



## March 2008 NEWSLETTER

### Last month at AIM

If you were unable to attend last month's meeting, here's what you missed: Karen Manly and Craig Brookey chaired their first meeting and did a mahvelous job of keeping us all on schedule **and quiet!**

**Dive Reports:** Karen Kessel talked about the **Seahorse dive club trip to Pt. Lobos** on Feb 16th. The conditions were not the best and visibility could have been better. The ramp exit was not a very pretty picture, and several less than graceful divers were pounded together in a heap against the rocks. However, a good time was had by all and Gianni's pizza was delicious. On Sunday, 5 divers went out on the "6-pack" boat. Pam & Dennis got up-close-and-personal with a very aggressive electric ray. He/she even tried to shimmy up Pam's back between her new BC back plate. It was a shocking experience and we were disappointed that Dennis didn't get any pictures!

Kate & Tom went to **Wakatobi** and had an "absolutely fantastic" time. Even though they were there during monsoon season, the diving was great. They saw 4 different species of pygmy seahorses and big schools of bump head parrot fish to name a few. The divemasters at their particular resort actually asked that photographers limit themselves to taking 5 photos of 1 specific animal.

Craig Brookey handed out bottles of "Chateau D'AIM" wine for those submitting images to the AIM website.

The AIM online survey is in an email box near you – actually you should have received yours by now.

Upcoming events for your calendar:

- **4/3/08** is the next AIM open board meeting at Karen Manly's
- **5/31 - 6/1/08** NCUPS Monterey photo contest; all beach dives; big prizes
- **6/21/08** - Dolphin Divers Crab Feed at Rudy's Hideaway; 'on da patio'. Craig Brookey has details

Tom Fuquay was the 10- minute person with an entertaining Bonaire slideshow.

Glen gave a great presentation on "Color Correction". Best case scenario is to take the photo right the first time, rather than shooting like crazy, then correcting on the computer later. But if that doesn't happen, Glen had tips on color correction. He has Adobe Photoshop 7.0 on his laptop and Photoshop CS 2 on his desktop computer. He also uses software called Nikon Capture NX or Adobe Camera Raw (part of CS2) which has a very useful white balance feature (for RAW images only).

Photoshop 7.0 has no white balance feature. It's best to work with images in RAW format; JPG formats limit you and corrections degrade a JPG image.

If correcting with Photoshop layers, be sure to copy the original image somewhere and leave it untouched. Layers give you more control than using adjustments. There is no specific order in which you must apply the layers; they are mostly independent. Glen typically starts with channels and levels before color balance. Lastly, he will use hue and saturation. Another thing to consider is monitor calibration. There is software out there – “Pantone Spyder Pro” which calibrates your monitor to industry standard and “Adobe Gamma” which comes with Photoshop and Glen rates as “good”. You can spend \$75 – \$3,000 for monitor calibration software. It's recommended that you calibrate your monitor every 6 months.

## NEXT AIM MEETING: March 26th

Carl is the 10-minute person.

Carol sent the following news item about the ships to reefs program

### Aqua Tutus Entertainment Report, February, 2008

At the **March 6 General Meeting**, **Perry West** presented a very informative and interactive program on the plans and status for sinking Navy ships and other vehicles along the Central and Northern California coast to create manmade reefs. Perry is a Diving Instructor, but also volunteers for the **Northern California Oceans Foundation (NCOF)** and **California Ships to Reefs (CS2R)**, to educate and raise support and participation for these projects.

These and related organizations want to take advantage of the availability of a large number of excess naval vessels, merchant ships, and other large vehicles (e.g., military tanks) and to use them to create manmade reefs in an environmentally-sound manner that will benefit not only the marine environment, but also fishing, business, and .. dear to us .. **diving** interests. The Navy and other organizations have a fleet of about 450 retired ships that **continues to grow**, some of which are currently **causing environmental damage** (e.g., the “mothball” fleet in Suisun Bay, PHOTOS) and will cause more damage in the near-future if not addressed quickly. The Navy and other agencies give the ships to the **U.S. Maritime Administration (MARAD)**, who is charged with disposing of them.

Some of these ships can be reused by friendly nations or other groups, some will be sunk in live-fire exercises, but **about 350 others will need to be safely disposed of over the next 20 years**. A study was commissioned by the Navy in 2001 by the well-known RAND Research Institute to evaluate disposal options: Long term storage, domestic recycling, foreign recycling and reefing. Foreign recycling was discarded due to the severe negative environmental and worker impacts that currently occur in places like India, where this is done. RAND estimated that the relative cost of the other options are: Long Term Storage = \$4.9 billion; Domestic Recycling = \$1.9 billion; Reefing = \$0.5 billion. On just this basis, they **recommended reefing** as best from both a cost and environment perspective.

Besides the cost savings, there are **additional benefits of creating expanded reef habitat and on local fishing, business, and recreational interests**. This has motivated a number of reefing efforts, both nationally and in California. For over 20 years, people have been successfully preparing and sinking retired ships as manmade reefs, in a demonstrated win-win situation for all. For example, a 2006 Marine Science report that studied the impact of sinking the **Spiegel Grove** in Florida resulted in over 10M\$ and 137 jobs added to the local economy up to that time. A 2004 UCLA study of the sinking of the **Yukon** in San Diego found that over 4.5 M\$ expenditures and 225 full-time jobs benefited the local economy up to that time -- more than **THREE TIMES** the 1.2M\$ it cost to sink it.

A key environment benefit is the additional habitat from the wrecks. **Marine organisms compete for SPACE**

more than food. Early studies suggest that, while the wrecks initially attract fish **from** other areas, life around the wreck quickly expands to provide a source of marine life **to** other areas. Perry said that THE basic tenet of creating manmade reefs in California is “**do no harm to the ocean**”. A good lessons-learned is the Florida “tire reef”, which was done without sufficient thought and control, has now done damage to reefs there, and is now considered a major disaster.

Sinking a ship is neither easy nor cheap, and every region takes a somewhat different process. Florida has had strong support from its fishing, recreational, and political groups, and have sunk a number of large vessels ... but apparently (given the tire reef) didn't have adequate environmental participation. In contrast, California's sinking effort has been **led by several environmentally-conscious organizations** (such as NCOF) and the effort involves a significant education and consensus-building effort .. this IS California, after all!

MARAD may only transfer the ownership of the ships to a State or Local Jurisdiction, with assistance from organizations such as CS2R. But permits and political/business support must also come at the local level, so that groups such as NCOF are working to support CS2R generally, but not exclusively, at the local level. Another local organization, San Diego Oceans Foundation, for example, helped sink the Yukon in that area. **The goal of CS2R is to sink its first ship within 2 years and to be sinking about two ships per year within 3-5 years.**

To dispose of a ship in any manner, **the ship must be cleaned to environmental standards**. The Yukon came from Canada and was cleaned by volunteer labor. This is not allowed in the U.S., so NCOF is assisting MARAD to find **a local shipyard** where the ships in the Suisun fleet can be cleaned. This would bring local jobs to the area, an initial benefit of the sinking process.

The next and first ship to be sunk under the current regulations will take longer to accomplish, but will serve as a template process for those to follow. A number of actions are required: **selecting the site**, which must be carefully chosen; **getting permits** from the required 11 agencies; **getting consensus** from the local governments and organizations; preparing the necessary **Environmental Impact Reports (EIR)**; **raising the funds** to perform the actual sinking; etc.

It is expected to cost **2 -5 M\$ to sink the first ship**. The site and ship must first be selected before the EIR can be prepared. The EIR used for the Yukon will be a good starting point. To actually sink the ship, the ship must then be “diverized” (made safe for divers), towed to the site, sunk, inspected, buoys attached, and maintained. Maintenance is usually funded through fees from divers to dive the site.

The first reefing in California is expected to be in No. Calif., and San Luis Obispo could be the first area, since the local organizations appear most “friendly” to the sinking process. But the first sinking will be the hardest and take the longest. Once the process is understood, future sinkings can go more quickly and other communities are expected to see the benefits explicitly and cooperate more readily.

The sinking site for a large ship is typically a sandy or mud bottom, with a depth of 120-130' (necessary to keep the 60' clearance from the ship to the surface), and thus placing them at some distance off-shore. Other manmade reefs, such as “tank farms”, could go in shallower waters and perhaps closer to shore.

**Imagine** .. being able to drive down to Monterey, hop in a small boat, kayak, or even a swim from shore to a buoy where you can descend down to a large deck at about 75', roam the interior and caverns of a ship that is covered with invertebrates and swarming with schools of fish. You dive briefly to the bottom at 110' and then make your way to shallower depths. You photograph the new and evolving photo ops - macro and wide-angle. Every dive is a different dive, since there are so many changes occurring to it and it attracts such a variety of life ...

This might be real in **just a few years, if we all support it!** The map shows six possible sink sites being considered near our frequently-dove areas inside the Monterey Bay. A couple of these sites are close to shore. An added bonus ... the pressure of divers at San Carlos, McAbee, Lovers, and other sites are dispersed to these and other wrecks in the area. ... More divers learn technical diving, now that we have some great wreck opportunities nearby. ... Monterey attracts even more divers, as it has in San Diego and Florida .. benefiting the dive shops and businesses. ... More divers get to appreciate the unique habitats that we have, and support causes to improve our oceans and marine life. And for us ... the wrecks are there anytime we want to dive them! Sound great? ... a win-win for all parties. Good people are working on this now and **need your support.**

Currently, **CS2R Coalition is seeking legislation** to standardize the criteria for reefing ships in California waters. It will also create a funding source so that the Department of Fish and Game can oversee the Project within it's existing, but unfunded Artificial Reef Program. CS2R needs help from divers in **over 20 committees** for site selection, science, permitting, EIR, etc. Divers can support fund-raising at the June SCUBA show, by buying **medallions** that Perry had at the club meeting to draw attention to the CC2R project, buy bids on the DUI-donated drysuit raffle, etc. Contributions to both CS2R and NCOF are both tax-deductible.

Dick Long (prior owner of DUI), who helped organize the sinking of the Yukon, is now chairing the "Phase 2" committee and CS2R is leading the project, drawing on the local sink groups. CS2R needs people working at Federal, State, and Local levels. Some committees are Mel Simowski, chairing CS2R Federal Permitting (the Monterey Sanctuary); Chuck Tribolet (tribolet@garlic.com) on Sink Site Surveys; Mike Clough (cloughmf@msn.com) on speakers bureau; Dean Rewerts (dar288@aol.com) on meeting with elected officials; see Eleanore Rewerts ([Emrewerts@aol.com](mailto:Emrewerts@aol.com)) for general questions.

One way to learn more about reefing efforts in Monterey is to attend a lecture that Dick Long is giving on April 19<sup>th</sup> at 5:30 at the Monterey Senior Center, 280 Dickman Ave. This is in conjunction with the Earth Day UW Harbor Cleanup that runs from 9AM-1PM that day, located at Del Monte beach near Wharf 2. For more info on the UW cleanup, check the flyers at the meetings and the club website, or [scubasteve@dreamdiver.com](mailto:scubasteve@dreamdiver.com). Join the clean-up, then attend the lecture, then get involved in the reefing effort!

Thanks to Perry for the great talk and the useful information provided by CS2R and NCOF. Check out other websites for more information: [www.cs2r.org](http://www.cs2r.org) and [www.oceansfoundation.org](http://www.oceansfoundation.org) .

## MARCH 26TH GENERAL MEETING GUEST SPEAKER

**Andy Wallace, a local diver from Davis, CA, will be our guest speaker. He has traveled extensively and does work for Optiquatics, a dive/photo expedition group. He will be able to review the use of Lightroom, and has many new images from the Channel Islands and Malaysia to share with us.**



I looked everywhere and not an egg to be had. Someone said something about getting in the water???????

**The Dolphin Diver's Annual Easter Egg Hunt Was a huge success, and several AIM members Attended.....**

**More pics on page 5**

**Holly had on the appropriate Easter booties in bright pink..... Notice the diver floundering in the surf in the background. I think that was me.**



**A little rain didn't dampen our spirits.....**



- a. Listening to our dive briefing or.....**
- b. Getting ready to board the space shuttle**

