington Memorial Hwy
P.O. Box 730
White Marsh, VA 23183-0730
Email: mstl@marinesonic.com
Phone: (804) 693-9602
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I've had a lot of people prompt me to write an autobiography, which I wasn't sure I wanted to do. The editor of *Surfing's Greatest Misadventures*, Paul Diamond, is coaching me

to write a twelve chapter autobiography. Just today he was actually coming up with his focus on the magic behind the pages. We're doing the book tour right now and he's staying with me, spending time and getting to know the overall way my life works out, which is quite unpredictable. I'm sure he can't wait to go home. Hah!

I struggle horribly with my writing, but I am getting clear of that blocking attitude as time passes and I practice writing with more discipline and purpose. I think an autobiography is going to happen, probably within the next year, and I dread that process. I am comfortable writing about educating rescue personnel in the waters of our world, but when it comes to my stories, they seem so common to my world. I haven't quite realized yet that they may be interesting to others. I would like to be a courageous writer. It seems much easier to face a 50-foot wave than write down all these past days.

SCJ: *How has writing about your work changed the way you see the events that you've been part of?*

SA: I try to distance myself from the overall impact and I discipline myself to remain humble. Humor sure helps too. When I work, I have a different side to my personality that complements the seriousness and strength that is necessary. I have been described as a chameleon and that is fine—I move with my mood and the tempo of the surroundings.

When people ask me what kind of work I do, I usually say I'm just a janitor. It's a metaphor for rescue work. They

quickly leave me alone and I don't feel like a freak if they comment, "Oh, you're that crazy woman!"

In my rescue work, I go in when nobody is looking, do the work, clean everything up, put it all back together and, get the Hell out of there, and nobody knows the difference. The media has latched onto my "story," but it's the same repetitive theme and it bores me, because I'm excited about talking about education, enforcement, and safety. But that isn't sexy enough for print, and media outlets have their own agendas.

I've been beat down so many times in the past but I really don't care what anyone thinks of me anymore—I just do what I feel intuitively is best for my life, to serve others through deeds and action, and to be a better woman each day, a woman and mother that my children can look up to. I want them to feel safe around me and in our world.

SCJ: *Is there anything else you'd like to tell our readers?*

SA: My personal struggles have also complemented my occupational struggles. I was a woman who was physically abused, beaten by the man I loved. I really am thankful to be alive and able to move beyond his projection of anger and the confusion of what is love and what is this abuse? It's nice not to be frustrated by the disowned aspects of others.

I suffered additional abuse from male colleagues. I realize that life has these crazy moments, but those moments

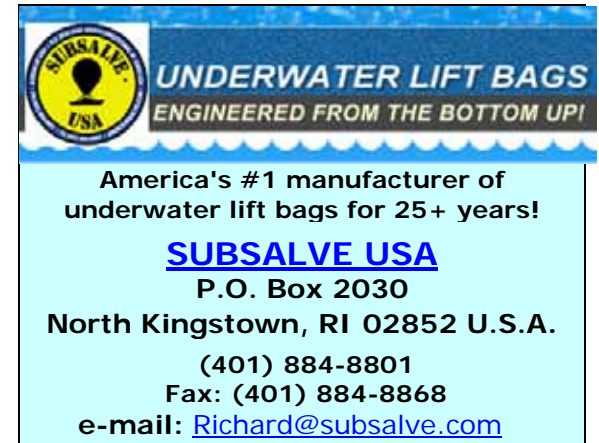
should move us to a higher level of conscious life and a hunger for truth, not keep us locked in a prison. I am in love with myself and my way of being. I've worked hard and writing gave me the voice to keep in touch with my spirit, which enables my soul to thrive. Peace, love, joy, and happiness is my current theme and spending time with good people who get it. I don't have patience for time thieves or idiots—they are not welcome in my life.

I have two incredible children, Kyla Ann, 24 years old, and Shaniah Oceania, 2 years old. I'll be 45 in June. I'm single and based out of Santa Barbara, California.

My work is entirely possible only from support from Kawasaki Motors Corporation, the American Watercraft Association, Gath and Lifesled and God's grace.

—Email interview conducted and edited by Jane Ross

Visit Shawn's personal and business websites at: www.ShawnAlladio.com and www.K38Maritime.com.



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PSDiver NEWS

Car swept into river with 2 boys inside

http://www.upi.com/Top_News/2008/11/07/Car_swept_into_river_with_2_boys_inside/UPI-23791226088846/

AUBURN, Wash., Nov. 7 (UPI) -- The search for two boys was suspended Friday hours after the car they were riding in skidded into the Green River near Seattle.

Police said there was little hope that the boys, a toddler and a 13-year-old, were alive, KOMO-TV in Seattle reported. At about 11 a.m., divers located a large metal object that appeared to be the car but were unable to dive down to determine if there were bodies inside.

A 16-year-old relative was at the wheel Friday morning when the Volkswagen Beetle skidded into the river in Auburn. She said she lost control of the car on Green River Road, which was slick after a night of heavy rain.

"She told me it was floating -- she was trying to get the car before it was submerged," said Battalion Chief Dan Bosch of the Auburn Fire Department.



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"Upon my arrival we never saw a vehicle. It's a dark, fast-moving murky river."



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Relatives

identified the younger boy as Hunter Beaupre and the driver as his aunt, who was taking him to daycare.

Killer caught on bus CCTV with neighbour's head in a bag

<http://www.telegraph.co.uk/news/newstoppers/politics/lawandorder/3397229/Killer-caught-on-bus-CCTV-with-neighbours-head-in-a-bag.html>

07 Nov 2008

A man who killed his neighbour was caught on bus CCTV carrying his head in a bag.

Mohamed Boudjenane later threw the head of fellow Algerian Lakhdar Ouyahia into a canal. He had also tried to cut off his victim's limbs and dumped the body wrapped in bedding in a supermarket storage cage where it was found by a member of the public, the Old Bailey heard.

Earlier Boudjenane had abducted a mother-of-four off the street as she was going to church to sing in the choir. He

tied her up with shoe-
laces, raped her, beat her
black and blue and shaved
off her hair.

Her 11-hour ordeal at his
flat in Kilburn, north
London, in
February, this year, ended
when she talked him out
of killing her by agreeing
to marry him.

Boudjenane, 46, was
found guilty of murder and
was told he would have to
serve a minimum term of
22 years. He was jailed for
a concurrent 15 years in
total for rape and false
imprisonment. Judge Christopher Moss told him: "You are
a very dangerous individual. It will be for others to
determine whether it will ever be safe for you to be
released.

Boudjenane was said to be obsessed with the woman
after meeting her at a party. But the married woman
from Oxford had rejected his advances.

William Boyce, QC, prosecuting, said within hours of
releasing the woman, Boudjenane turned on upstairs
neighbour Mr Ouyahia, 43, who worked as a meter



**Mohamed Boudjenane
was captured on CCTV
carrying the head of his
neighbour Lakhdar
Ouyahia in a plastic bag
on a bus**

reader. Falsely believing he was having an affair with the
woman, he hit him over the head with an object believed
to be a claw hammer.

His head was carried in an orange plastic bag on a bus to
the Regent's Canal at Maida Vale, where it was later
discovered by police divers. Boudjenane had fled to Derby
where he was arrested. He told police he had intended to
kill the woman as well.

Powerful Green River halts search for 2 boys

http://seattletimes.nwsources.com/html/nationworld/2008366237_bovs08m0.html

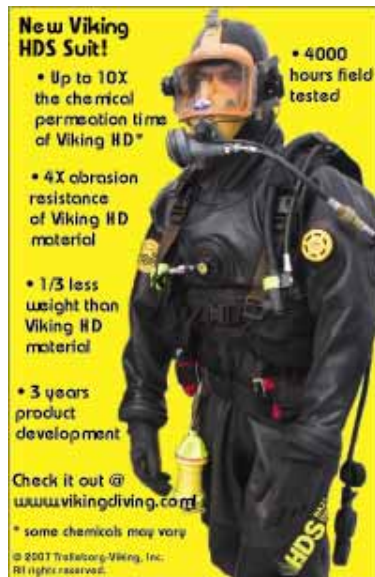
November 8, 2008 By [Nancy Bartley](#) Seattle Times staff

**Two boys, ages 2 and
13, are missing and
presumed dead after
the car they were
riding in was swept
into the Green River.**

AUBURN — The murky
brown water of the Green
River has surrendered
scores of secrets over the
years, from victims of the
Northwest's most
notorious serial killer to
stolen and abandoned
cars.



**Search-and-rescue personnel
comb the Green River in
Auburn on Friday for two
boys who were passengers
in a car that went into the
water. JOHN LOK / THE
SEATTLE TIMES**



But the river refused to yield Friday for searchers who scoured the water in search of two boys, ages 2 and 13, who were trapped in a car that was swept into the swift-moving current sometime after 8:30 a.m. With the force of the current so strong it tore the regulator from the mouth of a rescue diver, emergency personnel suspended the search by early afternoon. A resumption will depend on the river and the weather. "It could be days," said King County sheriff's spokesman Sgt. John

Urquhart. "The Green River goes up and down fairly quickly depending on what the rain does."

Nonetheless, relatives of the boys conceded any hope had dimmed hours before the search was called off as rescuers desperately searched through the water trying to find some trace of the Volkswagen Beetle. The driver of the car, a 16-year-old girl who authorities said is the aunt of one of the boys, was able to get out of the car before it was swept downstream. "We're grateful to have the kids we still got, and we just want our baby out of the water," Chad Beaupre, father of one of the boys, told KING-TV. Auburn police and Valley Regional Fire Authority responded to a 911 call from the 16-year-old girl around 8:45 a.m.

When Battalion Chief Dan Bosch arrived at the Green River Road north of the Auburn Golf Course, he said he found the cold, wet and distraught girl sitting on the riverbank. She told him that her car went into the river and as it began to sink, she got out and then tried to rescue the two boys, who were still in the car, but she was swept away by the current.

Dozens of emergency workers jammed the usually quiet two-lane road that follows the river through stands of cottonwood trees.

As a police helicopter hovered above, several rafts were lowered and firefighters probed the rushing water with 8-foot pikes that were submerged nearly to the handles. Several hours later, firefighters stopped referring to their efforts as a rescue operation and focused on recovery. The children had been in the river too long to have survived, said Kent Fire Department spokesman Kyle Ohashi.



When firefighters' poles struck something beneath the river's surface, divers went down but encountered the swift current. The

section of river is the site where old or stolen cars often are dumped, police said. Because the water is so dark with silt and debris, it was impossible to closely examine what rescuers believe is a submerged car resting on its side.

Near the golf course, family members of the two boys stood beneath umbrellas in the light rain, hoping for news. Relatives told KING-TV the 16-year-old was driving the boys to school and day care. The 2-year-old was identified as Hunter, but the name of 13-year-old was not released. The boys are not brothers, a family member said. Curt Beaupre, uncle of the boys, told KING-TV the younger boy normally would have been in day care when the accident occurred. "When they got to the day care, because the 2-year-old was sick, they were asked that the 2-year-old not be dropped off," he told KING-TV.

It was unclear why the car ended up in the water, although the roads were slick with rain and the section of road is winding. The driver was taken to Auburn Regional Medical Center. Throughout the afternoon, deputies continued to investigate the riverbank. A large metal car part was at the site where the VW went into the river. Police wouldn't say if it is related to the accident or speculate how fast the driver may have been going.

Related

[Archive | Search for car swept away with two boys inside in Green River will not resume today](#)

[Archive | Flood warnings issued for Tolt, Snoqualmie rivers](#)

Seattle Times staff reporter Sonia Krishnan contributed to this report.

Subsea saviours

<http://www.theengineer.co.uk/Articles/308785/Subsea+saviours.htm>

Published: 10 November 2008 04:00 PM

Source: The Engineer

Your boat has capsized. Seconds before you were tossed into the angry spume you sent a Mayday signal, but as conditions worsen the chances of rescue seem slim.

Off in the distance you spy a rescue vessel fruitlessly searching for you in the foam and, amid the crashing waves, you are taunted by the hum of a spotter plane, straining for a glimpse through the driving rain. Just when you think things can get no worse, you catch a glimpse of a terrifying dark shape slicing through the water beneath your legs.

Resigned to your fate as shark-fodder all hope seems lost. But then, your subsea stalker reveals its true



SAAB's AUV62, above left, is equipped with high-definition sonar; BAE Systems' Protector could give the technology a boost

identity. It is a robot. And it has come to rescue you.

Greeting you with an assurance that help is on its way, your submersible saviour transmits your precise location to the master rescue vessel and inflates a life raft for you to cling to.



This, according to underwater vehicle specialists, is the future of marine search-and-rescue.

Increasingly used in a variety of offshore and military subsea applications, the autonomous underwater vehicle (AUV) is, like its aerial cousin the UAV, coming of age. Growing affordability, improvements in range and speed and increasingly advanced subsea imaging techniques are combining to make AUVs attractive for a range of new applications, including search-and-rescue (SAR).

Murphy claims that AUVs, dropped into the water from an aircraft or launched, torpedo-like, from a lifeboat, could be used to rapidly survey huge areas of the surface of the water, enhancing the capabilities of marine search-and-rescue services and making the process considerably less dangerous for the rescuers.

With marine incidents typically occurring in adverse weather conditions, conventional approaches to marine SAR are, he claimed, at an immediate disadvantage,

with the aircraft and boat crews frequently struggling to locate 'men overboard' in the chaos of a storm. 'The underwater vehicle is immune to the harsh weather conditions on the surface,' he claimed. 'Helicopters and boats get confused very quickly by adverse sea conditions, but if you go under water the effects of waves are negated.'

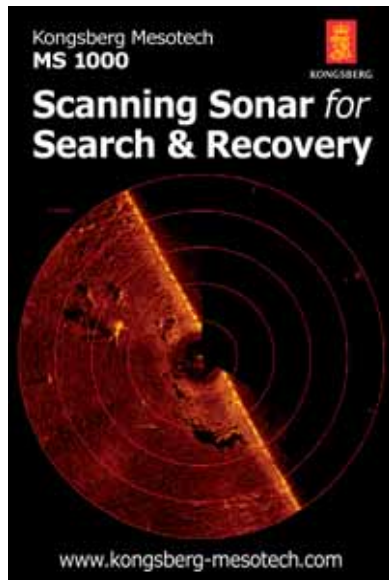
Murphy's idea is to replace the height of vision provided from the deck of a boat or helicopter with what he terms 'depth of water', where upward-pointing sensors mounted on the rescue AUV would monitor the surface of the water from below, scanning a wider search space than is possible with existing techniques.

Murphy is not the first person to try to take the human element out of marine SAR. Two years ago, Canadian AUV pioneer [International Submarine Engineering](#) (ISE) worked with the Canadian airforce on the development of an unmanned rescue vehicle designed to operate on the surface of the water.

The Search and Rescue Portable, Air-Launchable (SARPAL) GPS-enabled



Issue 53 Summer '08
Emergency Response
Accidents by Ivan Hansen
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Gear Reviews & MORE!
<http://t-rescue.com>



remote controlled dinghy was designed to be dropped from an aircraft. Upon hitting the surface of the water, it automatically inflated and onboard cameras enabled operators on the plane to direct the craft towards survivors.

James McFarlane, ISE president, said the system was designed to overcome a fundamental shortcoming of existing SAR techniques. 'Often, if you throw a floatation package down, the wind blows it away and you watch the person drown.'

ISE successfully demonstrated two prototypes before the funding ran out three years ago. But McFarlane believes the time could now be right to relaunch the concept.

Murphy agrees, and suggested the technology could receive a boost from the military's enhanced focus on port security and the development of autonomous military surface vessels such as the BAE protector.

Back beneath the waves the remotely operated submersible (ROV) the AUV's more primitive tethered forbear, has a pedigree in investigating underwater accidents, including the sinking of Russian nuclear submarine Kursk in 2000. ROVs developed by Hampshire

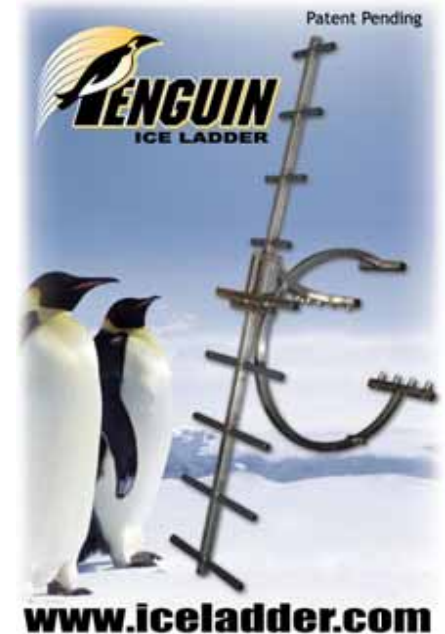
firm [SeaEye](#) were rushed to the Barents Sea to probe the wreckage. Everyone aboard Kursk lost their lives.

SeaEye's technology was used again to carry out video surveillance of another stricken Russian sub, Pritz, which became trapped on the seabed in 2005. This time, the information gathered by the system was a vital part of a rescue mission that brought the entire crew safely back to the surface.

The robot in question, the 500kg Panther Plus, is equipped with sonar and an acoustic tracking system for locating a distressed submarine and a series of manipulators and cutters for clearing debris and inserting emergency supplies to the trapped submariners.

The Russian navy was so impressed that it is putting SeaEye's ROV technology at the heart of a new rapid response submarine rescue system under development. SeaEye's owner, Saab, was recently asked to supply an AUV for a Swedish murder investigation.

Carl-Marcus Remen, [Saab](#)





[Underwater Systems](#) spokesman, said police used the company's long-range AUV62, typically used for mine reconnaissance, to search for the body of a

woman at the bottom of a lake near Motala.

Equipped with a high-definition sonar able to probe the 40cm of silt on the lake bottom, the craft took just two days to survey in detail what would have taken police divers weeks. Though the body was not found, the system confirmed its absence and, according to Remen, the Swedish police are now talking to Saab about a lease contract.

According to [SeaByte](#), a UK-based developer of AUV software tools, there could be a strong case for a similar arrangement in the UK. Company spokesman Dr Ioseba Tena told *The Engineer* he sees an opportunity for an enterprising AUV developer to devise a low-cost system for SAR that could be leased out when required.

He added that as the AUV market grows and the cost of the technology falls, it will become more attractive to search-and-rescue authorities. 'We think they're a pretty

good platform for search-and-rescue,' he said. 'While the AUV market has taken longer to take off than initially predicted, as cost comes down SAR will begin to make more and more sense.'

While the use of AUVs to search lakes and oceans moves the technology into a new domain, such applications are some way from Murphy's more dynamic vision of life-saving rescue robots. For this to become a reality, some fundamental technological breakthroughs are required.

One reason that tethered ROVs are attractive for search-and-rescue is that they are typically equipped with robotic arms, or manipulators, that can be operated by technicians on the surface. Murphy believes AUVs will require the ability to carry out what he calls 'intervention activities' to fulfil their potential. 'They can't touch and feel and sample solid matter — for example a ROV has manipulators and grabs, and you can do all sorts of things because there's a human in the loop.'

The development of an autonomous manipulation system presents significant challenges, requiring advanced computer processing, sophisticated

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machine vision techniques, and dexterous robot manipulators. As in many other areas of technology, it seems that the space industry, skilled in developing robotic manipulators for lunar and Martian landers, may provide some of the answers.

In one promising project, engineers at the [University of Maryland's Space Systems Lab](#) have adapted robotic technology developed for spacecraft assembly to autonomously collect samples from hydrothermal vents. According to the team, the SAMURAI (Sub-polar Ice Advanced Manipulator for Universal Sampling and Autonomous Intervention) has an autonomous vision system and a six-degree-of-freedom dexterous manipulator that can be fitted with a range of end-effectors.



M&J Engineering
12520 Kirkham Ct #1
San Diego CA 92064
United States
Phone 1.858.748.9442
Fax 1.858.679.1632

In a separate development, researchers at [MIT's AUV laboratory](#) are developing a mechanical arm for the recently-launched Odyssey IV AUV. Prof Chryssostomos Chryssostomidis, the group's leader, says the arm will enable the underwater vessel to perform manipulations such as opening or closing a valve, picking up objects and even carrying our repairs.

An even more important capability for the rescue AUV is

the ability to locate and identify humans in the water. Murphy pointed to numerous sensing and sonar systems that could be adapted for this purpose. For example, sonar-based 'fish finders', used by fishermen, are relatively inexpensive and could potentially provide the area coverage and resolution required for human search-and-rescue. Such systems have been used to detect resting marine animals floating on the surface and could, said Murphy, 'equally be applied to the location of survivors of a marine incident'.

He said a rescue sub might also benefit from an adapted version of the Recco Avalanche System, which uses harmonic radar to pinpoint the location of trapped individuals by picking up signals from reflectors attached to their clothing. 'Such a system could be applied to marine outer and safety clothing, and the detector located upon the autonomous search vehicle could facilitate faster and more efficient location of victims of marine accidents,' he said.

Another promising technology is high-resolution synthetic aperture sonar, a sophisticated form of sonar that combines a number of acoustic pings to form an image

The OTB Boots logo features the brand name 'otb boots' in a bold, italicized, sans-serif font. Below the logo, there are two images of tactical boots: one is a side view of a blue and tan boot, and the other is a top-down view. Text to the left of the boots reads 'Tactical Footwear for Demanding Environments'. Text to the right reads 'Designed and engineered at the request of the US Navy Seals'. At the bottom, the company name 'OTB Footwear LLC' is listed along with the address '18 Cliff Avenue Scituate, MA 02066', the phone number '781-353-3692', and the website 'www.otbboots.com'.



1012B Oster Dr.
Huntsville, AL 35816

Toll Free: (800) 737-2831
Fax: (615) 469-1591
info@rescueone.com

technology was developed for naval mine countermeasures, it has many other potential applications. 'Due to unprecedented resolution and area coverage rate, one possible application of AUVs equipped with synthetic aperture sonar can be very efficient search-and-salvage operations,' he said. Though current search applications are limited to looking for debris on the seabed, the system could also be used to look up at the surface of the water. Jalving added that when travelling at four knots, the company's HISAS1030 system is able to scan 400m swathes of seabed down to a resolution of 5cm².

Murphy is keeping a close eye on such developments and continues to sketch out his plan and build on his dialogue with the search-and-rescue services who are, he claimed, excited about the technology. 'We've talked to the RNLI and the US coast guard about having these things semi-

with much higher resolution than conventional sonars.

Norway's [Kongsberg Maritime](#), one of the world's largest manufacturers of AUVs, is excited about the application of this technique.

Bjorn Jalving, AUV chief, said while the

autonomously following a lifeboat and there's a definite interest. The problem the rescue services have is limited assets and limited coverage capability — and that's where this sort of thing comes in.'

For the immediate future it will be business as usual for lifeboat crews. But there is evidence that as AUV technology matures, underwater robots could one day become an invaluable help for rescue operations.

Body handcuffed to submerged car

<http://news.ninemsn.com.au/article.aspx?id=663130>

Nov 10 2008 - **VIDEO ON WEB SITE**

The body of a man has been found handcuffed to the steering wheel of a car that had plunged into a Melbourne marina. Police and ambulance crews were called to the St Kilda Marina early this morning after receiving reports of a car boot visible from the water's surface.

The car, which was found only a few metres from a boat ramp, was fully submerged by the time emergency units arrived. Police divers inspecting the vehicle discovered the body of a man

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sitting in the driver's seat with his arm handcuffed to the steering wheel.

The car was dragged from the water shortly later. The death was not being treated as suspicious, police said.

Sharing skills makes for better police work

<http://kennebecjournal.mainetoday.com/view/columns/5594501.html>
11/12/2008

It sounds like a TV cop show: The Greater Waterville Area Major Crimes Unit.

But it's not. It's the latest example of the-way-life-should-be: regionalized government services.

The police departments in Waterville, Oakland, Winslow

and Fairfield, as well as deputies in the Kennebec County Sheriff's Office, have agreed to work together to respond to serious crimes and traffic accidents.

That means five police agencies will bring their various -- and often unduplicated --

skills to the table to serve the region. They will be able to assign more detectives to cases, share equipment (thus eliminating the need for purchases in the region) and use different resources that only one or two separate agencies may have currently. From police dogs to divers to investigators skilled in particular areas, the new collaboration means a greater range of services will be available to law enforcement in the region.

This isn't the first time such cooperation has happened. There's already a regional unit in Kennebec County for illegal drug and underage-drinking enforcement. A public-safety software system that gives users speedy access to police records allows information to be shared among police departments and the county sheriff's office.

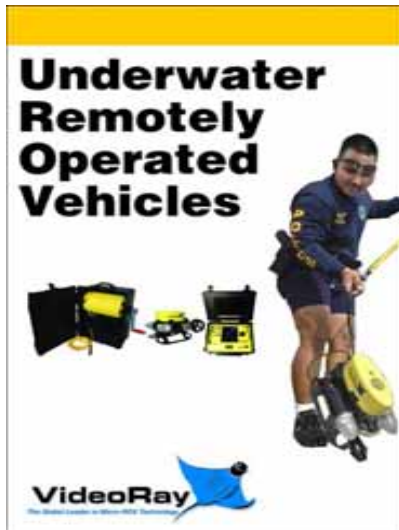
And a recent session was held for Waterville, Oakland, Fairfield and Winslow police so that they could train in the operation of emergency vehicles. That session happened because the departments worked together to get a grant to train the instructors; none of the departments could have held it on its own.

It doesn't appear that this collaboration will result in positions being cut at any of the departments, so money won't be saved that way. It's saved, instead, by sharing costs through joint efforts and the potential for limiting growth in a department if the services that are needed can be found elsewhere among the cooperating departments.

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We're excited by the effort and commend the good folks at the various agencies for their ability to imagine doing things differently. It's hard to transcend territorial thinking.

And we're hopeful that this kind of cooperation could be undertaken at other government agencies and institutions. For months, we've been watching the painful consolidation efforts

among school units; those efforts could lead you to believe that making regionalization happen is about as much fun as pulling toenails.

But there are other forms of regionalization, and the law enforcement agencies in the four towns are blazing the way. They set an example to be followed.

Two bodies found in 24 hrs

http://www.telegraphindia.com/1081119/jsp/jharkhand/story_10131241.jsp

Jamshedpur, Nov. 18: Two bodies have been recovered from different parts of the city in the past 24 hours.

One of the bodies was found floating along Babudih Ghat in the Subernarekha under Sidhgora police station area

late last night while the other was found lying in an abandoned truck at Jemco under the Telco police station area today morning.

Unnatural death has been cited as the cause in both the cases. Police have sent the bodies to MGM Medical College's mortuary for post-mortem. Pervez Alam, the sub-inspector at Sidhgora police station, said the body was found floating in the middle of the river along Babudih Ghat last night. On learning about the body, the police pressed divers into service and recovered it. "At first it appeared to be a case of murder but the post-mortem report suggested it was a case of drowning," said the inspector.

Alam, who is also in-charge of the Sidhgora police station, said they have kept the body in the morgue for identification. On being asked, the sub-inspector said they were trying to get the identity of the deceased established. The body, which was recovered from the abandoned truck at Jemco, was partially identified. Sub-inspector K.P. Oraon said during the post-mortem, the police recovered two



papers from the possession of the deceased. "In one of the papers, we found a telephone number, and the other one was a medical prescription, which suggested that the man, identified as Bhutani Prasad was suffering from high blood pressure," said Oraon, who is also the officer-in-charge of Telco police station.

The sub-inspector said as the man was found in an abandoned truck, they scanned through a number of transport office and also motor garage to ascertain the identity of the deceased. "Ultimately, we found a garage mechanic, who identified the deceased. The mechanic said the man could have been a driver and would have come to his garage intermittently for mending his truck, but failed to say anything about his whereabouts, except that he was from Bihar," said the sub-inspector.

Police are probing into the case, having kept the body of the alleged truck driver in the MGM Medical College morgue for identification.

Police: Divers' find not credible

<http://media.www.centralfloridafuture.com/media/storage/paper174/news/2008/11/14/News/Police.Divers.Find.Not.Credible-3543389.shtml>

11/14/08 Jeffrey Riley

A private dive company looking for missing toddler Caylee Anthony, under the direction of bounty hunter Leonard Padilla, found a plastic garbage bag with bricks, children's toys and what the divers said were bones in the bottom of the Little Econ River in Jay Blanchard Park on Thursday.

The FBI and the Orange County Sheriff's Office responded to the area.

After looking at the materials found in the bottom of the river, a spokesman said the area was not a crime scene and the evidence was not credible to the investigation. "At this point, we have responded, the lead investigator has responded, the FBI has also responded to this location, and there is nothing here at the scene that is credible or of a significant find," said Angelo Nieves, a public information officer with OCSO.

Nieves also said it was in poor form for Padilla to call the media before calling the police. "This is unfortunately an incident that was not notified to law enforcement initially," Nieves said. "Law enforcement should have been the first call to be made by Mr. Padilla regarding this incident, not to the media."



Media Credit: Sarah Rogers
[\[Click to enlarge\]](#)



Media Credit: Sarah Rogers
[\[Click to enlarge\]](#)

Padilla said he called the FBI first when he started the diving operations. "No, the first person I

called was the FBI agent that is on the case when I came here originally," Padilla said.

Orange County Sheriff's Sgt. John Allen said the dive search going on in the river had nothing to do with either the FBI or the OCSO's official investigation, and was being conducted by Padilla. "The Orange County Sheriff's Office and the FBI are working together, along with other police agencies, to find Caylee's remains," Allen said. "If you want to know what Leonard is doing here, I suggest you ask Leonard."

Nieves said that OCSO asked Padilla to take a polygraph test about the findings. Padilla agreed and said he is not worried or intimidated by the test.

Padilla said he chose this area due to a cross memorial that was found in a wooded area in the park that appeared to be made out of a material he had seen in the home of Casey Anthony, Caylee's mother. He said the importance of what the divers found is still unknown. "I don't know the significance of it, because, like I said, the divers are the ones in control of the situation," Padilla said.

David Badali, a diver with Blackwater Divers who helped discover the items, said their placement is what brings up

<p>Submersible Systems, Inc. 800-648-3863</p> 	<p><u>Comparing Spare Air to a pony system? Find out why Spare Air is the better choice.</u></p> <p><u>Spare Air Saved My Life...</u> Read real life stories about how Spare Air emergency air system saved the day!</p> <p><u>21 ways YOU can run out of air? Bet you can't name 6!....</u></p>
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suspicion. "I can tell you that these particular bricks belong in someone's house, not in these waters," Badali said. "They shouldn't have been in that bag to weight the bag down."

An official with the forensics department of the OCSO took two of the samples to examine and determine if they are bone.

It was originally reported that one of the toys found was a shamrock, connecting to the shamrock tattoo that Casey Anthony has, along with various shamrocks that are allegedly in her house. However, the divers later said the toy was a small Gumby figure, not a shamrock.

Diving For Cars

<http://www.wytv.com/news/crawl/34531304.html>

Nov 15, 2008

WYTV, OH

Cars have piled up in one local quarry, and today dive teams tried to get them out. A search party of divers scavenged the quarry in



Hillsville this morning in hopes of finding several stolen, and abandoned cars. The search was tipped off by recreational divers who found two cars. When they ran a search on the license plates. They came back as stolen. Highway patrol even did a fly over only to find more cars in the water. Police say new cases will emerge along with these sunken cars.

"THE EXCITEMENT IS GETTING THE STOLEN VEHICLES RECOVERED AND POSSIBLY FINDING OTHER THINGS OUT OR MAYBE FILING CHARGES FOR INSURANCE FRAUD OR THINGS OF THAT NATURE. WHO KNOWS WHAT'S INSIDE THE VEHICLES?"
Sgt. Chad Adams Hillsville Police

Divers found a Mini-Cooper turned upside down, but they couldn't pull any vehicles up today, because of the weather.

Idaho's Toughest Jobs: Search and Rescue Diver

http://www.kpvi.com/Global/story.asp?S=9326833&nav=menu546_1
Nov 17, 2008

It's a job that is often done in freezing temperatures, in zero visibility, and in treacherous conditions. The hours are long and inconsistent and the pay is terrible. We continue our series "Idaho's Toughest Jobs" as Brenda Baumgartner goes to work with Bingham County's Search and Rescue Divers.

Search and Rescue is a job that is not only tough but down right dangerous.

Bill Brown/Bingham County Search and Rescue: "On average 9 Search and Rescue divers die annually."

And what makes being a Search and Rescue diver even more challenging is these dedicated men and women do it for free.

Bill Brown/Bingham County Search and Rescue: "It's all volunteer. Our time, our gas, the gear is all our own."

As we head out to Ririe Reservoir on a cold autumn morning the question that keeps running through my head is why? Not only why do they do it, but why did I agree to try it out for myself.

Even with wetsuits, I've never felt water this cold. And when we are 30 feet underwater I am amazed at what little visibility there is.

Bill Brown/Bingham County Search and Rescue: "You experience sediment. Five to six foot visibility. That is often how it is in lakes and streams. The current is a different animal. Every situation is difficult. Most diving we do is truly maybe I can see the end of my arm."

When we surface, I am cold and exhausted. We were able to see almost nothing. Even though I'm shivering

uncontrollably, they are ready to go back in, this time with special gear to communicate while we are searching.

They use a weighted doll to simulate a victim and off we go to find and recover the body. Even though I saw exactly where it was thrown, in the murky, mossy water, I am turned around and thinking more about how cold I am and how to get unraveled from the rope.

Bill Brown/Bingham County Search and Rescue: "It takes a special kind of person that can do that type of alone dark hands on feeling."

The experience was one I won't forget for several reasons. The most outstanding being the dedication and passion these people have for our community. They are a group you hope you never need to call on, but feel fortunate they are there.



From left, Detective Dana Rowsey and Cpl. Herb Doss, detectives with the crime scene unit of the police department in Charleston, [W.Va.](#), check an artifact retrieved from the shipwreck in Beaufort Inlet presumed to be the Queen Anne's Revenge. Chris Southerly, state underwater archaeologist with the QAR project, is holding the artifact. (Cheryl Burke photo)

These men and women are so dedicated to what they do and even though they may be out until the early morning hours looking for someone they still get up and go to their real jobs the next day. They are financial planners, communications salespeople, cement truck drivers and EMTs.

If you would like information about possibly joining them you can call Commander John Kluvers at 680-1760.

Letters To The Editor

Sir,

I thought you might like this article on underwater crime scene work with archaeologists.

Dana Rowsey
Charleston Police Dept.
Charleston, WV



W.Va. detectives work on really 'cold' case

<http://www.carteretnewstimes.com/articles/2008/10/08/news-times/news/doc48eccf7d71c30673532378.txt>

October 8, 2008 BY CHERYL BURKE NEWS-TIMES

FORT MACON — Ask an archaeologist and they'll tell you piecing together artifacts to tell a story is a lot like detective work.

That theory was put to the test last week at the site of the shipwreck presumed to be the Queen Anne's Revenge (QAR), flagship of the infamous pirate Blackbeard.

Two detectives with the crime scene unit of the police department in Charleston, [W.Va.](#), dove with state underwater archeologists Monday through Friday last week at the shipwreck. The officers assisted archaeologists to retrieve and sift through artifacts from the site, which sits about 20 feet below the surface of Beaufort Inlet.

Detective Dana Rowsey with the Charleston Crime Scene Unit said he's in the process of creating a police dive team for his department and was searching for a program to provide training in collecting and analyzing underwater evidence. "A lot of the things they do underwater while collecting artifacts is the same way a police diver should be collecting evidence," said Detective Rowsey. "As far as public safety divers, our jobs parallel. We're looking for evidence. They're looking for artifacts. The means of finding it is pretty much the same. If they can show us how they find things 300 years old we should be able to find things just a few days old easily."

Chris Southerly, head underwater archaeologist with the QAR project, said he received an e-mail from Detective Rowsey about two months ago and was intrigued. "He explained that he was creating a dive team and was looking into archaeology methodology and what he could apply to his work. We traded e-mails and went through

the paperwork to get them here," Mr. Southerly said. "The more we talked the more we realized how much the two disciplines parallel. They run into the same challenges as archeologists. We're interested in collecting and preserving artifacts forever. Some of their evidence needs to be available for a long time for reanalysis."

Detective Rowsey and his partner Cpl. Herb Doss said they were impressed with the QAR team's operation and learned a lot they can apply to their dive team. "I was impressed with how they collect artifacts, inventory them and document them," said Detective Rowsey. "I used to be a commercial deep sea diver and they (QAR divers) are very competent. I picked up some ideas on how they communicate underwater to top side (on the boat). We can use a lot of that stuff."

It was Cpl. Doss' first time diving in the ocean and that was an education in itself. "I'd never been exposed to the surge," Cpl. Doss said. "I'd never been exposed to a sluice box and the way they sift through sand and filter it top side. I'm totally impressed with how competent these divers are and how lucky this state is to have this caliber of divers."

Both Detective Rowsey and Cpl. Doss spent time operating a special hose that vacuums sand off the ocean floor to expose artifacts. The sand is sucked through the hose that feeds into a special container on the ship, where archeologists sift through in search of small artifacts. Both men said they were grateful to work on a project of such historical importance. "I was very

humbled," said Detective Rowsey. "I was humbled just by staying top side and assisting. But then to get to dive on the site was amazing," said Cpl. Doss.

With all of the new skills the two men gleaned, that's not the thing they said they'll most remember. "It's just how kind and helpful these people have been," said Detective Rowsey. "All of these employees know what they're doing."

Cpl. Doss also commended the teamwork. "It's not so much how high speed they were collecting evidence, but it's the way they mesh together and work as a team," said Cpl. Doss. "Everybody helps out, and it's a smooth operation. The state is getting their money's worth."

Mr. Southerly said he also gleaned ideas from the detectives and was surprised at how the two immediately fit into their team. "I've enjoyed meeting them. They were very supportive and it really is a lot like detective work. It was a great perspective," said Mr. Southerly. "It was good to get that outside validation that we have a solid technique and processes that would stand up. They're looking for evidence that will stand up in a court of law. So if they're impressed with us, that says something. Our process just happens to involve a scene that's 300 years old. Talk about a cold case." Historical records indicate the Queen Anne's Revenge ran aground in Beaufort Inlet in June 1718.

State underwater archeologists are in the middle of their fall dive season at the shipwreck site, discovered in

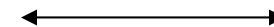
November 1996 by Intersal Inc. of Boca Raton, Fla. Since that time nearly 250,000 artifacts, including 11 cannons, have been retrieved from the site, according to QAR Project Director Mark Wilde-Ramsing.

Last week archaeologists retrieved about 200 objects, including a pipe stem, a nesting weight used to balance weight on a scale, pieces of earthenware, lead shot, barrel hoops and ballast stones. Plans are to raise a cannon later this month. The cannon is more than 8 feet long and weighs about 2,500 pounds, according to Mr. Wilde-Ramsing.

So far archaeologists have discovered 25 cannons, with several remaining on the ocean floor. Archaeologists are attempting to retrieve all artifacts from the ocean floor because of the deterioration of the wreck site. This fall Mr. Wilde-Ramsing said they are working in the midship area of the site.

Hopes are to have all artifacts up in three to four years. Once retrieved, artifacts are taken to a state lab in Greenville for cleaning and conservation. Once conserved, they're put on display at the N.C. Maritime Museum in Beaufort, which is responsible for curatorship of artifacts.

For more information about the QAR project, go to: www.qaronline.org.



Mark,

EVENTS

VIPS 2008 overview

VideoRay Micro-ROV owners and operators, solutions providers, dealers, prospective buyers, and staff convened October 27-30th, 2008 for the 8th Annual VideoRay International Partner Symposium (VIPS). The gathering resulted in three days of intense training, presentations, hands-on workshops, demonstrations, and networking at the Key Largo Bay Marriott Resort in Key Largo, Florida. The conference was originally scheduled at the Moody Gardens Resort in Galveston, Texas, however, the devastating effects of Hurricane Ike on Galveston Island were too overwhelming to hold the conference there. Fortunately, moving the conference at the last minute had little effect on the attendance at this year's VIPS, which was the highest attended in history. Over 100 attendees representing 20 different countries including Singapore, New Zealand, and South Africa convened to actively participate in the in-depth and hands on conference.

The three day VIPS 2008 event included a Keynote presentation, 29 separate hour long presentations, two panel discussions, and eleven different afternoon workshops. Attendees were be able to select from a variety of post conference in-depth sessions including Advanced VideoRay Maintenance, Port Security, Search & Rescue, and Tank Inspection scenarios. The highlight presentation came during the [VIPS Awards Dinner](#) with

Attached are photos of a great white shark that washed up on the shores of Morris Island - near Charleston's harbor. The shark was 13 feet.



Charlie Fox
Charleston County Rescue
Squad

Great White Washes Ashore Lowcountry Beach

<http://www.wciv.com/news/stories/1108/572609.html>

VIDEO ON SITE

November 25, 2008

Morris Island, SC - A great white washes ashore on a Lowcountry beach. The 13-foot-long shark was found at Morris Island last week by fishermen.

The Department of Natural Marine Biologists says the shark may have starved to death or been stranded. "They are extremely rare in this area. They're actually rare throughout their range. They're large apex predators, so there's basically not a lot of them around.. And they are actually solitary animals," DNR Marine Biologist, Josh Loefer said. Great white sharks like cool coastal waters and are typically between 12 and 15 feet in length.

2009 EVENTS

the fascinating speech delivered by Titan Salvage Engineering Director Phil Reed.

The conference proved to be an excellent opportunity for attendees to get in-tune with the Micro-ROV community. Attendees who use their VideoRay for Port Security, Law Enforcement, Science & Research, Potable Water Tank Inspections, Hydro Inspections, Commercial Dive & Salvage Operations, Aquaculture, Recreational Diving & Shipwreck Exploration, and other underwater applications found attending the conference extremely beneficial to the advancement of their general Micro-ROV knowledge and piloting techniques.

Several United States Coast Guard MSST units, Homeland Security and law enforcement agencies, search & rescue team members, university speakers, long time users, and other professionals were on hand to share their presentations and stories.

VideoRay is already making preparations for their 2009 VIPS conference which will be held at The Vinoy Resort and Golf Club in St. Petersburg, Florida October 26-29, 2009. For further information please contact VideoRay at +1 (610) 458-3000 or email info@videoray.com

January 2009



January 24-25, 2009:

Texas Dive Show.

J.W. Marriott, Houston, Texas

2nd Annual Consumer Dive Show.

Show Location: J. W. Marriott Hotel

5150 Westheimer, Houston, TX

Contact: Brad Nolan

email: brad@divechronicles.com

Web: <http://www.divechronicles.com/texas/>



09-12 January 2009

11th Paris International Dive Show

Hall 5 - Exhibition Park - Porte de Versailles
Paris - France

Web: plongeeonline.com

Web: salondelaplongee.com

February 2009

February, 2009: Boston Scuba Show (58th Edition). Holiday Inn and Resort, Marlboro, MA.

The Underwater Club of Boston's 58th edition of the Boston Scuba Show will take place for Feb. 24 at the Holiday Inn and Resort in Marlboro, Mass. The 2009 show will feature Fred Calhoun, a veteran diver of 55 years. Calhoun is an award-winning underwater motion pictures producer and director. He has won the Knights of Malta, Island of Malta, Film Festival for LARGO and the CINE award. The program will also include a presentation of "The rigors of In-Water Videography", a brief description of the new U.S. Navy Dive Tables and The History of Scuba Equipment. A question and answer session will follow the presentation. For information call (978) 525-3432.

Contact: Cecile Christensen
2 Ocean Avenue, Unit 1-H
Magnolia, MA 01930.
Phone: Cecile at 978-525-3432.



February 20-22, 2009: Our World Underwater XXXIX.

Donald E. Stephens Convention Center,
Rosemont, IL.
39th Annual Consumer Dive and Travel
Exposition.

Contact Eileen Campagne
Our World Underwater 38
16336 S. 104th Avenue
Orland Park, IL 60467-5400
Toll Free Phone: 800-778-3483
Phone: 708-226-1614
Fax: 708-403-5447
Email: Eileen@ourworldunderwater.com
Web: <http://www.ourworldunderwater.com>

March 2009



March 3-5, 2009: Underwater Intervention. Morial Convention Center, New Orleans, LA

Underwater Intervention is the combined annual conference of the Association of Diving Contractors International and the ROV Committee of the Marine Technology Society. Contact Rebecca Roberts,

Underwater Intervention, 5206 FM 1960
West, Suite 102, Houston, TX 77069.
Phone: 800-316-2188. Fax: 281-893-5118.
Email: rroberts@adc-usa.org
Web:
<http://www.UnderwaterIntervention.com>

ScubaFest 2009

The 50th Anniversary of OCSSDI
March 20 – 22, 2009

March 20-22, 2009:
**Ohio ScubaFest 2009 and 50th Annual
OCSSDI Banquet Ball.**
Crowne Plaza Hotel
6500 Doubletree Ave, Columbus, Ohio 43229

Hosted jointly by several dive clubs in the Greater Columbus area and the Ohio Council of Skin and Scuba Divers, Inc. Weekend of Fun, Social gathering, Underwater Photography & Video Competition, Exhibits, Presentations, and Saturday night Banquet with Keynote speaker John Chatterton.

Web: <http://www.scubafest.org>



BENEATH THE SEA's 33rd annual Ocean Adventure Exposition and Travel Show will convene the weekend of March 27th , 28th and 29th, 2009 at the Meadowlands Exposition Center in Secaucus, New Jersey.

For more information call 1.914.664.4310, e-mail info@Beneaththesea.org , or visit our web site for a complete up-to-the minute report on the show:
www.Beneaththesea.org

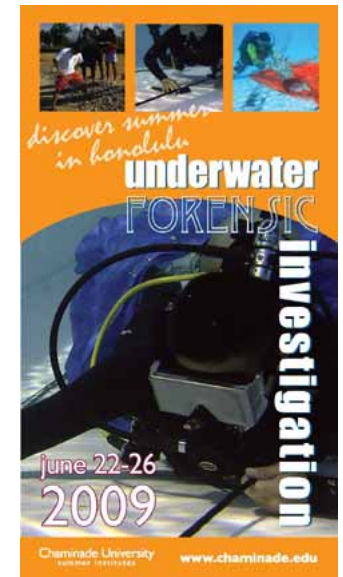
Underwater Forensics Investigation

June 22-26
Honolulu, Hawaii

Each year we learn more about what we are doing and about what is happening in the world of underwater investigation and each year our workshop gets better.

We'll spend two and a half days in the classroom and two days in the water. Come get wet.

For more information, contact:
Chaminade University - Honolulu, HI
Ron Becker - 808-735-4873



PSDiver Monthly Continuing Education

	<p>ERDI Recognizes and supports the PSDiver Monthly CE Program. Contact your ERDI Instructor for details.</p>
<p>The 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.</p>	

PSDM-CE-56 By Bob Kinder –

For many divers certified in the last 10 years or so, dive planning has been streamlined to what are we doing, how deep are we going, and how long are we planning on staying on the bottom, what is our ascent pressure. All of this is a good start, however, public safety diving requires a higher level of dive planning, for the safety of the diver. It is important to know how long any size tank will last based on diver's air consumption.

A diver that "hoover's" air will need to be watched much closer by their tender than a diver that sips air. Or if we need to lift an object how much does it weigh and how much air will be used filling a lift bag. This level of

planning requires that we learn to employ a little math and review a few gas laws, for us old timers, current technical and cave divers, the following equations and principals are old friends.

1. What diving law states: If the temperature remains constant the volume of a given mass of gas is inversely proportional to the absolute pressure.

- | | |
|----------------|-----------------|
| a. Boyle's Law | c. Dalton's Law |
| b. Charles Law | d. Henry's Law |

2. Using the following formula determine the absolute water pressure at 70 FSW.

$$P_2 = (\text{depth} \times .445) + 14.7$$

- | | |
|----------|----------|
| a. 43.55 | b. 46.35 |
| c. 45.85 | d. 45.5 |

3. Using the following formula determine PSI per cubic foot in a 3000 psi. 80 Cuf SCUBA tank.

$$\text{PSI per CUF} = \text{rated pressure} / \text{rated capacity}$$

- | | |
|-------------|-------------|
| a. 36 psi | b. 37.5 psi |
| c. 37.8 psi | d. 38.2 psi |

4. A diver makes a dive to 40 feet for 20 minutes, and consumes 1100 pounds of pressure from their SCUBA tank. What is their surface air consumption (SAC) in psi? Using the following formula find the answer.

$$\text{SAC} = (\text{PSI Used} / \text{Time}) / ((\text{Depth} / 33) + 1)$$

- a. 22.6 Psi
- b. 23.9 Psi
- c. 24.5 Psi
- d. 24.9 Psi

5. Determine Surface Air Consumption in cubic feet per min. from PSI consumed. SAC in CUF = SAC in PSI / (Pressure / Tank Size) Example diver's SAC in PSI is equal to 30 psi/min from a 3000 psi., 80 Cuf tank. What is their SAC in CUF/Min.

- a. .75
- b. .79
- c. .80
- d. .85

6. A diver is making a dive to 50 feet and wants to know how long their tank will last while leaving a 1000 psi reserve. Their surface air consumption is .9 Cuf/min. and they are using a standard 80 cuf tank.

First determine how much air is available for use.

$$((\text{Starting Pressure} - 1000) / (\text{rated pressure} / \text{rated capacity})) = \text{Available Air}$$

Next determine how long it will last at depth:

$$\text{Available Air} / (\text{SAC in Cuf} \times ((\text{depth}/33)+1)) = \text{Bottom Time}$$

- a. 20.5 Minuets
- b. 23.5 Minuets
- c. 25.5 Minuets
- d. 27.5 Minuets

7. Surface Supplied Diving requires that the air panel operator increase the supply pressure to the diver as they descend. Presuming the diver must have **125 psi** for

proper operation of the regulator and the diver is at 60 feet what pressure must be indicated on the air panel gauge. **Supply pressure = (depth X .445) + 125.**

- a. 135
- b. 152
- c. 159
- d. 166

8. Your worst nightmare occurs, the primary diver is trapped at 45 feet you deploy the standby diver with a 19 cuf. pony bottle to pass off to the trapped diver with as SAC of 1.2/min.. How much additional time does this buy the diver. Use this formula to solve the problem.

$$\text{Available Air} / (\text{SAC in Cuf} \times ((\text{depth}/33)+1)) = \text{Bottom Time.}$$

- a. 6.7 Minuets
- b. 7.0 Minuets
- c. 7.4 Minuets
- d. 7.8 Minuets

9. What gas law addresses the relationship between tank pressure and temperature?

- a. Boyle's Law
- b. Charles Law
- c. Dalton's Law
- d. Henry's Law

10. How much air is needed to lift a 100-pound object displacing .5 cubic feet of sea water in 100 feet of water. Use the following formulas.

$$\text{Weight in water} = \text{object weight} - (62.4 \times \text{displacement})$$

$$\text{Air needed} = (\text{weight in water} / 62.4) \times ((\text{Depth}/33)+1)$$

- a. 3.0 Cuf
- b. 3.5 Cuf
- c. 4.1 Cuf
- d. 4.4 Cuf

11. A diver has an air consumption rate of 3 Cuf/min at 66' of seawater. If all other factors but depth remain unchanged what will his consumption rate be at 200 feet?

- a. 6.0 Cuf/min
- b. 7 Cuf/min
- c. 8 Cuf/min
- d. Not enough data

12. A diver has an air consumption rate of 25 psi per minute at the surface. If all other factors but depth remain unchanged, what will his consumption rate be at 132 feet?

- a. 50psi/min
- b. 75psi/min
- c. 100psi/min
- d. 125psi/min

Take time to work on SAC formulas. The math is not that hard and the lessons learned will carry over to each and every dive you make. Chart the SAC for each diver on your team and calculate them at various depths.

Dive Drill: Predict the air consumption rate of a diver at a given depth while performing a search pattern. Calculate and document the air consumption rate of each diver and **INCLUDE** their activity and water conditions at the time. Compare your predictions to the actual ACR. Do this with a number of – if not all of your divers.

As a team, discuss the results and the implications of those results. *Adjust your SOPs accordingly!

TEAM DISCUSSION TOPICS:

Refer to the article:

Boat Operators "Personal Responsibility" put Public Safety Divers at risk. By Sgt. Arne Gonser

Should boaters be fined as in the case of intentional false alarms? What alternatives can you suggest that might make a difference?

If you agree that it would be useful, what steps could your department take to put together an educational campaign? Media contacts? Community access programming? Community Service Alerts?

Could a cooperative venture with local media and Community Service Announcements work? How would you implement such a thing?



More Discussion Topics:

*The economic situation of most teams will be dire in the coming year. As a team set and discuss realistic goals for next year. Devise a training plan to help meet your goals.

*As a team, discuss equipment needs vs. wants for next year. Determine what **MUST** be replaced and what can be repaired or reconditioned. Be realistic but do not sacrifice safety for dollars.



Oh, To Kiss A Nun

A cab driver picks up a nun. She gets into the cab, and the cab driver won't stop staring at her.

She asks him why he is staring and he replies, I have a question to ask you but I don't want to offend you.

She answers: My dear son, you cannot offend me. When you're as old as I am and have been a nun as long as I have, you get a chance to see and hear just about everything. I'm sure that there's nothing you could say or ask that I would find offensive.

Well, I've always had a fantasy to have a nun kiss me.

She responds, Well; let's see what we can do about that. First, you have to be single

Join our PSDiver and Water Rescue Discussion Group at:

(Just click the link or copy and paste the url into your browser.)

[Public Safety Divers Forum](http://groups.yahoo.com/group/PSDivers-PublicSafetyDiversForum)

<http://groups.yahoo.com/group/PSDivers-PublicSafetyDiversForum>

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Cover Photo: Yangtze River – China 2008, Mark Phillips

This is an example of the industrial areas that are active on the "new" Yangtze River. Pollution from industry and runoff from the cities and farming communities is very apparent. While the Central Government does work to limit the pollution of the air and water, the needs of the people exceed the ability to produce clean product and the result is a massive waterway of heavily polluted water. There is NO drinkable tap water in the country. Even locals used filtered bottled water.



Mark on the Great Wall

and second, you must be a Catholic.

The cab driver is very excited and says, Yes, I am single and I'm Catholic too!

The nun smiles and says, OK, pull into the next alley.

He does and the nun fulfills his fantasy.

But when they are back on the road, the cab driver starts crying.

My dear child said the nun, why are you crying? He says, forgive me sister, but I have sinned. I lied, I must confess, I'm married and I'm a Baptist.

The nun says, that's OK,

I am on the way to a Halloween party, and my name is Kevin.