



DUES ARE DUE!!!

SFRD NEEDS YOU!

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We encourage you to also support the other organizations listed below when you pay your annual dues. (Please indicate your membership options with the checkboxes below.)

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|--|-----------|
| <input type="checkbox"/> San Francisco Reef Divers (SFRD) | \$25 |
| <input type="checkbox"/> Central California Council of Diving Clubs (CenCal) | 15 |
| <input type="checkbox"/> Sonoma County Abalone Network (SCAN) | <u>10</u> |
| <i>Show your support for all three!</i> | \$50 |

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How would you like your newsletter delivered? (**Choose one**):

Online at the SFRD website (preferred)

Mailed to my home address

Please make checks payable to “**San Francisco Reef Divers**” and mail to: Pierre Hurter, SFRD Treasurer, 515 Diamond Street, San Francisco, CA 94114

Stammtisch

By Pierre Hurter



It's Super Bowl Sunday and I have a confession to make ... I won't be one of the 111 million people who will be watching the Green Bay Packers square off against the Pittsburgh Steelers in Arlington, Texas. This despite having attended Green Bay Avenue Elementary once upon a

time, it's not that I'm indifferent, I'd prefer to see the Packers win versus the Steelers, it's just too nice a day to sit inside. The back door is open and I can hear my neighbors, whopping and hollering whenever something interesting happens anyway.

We decided to take a walk down to 24th Street to catch some sun and fresh air and check out our local watering holes, from the Peaks on Castro down the hill past the Valley Tavern, Bliss Bar and the Dubliner to Noes on Church, "a mostly locals bar, but you can drink here, if your nice", they were all packed to the gills with fans. The Valley Tavern had a catering trailer out front dispatching brats, wings and burgers, all the major food groups I associate with football.

GENERAL MEETING

MOVABLE FEAST

FEBRUARY 16TH, 2011

Stay Tuned and

Check SFRD Yahoo Group site for location

MEET at 7:00p.m. for socializing, DRINKS & FOOD and CLUB BUSINESS

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SUMMER IS MONTHS AWAY, BUT I CAN'T TELL RIGHT NOW.

Ken Gwin

The rain had stopped and the sun came out, and any kind of indoor activity seemed so against the laws of nature.

I just had to go diving.

I figured Point Lobos would do nicely, since Phil's boat is up and running again.

First day of diving started off with the usual greetings and parking lot introductions. Royston and I were escorting one of my old friends, Ito (known also to a number of Reefers), around for some easy and relatively shallow dives.

It was good to get back on the boat again.

For our first dive, we tried the end of Cannery Point, always one of my favorite spots. Next dive was just a little further out, at a well-known spot called, Thumbs Up.

Lots of juvenile fish this season, and a good-sized school of blues. The jellyfish were nowhere to be found. The viz was between 30 and 40 feet.

Very nice day.

So far so good. Had to go out again.

Back to Lobos, this time herding a pair of Closed Circuit Rebreather divers who were reacquainting themselves with their computer-driven death boxes and breathing mixtures other than air. All during the dive I felt the hand of God, nudging them toward the light as they

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Reefer's Rap 2011

JANUARY	FEBRUARY	MARCH
<p>08 - Sanctuary Dive Boat - K Dock - 07:30 14 - Paris International Dive Show - salondelaplongee.com 19 - Movable Feast - Check our Yahoo Site for Location 22 - Boot Show - Dusseldorf - boot.de 28 - Baltimore Washington Dive Show - divechronicles.com</p>	<p>16 - Movable Feast - Check our Yahoo Site for Location 18 - Our World Underwater 41 - ourworldunderwater.com 18 - Golden Dolphin - Moscow 25 - Texas Dive Show - divechronicles.com/texas</p>	<p>05 - Great Lake Shipwreck Festival - Ann Harbor 09 - SF Ocean Film Festival - oceanfilmfest.org 16 - Movable Feast - Check our Yahoo Site for Location 18 - Ohio Scuba Fest - scubafest.org 19 - Sanctuary Dive Boat - K Dock - 07:30 25 - Beneath the Sea - New Jersey beneaththesea.org 26 - London International Dive Show</p>
APRIL	MAY	JUNE
<p>01 - Abalone Opener - Fort Ross - CenCal 08 - Dive & Travel - Tacoma - diveandtravelexpo.com 08 - Bay Area Dive Show - San Jose - www.divechronicles.com 16 - Sanctuary Dive Boat - K Dock - 07:30 20 - Movable Feast - Check our Yahoo Site for Location 16-18 - Ocean Fest - Fort Lauderdale www.oceanfest.com</p>	<p>14 - Sanctuary Dive Boat - K Dock - 07:30 18 - Movable Feast - Check our Yahoo Site for Location 21-23 - Dive & Travel Expo - Tacoma - www.diveandtravelexpo.com</p>	<p>04 - Scuba Show - Long Beach - scubashow.com 11 - Sanctuary Dive Boat - K Dock - 07:30 15 - Movable Feast - Check our Yahoo Site for Location TBD - Abalone Closer</p>
JULY	AUGUST	SEPTEMBER
<p>01 - Malaysia International Dive Expo 16 - Sanctuary Dive Boat - K Dock - 07:30 20 - Movable Feast - Check our Yahoo Site for Location</p>	<p>TBD - Abalone Opener 14-16 - Channel Islands - Jim Vallario - 415.566.0784 17 - Movable Feast - Check our Yahoo Site for Location</p>	<p>24 - Colorado Dive Show - Denver - divechronicles.com 17 - Sanctuary Dive Boat - K Dock - 07:30 21 - Movable Feast - Check our Yahoo Site for Location</p>
OCTOBER	NOVEMBER	DECEMBER
<p>15 - Sanctuary Dive Boat - K Dock - 07:30 19 - Movable Feast - Check our Yahoo Site for Location 22 - UK Dive Show - Birmingham - diveshows.uk.com</p>	<p>02 - The DEMA Show - Orlando - www.demashow.com 12 - Sanctuary Dive Boat - K Dock - 07:30 16 - Movable Feast - Check our Yahoo Site for Location TBD - Abalone Closer</p>	<p>10 - Sanctuary Dive Boat - K Dock - 07:30 21 - Movable Feast - Check our Yahoo Site for Location</p>

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Reassured that there would be plenty of people keeping tabs on the game, I shackled myself to the keyboard and contemplated my looming deadline. I always wondered how the old time columnists did it, writing a column every day like clockwork. Maybe it really was as Herb Caen once said when asked why he kept going if writing a column was such a tough job. "I can't find a way out: too many bills and ex-wives and a kid in school, things that chew up the income. I never intended this to be permanent, but it looks like it's going to be." Fortunately I have a portable keyboard and was able to sit on the deck, listen to the cheering fans and pop a cold one ... or two.



Aside from Herb Caen one of the things I miss most about the days gone by are catalogues, you know those collections of glossy pages or sometimes line drawings like the J. Peterman catalogue, full of vaguely interesting and generally utterly unnecessary items that you distractedly lusted over. I used to love the old Banana Republic catalogue, in the days before it became part of the Gap Empire and still sold clothes you really could wear on a Safari. The catalogue in case you forgot, was hand-illustrated and generally had some back story to go with the Ghurka shorts or French Cavalry duster. I remember going to a warehouse sale somewhere near the old Folgers building on Howard Street. I'm sure I could smell coffee roasting, but that may have been wishful thinking. The sale featured a huge room full of

surplus items of all types and description, there were literally bales of uniforms and crates of, well stuff. Like most things in modern life, the smell of mothballs along with the tang of adventure has been washed out and sanitized, replaced by a smug sameness sure to appeal to a carefully targeted demographic. Retail, it's a lot like politics, branding, staying on message and in the end buying and selling, except in retail, you still have a choice and best of all a money back or exchange return policy.

Back to catalogues, I got a great one in the mail the other day from an outfit called Lilliput, Fine Mechanical Toys for the Collector. If you've been looking for those wind-up Schuco race cars, or maybe a 1:12 scale Horch motor car, completely hand assembled and available for a tad less than 3 grand. Or maybe you'd rather have travel agency Air France scale model of the Lockheed-1649 Super Starliner; this baby has a wingspan of 25 inches and is available for a song. And of course where else would you be able to read copy like this ... "it comes with an authentic reproduction of the original owner's manual"?



We did manage to get some diving in February, well at least one of us did. We headed for Monterey on Friday, making the usual stops on the way down, picking up the doubles, shooting the breeze at AWS and finally arriving in Monterey late afternoon. Along with Norm, Bhushan, Tim and Jim, Gerda and

I were ready to set sail with the Beach Hopper for parts unknown. I was getting into my doubles in the back of the dive mobile, when I went to stand up I noticed a slight tug, but stood up all the same. The bottom dump valve on my wings promptly pulled free of the wing itself leaving a none too small hole. Note to self, those DIR folks are right, I could have been trapped at 300 feet, the shifting cargo pinning me to the bulkhead like John Wayne as Captain Jack Stuart in the movie Reap the Wild Wind as the wreck slowly slides into the abyss.

I never use that dump anyway, but here I was, taking my dry suit off and looking for the book I had brought along to read. We got everything sorted out on board and headed for Carmel. It was actually fun being topside, we spotted Risso's dolphins, grey whales and in general had a great time. In the mean time, I had my wing repaired, took off the little dangle on the end of the string and am chomping at the bit to get wet again.

Here's an interesting bit of history, I was noodling around at lunch and between bites of a truly excellent Fra Man Toscana Salame sandwich, with cornichons, sweet butter all neatly layered on a rustic sweet baguette, when I came across an image of a very handsome ship steaming into San Francisco's Golden Gate. Well, maybe "steaming" isn't quite the right word ... no, there all steam ships in the end. It's the power plant that sets them apart. The *N.S. Savannah* was named after the *S.S. Savannah*, the first steam ship in the world to cross the Atlantic Ocean from May to June of 1819. The *S.S. Savannah* was a hybrid, part steam and part sail and the majority of that crossing was made under sail. She

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took part in an historic journey, but was never a commercial success and was converted back to sail power shortly after her return from Europe.

This may all have been a portent of things to come. The *N.S. Savannah* (nuclear ship) was the first nuclear powered cargo-passenger ship. Built in the late 1950s at a cost of \$46.9 million, including a \$28 million nuclear reactor and fuel core, funded by United States government agencies as a demonstration project for the potential usage of nuclear energy. Launched on 21 July 1959, she was in service between 1962 and 1972. The *N.S. Savannah* is one of only four nuclear-powered cargo ships ever built; the others were the *N.S. Mutsu*, Japan, the *N.S. Otto Hahn*, Germany and the *N.S. Sevmorput*, Russia. Of the four the *N.S. Sevmorput* is the only one still in operation.



In 1955, Dwight Eisenhower, proposed building a nuclear-powered merchant ship as a showcase for his "Atoms for Peace" program. The following year Congress authorized the *N.S. Savannah*, a joint project of the Atomic Energy Commission, the Maritime Administration (MARAD), and the Department of Commerce. Her keel was laid by the New York Shipbuilding Corporation at Camden, New Jersey. Her reactor was manufactured by Babcock and Wilcox. She was christened by

First Lady Mamie Eisenhower at the ship's launching on 21 July 1959. In 1962, she became the first nuclear merchant ship at sea. In 1969 the *N.S. Savannah* became the first nuclear powered ship to dock in New York City. She was at the center of a city-wide information festival called "Nuclear Week".

The events included demonstrations designed to highlight peaceful uses of atomic energy—such as food products irradiation, new applications for technology along with information and education programs. The events created enough interest to warrant the Johnny Carson "Tonight" Show to feature Nuclear Week in New York on two programs. Some of you probably remember the era when nuclear power promised electricity that would be too cheap to meter." Times change Johnny Carson and "Attention K-Mart shoppers!" are no more.

The *N.S. Savannah* was built to demonstrate the feasibility of nuclear propulsion for merchant ships and not necessarily with a view to being commercially competitive. For starters there were her eye-catching looks, more like a luxury liner than a bulk cargo vessel. Unlike most cargo ships she was equipped with thirty air-conditioned staterooms each with an in-suite bath, there was a dining facility for 100 passengers, a lounge that doubled as a movie theater, a veranda, a swimming pool and a library. From 1965 to

1971, the Maritime Administration leased *Savannah* to American Export-Isbrandtsen Lines for revenue cargo service.

Because of her sleek design, *Savannah's* cargo space was limited to 8,500 tons of freight. Many of her competitors could accommodate several times as much. Her streamlined hull made loading the forward holds difficult, which became a significant disadvantage as ports became increasingly automated. Her crew was a third larger than comparable oil-fired ships and required special training in addition to the requirements for conventional maritime licenses. Her operating budget included funds for a separate shore based organization that negotiated her port visits and shipyard facilities for maintenance and repairs.

As a result of her conflicting design mandates, *Savannah* cost approximately \$2 million a year more in operating subsidies than a similarly sized ship with a conventional oil-fired steam plant. The Maritime Administration decommissioned her in 1972, when fuel oil cost \$20 per ton. By 1974, when fuel oil cost \$80 per ton following the energy crisis, *Savannah's* operating costs would have been comparable to a conventional cargo ship. To put it into perspective, her 20,300 horsepower, delivered to a single screw enabled her to cruise 300,000 nautical miles at a speed of 20 knots without refueling. That's about 14 times around the earth, give or take a port or two. That brings us back to the ship's namesake, the *S.S. Savannah*, which despite being the first steam powered ship to cross the Atlantic Ocean, was also a commercial failure despite it also being an innovation in marine propulsion.



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When the *N.S. Savannah* was decommissioned she spent some time in Savannah, where plans called for turning her into a floating hotel. Investors were in short supply during the late 1970s, and her next berth was Galveston, Texas instead. In 1981, the *Savannah* was moved to Patriots Point Naval and Maritime Museum near Mount Pleasant, South Carolina.

When a MARAD inspection in 1993 indicated the need for dry docking, the ship was moved from the museum to Baltimore, Maryland for repairs, after which she was moved to the James River Merchant Marine Reserve Fleet near Newport News, Virginia.

The *Savannah* was towed back to Baltimore as part of the DDR (Decommissioning, Decontamination and Radiological) work. She is expected to remain in Baltimore for up to 3 years under a U.S. Maritime Administration contract with the Vane Brothers' shipyard. Since the *N.S. Savannah* is historically significant and has been designated a National Historic Landmark, MARAD has expressed interest in offering the ship for preservation. All that's needed are some investors and a place to tie up to a dock.

I'm looking forward to hearing about the trip to Cozumel. As for me, I'll be taking it easy gathering stories and hopefully pictures for the next issue, stay tuned. That and getting ready for Valentines' Day of course ...

*She bath'd with roses red, and violets blew,
And all the sweetest flowres, that in the forrest grew ... Edmund Spencer*



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surfed that curling wave of set points and the fluctuating rise and fall of the partial pressure of oxygen.

Amazingly, nobody died.

We did this reintroduction dive out on the western edges of Cypress Cove, looking for calm waters in the shadows of some very ominous rocks. Viz was even better this day, somewhere between 50 and 60 feet, but this time, just a couple of small jellies floated around us in the shallows.

Diving deeper, down to 160, we found more juvenile fish in impressive numbers and even more of those familiar mid-sized blues hovering over the reef. There were also lots more mid-sized coppers, and such, tucked and hiding away.

I know that many of you are also familiar with the area above water at Lobos. (You know, you can go hiking there.) The bird life is easily accessible, with examples of egrets and herons, and any number of local species. But, there is also an osprey or two being spotted in the neighborhood. Look up. You'll be surprised what you might see. There are more than clouds up there.

As an example of non-dive related things to see while diving, last summer, the divers aboard the Peace could easily see the bald eagles that were reestablishing their nests on the West End of Catalina.

Ospreys are very similar, in some respects, and nearly just as cool.

So, drifting off-topic a bit (somewhat like Pierre), I thought a moment's reflection on raptors might be in order, since this is still a report about getting out in nature.

To find other primal examples of man and bird experiences, I can reflect on those areas of the country where birds are born to live and fly free (without the obvious distractions that an ocean might provide).

These are areas usually associated with survivalists, bleak winters, bad food, bad coffee, bad beer, where off-roading is the only way to town, meat is always over cooked, "open carry" means "open carry and loaded."

So, (staying on this "bird" topic) another good friend goes back to this homeland to visit his old pals. And, as "guys" are wont to do, a little "plinking" is in order and they retire to an unofficial "range" that is the informal repository of various household odds-and-ends, bottles, cans, and major appliances well past their expiration date.

One of the gentlemen on this little outing and expedition of male bonding has been given the unpleasant task of babysitting the "little woman's" yappy little lap dog throughout this manly endeavor.

"Plink, plink, plink, yap, yap, yap."

It's enough to drive a man to drink.

Even when there's no plinking (exploring bore sizes between 3/8 and 1/2 inch), the yapping never stops. Strangely, while resting (read in Palinesque prose: re-loading) the yapping little dog

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behind them seems somehow to be now yapping overhead.

Hmm.

Golden Eagles are as thick as chickens out there--except for their strong talons and giant wingspans--they are everywhere. Our hearty afternoon warriors look up just in time to hear the "scrunch" sound of a golden eagle as it dispatches poor little "Skippy" and flies off overhead.

"How you gonna explain that to 'the little woman?'" one asks.

"Nature is a beautiful and powerful thing."

Look up once in a while.

2011 Channel Islands Dive Trip
Saturday, Monday and Tuesday
August 14 - 15 - 16

Only 7 Spots Left!



The tradition continues, we have half of the Peace for 2011

We do this every year and as always we'll (conditions permitting) go to the southern Channel Islands. Half the boat equates to fourteen spots. The price per spot is \$400. This gets you a single bunk (if you are on your own), or one half of a double bunk (if you have your significant other with you). The bunks are spartan, but we're not there for the accommodations. We are there for the incredible diving, the great food and the even greater times topside. The key to any live-aboard charter is the attitude of the crew and skipper/owner. Eric Bowman and his crew are the best! They always try to put us on the best spots and always try to fulfill our requests.

- **Cost per spot is still \$400** - For those of you who don't get out much that is a bargain.
- **To secure your spot**, send a \$100 deposit (per spot) to our treasurer - Pierre Hurter, 515 Diamond Street, SF, CA 94114. First come, first served, check in hand, secures your spot.
- **The Peace leaves the dock at 10PM on Saturday, August 13th** - First dive is Sunday morning.
- Bring all of your dive gear, including one full tank. They can refill tanks with air or 32% Nitrox. Alternatively, you can rent your tank and have it delivered to the boat.
- **Unlimited Nitrox fills cost \$75**. If you want Nitrox, bring your Nitrox Certification card and a separate check for \$75.
- Wine, beer, etc. may be brought onboard, but remember your 1st drink marks your last dive of the day.
- For additional information, directions to the boat, or to rent gear, etc. check out the Peace website ... www.peaceboat.com.

For any other questions, contact Jim Vallario at 415-566-0784 or 415-819-1159 (cell).



SINCE JANUARY 1ST 1973

ABOUT SAN FRANCISCO REEF DIVERS (SFRD):

The *Reef Diver Times* is the official newsletter of the San Francisco Reef Divers, a not for profit community organization dedicated to safe sport diving and the preservation of our ocean resources. Membership is \$25 annually, dues payable to "SFRD". The General Meeting is held the 3rd Wednesday of the month. Location is announced one week prior to the meeting. Please check our yahoo site for details <http://groups.yahoo.com/group/sfreefdivers/> We meet at 7:00pm for socializing, drinks, food and club business. For more information, visit <http://www.sfreefdivers.org/>.

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