

Great Lakes Deep Wreck Diving Etiquette

"Fighting On the Lakes"

I was diving recently with friends at Manitowoc and shortly after leaving the harbor I received a text from a diver in Mke who said "two dive charters fighting it out", and he thought I was involved. I quickly replied letting him know that I choose to not operate a dive charter as my boat is private and I only take out friends and students who can split gas expenses but I do not charter. But I had no idea what he was talking about in regards to fighting as I did see one unnamed dive charter boat in the marina, but we headed south as they headed north? As the story goes this charter is infamous for fighting with other divers in the community and they did cause another incident fighting? Along with stories of assaulting people, it is sad and pathetic that a dive charter cannot act like an adult and get along with the small community of divers in Great Lakes. This is certainly not the A'hole East coast, beat my chest and degrade divers, no this is Midwest where people behave like civil adults. Sadly yes I have met a couple of A'holes in this community, and it is always linked to Ego and Shipwrecks. There are a lifetime of quality shipwrecks to dive in the Great Lakes that I wish I only had the time to scratch the surface of the already known sites. Fortunately there are a few dive charter operators that are responsible, show integrity and cooperate with other dive charters. Face it as the Great Lakes are an incredibly challenging environments, and the help that one dive charter can offer the next can be as simple as cooperating on mooring shipwrecks, helping a diver find an open spot when a diver drops out, or last minute wants to dive. There is so much to win from dive charters working together and so much is lost to braggers and A'holes who fight. Please support the dive charters who are honest, caring people who do not fight as these people deserve your business.

This article is about wreck diving in the Great Lakes and the etiquette or relationship between the diver and the charter operator. It is not an article for someone who is seeking a PADI wreck diver specialty. Not to be offensive as everyone starts somewhere, but this article is to raise subjects about technical shipwreck diving. The difference between the two can be summed up with a simple example of a PADI wreck divers goes on a dive charter, pulls up to a moored shipwreck, the boat ties up securely and the instructor leads a diver on an artificial wreck site in 100 foot depth, with 100 foot of visibility. A technical diver is diving on a shipwreck that the captain or crew put in an inconvenient location that is not only deep, but frequently has strong currents and possibly poor visibility. We cant really fault the captain for sinking in treacherous waters as he, and most of the crew paid with their lives. But a key factor in the difference is that there is no permanent mooring on the wreck to tie a boat, or guide the divers on descent to reach the wreck. This article is then about the Tech divers responsibilities and those of the charter captain that has brought them to the dive site.

Having grown up in the Great Lakes region, I am most familiar with this style of wreck diving. However I have also been fortunate to travel to the five corners of the globe and visit some fantastic wreck sites. From Great Lakes; Superior, Michigan, Huron, St. Lawrence Seaway, to Truk Lagoon in the South Pacific to Pacific North West Passage of British Columbia, and from Florida Keys up the Atlantic seaboard, to Plymouth England, and Stromness at Scappa Flow Scotland. Am I saying that I am an expert? No I am not but I am an avid diver who loves to dive shipwrecks around the world, and especially in my backyard of the Great Lakes.

In my years of teaching open circuit scuba I did have my share of PADI wreck diver students and there is absolutely nothing wrong with entering into the world of shipwrecks by way of a specialty course. When I moved into teaching technical diving, it opened up a whole new tier of shipwrecks that very few people were able to see. And when I entered into teaching rebreathers it opened an even greater level of pristine or undisturbed wrecks that very, very, very few divers would ever see. The evolution of rebreathers caused a revolution in the mindset of divers that were formerly prohibited from diving these deep wrecks due to physical condition, or lack of ability to carry more than 4 or 6 gas cylinders. The allure of seeing rare artifacts, coupled with the satisfaction or ego of doing these dives was now unstoppable. As in nature when you have a seemingly positive you will have an opposite negative and this is the case with rebreathers and deep wreck diving. On one hand you have an entire new segment of divers who are able to do breathtaking dives to see the shiny things like ships wheel, bell, compass binnacle, to more simple items like china in the ships galley. Well who am I to say no to a diver who wants to enjoy the best of any dive sites? And as a complete twist of irony the crusty old wreck divers were rejuvenated by the new technology that allowed them to climb a boat ladder in 3-5 ft seas. The benefit here is that this is the group of divers who are actively hunting, and with the new dose of "diving viagra" renewed the hunt for deeper and deeper wrecks.

So as a double edge sword we permitted divers of minimal competence to see things that were formerly unobtainable, and on the other side we created a new group of divers who lack the basic necessities of how to get to these wrecks. The old deep wreck diver understands that you don't simply pull up to an X on the water where you will find a Coast Guard buoy and a nice mooring line to reach the wreck. No, the old crusty diver is the ones who put the first moorings on the deep wrecks. They learned through necessity on how to work in deep, cold, dark water to install a proper mooring for subsequent visits.

As previously mentioned, the captain or crew of the sinking ships had no consideration for the location that these wrecks would sink. This tends to be locations that you would consider treacherous waters, shallow reef with steep drop offs, wicked currents, cold dark waters... The dive charter operator is then bold and adventurous to travel to these far off shore locations, or to navigate through myriad reefs and or channels of swift moving waters. It has been my experience in past to observe how the charter operator and customers react and with this blog explain what is proper etiquette for shipwreck diving. Let me compare two popular shipwrecks in Lake Michigan that are frequented by on one hand recreational divers and on the second hand by technical divers only. The first wreck site is the Milwaukee Car Ferry which lies only a few miles off shore in 140' of freshwater, and a short distance from the safe harbor or Milwaukee public marina.

The second is the C. Bradley which is situated about 25 miles from the shore of Manistique, Michigan a sleepy town that has a few hotels, grocery, and very little else? The Bradley sits in approximately 350 - 370 feet of cold and dark waters. On the one hand the Milwaukee Car Ferry will always have 2-3 good moorings that a dive boat can count on to be there, and on the other hand the Bradley wreck is only moored if the divers who are wishing to go there are willing to do the work of attaching a mooring line. The trouble with etiquette occurs when you have pseudo tech divers who are used to pulling up to the Mke Car Ferry with reliable moorings, and then they book a dive on any deep technical wreck where they assume they will pull up to the spot marked X on the map and find a mooring line floating on the surface.

So what are the methods used to reach these deep shipwrecks? I will describe a few techniques that I have used around the world, then focus on methods used in Great Lakes.

In **Truk Lagoon (Chuuk)** the island is not what some people would describe as "Third" world, not in my mind as I would say they are struggling to achieve 4th or 5th world status. Basically they are about as backwards as you can get and still live on the same planet that we live on. Ironically the dive guides who are generational where the job is passed down from father to son, have incredible skills of location and hooking shipwrecks in the middle of the lagoon with no modern navigational aids. In fact there are accounts in WWII where Chuuk islanders were employed by the US Navy to guide the large battleships through uncharted reefs. They believed that these reef charts were somehow implanted in the minds of the islanders for thousands of years. I will not be so mysterious about this skill, but I can say I have witnessed a dive guide in front looking at shorelines miles apart, and by flicking a finger this way to the guy running the outboard skiff was able to triangulate a wreck in pouring rain to absolute precision? We are on the Bridge of the "Aikoku Maru" that sits in about 210 feet to bottom. Well I'll be damned but the dive guide threw the grapple hook and we descended down about 150 feet below the surface to land right on the bridge? After decades of operating boats in the Great Lakes with all manner of modern electronics, I have a 30/70 chance of hitting a wreck with that accuracy. The key point here is that the wreck which sits in 210 feet of water was hooked via a grapple and line to surface. The divemaster who guides the dives will check the grapple location to ensure it is solid hold. There are very little current inside the lagoon, primarily tidal change.

In **Scappa Flow (Scotland)** the wrecks are a heritage site where the narrow channels have a strong current, and bottom will vary from 100 fsw to 200 fsw. All of the wrecks that I dived were on a mooring line that had a large scope to allow for the tremendous change in water that flows in and out of the archipelago. The only wreck we dropped anchor at was a submarine that was basically scrap metal as it was blown to bits in a rather funny story that I will not elaborate on here, but suggest you read later. The charter boats would then bring divers very close to a mooring line, with caution as the captain did not want to run over the line laying on the surface. It was the divers responsibility to jump when told and swim directly to the floating line and descend as soon as possible following the line to the wreck. The water is cold, dark, limited visibility and light penetration so it is considered an advanced diving site even though most of the wrecks are in relatively shallow water. Key point here is that the wrecks were all permanently moored.

PNW from Seattle to Vancouver British Columbia. This is an extremely high tidal flow area, and an extremely busy shipping and boating traffic area. The water is cold, relatively good visibility, but limited light on deeper wrecks. These wrecks are typically hooked by the captain/ crew and divers would be responsible for descending to wreck where they inspect the mooring hook and use this location as marker for return. There are several artificial wreck sites or former navy vessels that were purposely scuttled for divers to enjoy. These wrecks were permanently moored and the divers responsibility was to inspect the mooring anchor site to ensure the line was sound, then use this location as return marker to ascend. This type of wreck site is maintained by a group of charter operators. Wrecks

like the Admiral Sampson that lies in 320 feet of very dark water that is in an incredible tide flow area, as well as being in the middle of the shipping lane. This wreck is hooked with a shot line, and surface float only during the dive then removed. The first diver down must inspect the grapple hook to ensure it is secure, and when departing the divers must un-hook and ensure that the grapple will not re-hook as they are swept away with the current. This type of dive is not a regular dive charter, but often private group of advanced divers where everyone share the responsibility.

Pompano Beach Florida is a great wreck divers heaven where you may go north or south and about every one mile you will find a wreck of either natural disaster and or scuttled by sports fishing community as artificial reefs. This area is extremely active with currents that can shift depending on depths. The deep wrecks are primarily reached by a Technical Dive Charter boat of a single captain who has knowledge of currents and how to hook a shipwreck. The captain would throw a heavy grapple with hundreds of feet of line and at the end would be one large or possibly several large float buoys. These small charters are almost always one single captain, and maybe a crew person who volunteers in exchange for free trips later. The divers are expected to be able to dive in swift current, and be responsible for verifying the hook is properly set on the wreck. The captain will bring his boat upstream and have the divers jump and swim quickly to the buoy where they must drop rapidly or get blown off the wreck. If they miss, the captain may just let them float until the rest of the divers are down the line before he picks them up for another chance at jumping in and reaching the float. The boat does not attach to the line but circles at a distance to watch the float. If you are first divers down the line, it is likely that you will be first to depart the wreck. In this case you will ascend off the wreck and shoot an SMB that the captain will watch and by experience know where to pick you up miles away after you complete your deco. If you are the last team to exits the wreck, it is their responsibility to wrestle with the grapple and un-hook it from the wreck. This requires some skill, muscle and brain as you need to have your dive buddies already on the line before you release. You will find that the instant release will cause the grapple to shoot up 20 to 30 feet, whereupon the diver will need to wrap the grapple hook high up on the line so it does not re-hook on the next wreck laying along the drift path. The captain will count the SMB, and watch the divers drift for miles before he picks them up with the last team typically using the float ball as the SMB. And I have done wrecks where even the best of the technical dive charters is not able to hook the wreck, so I have volunteered to "hot drop" with the heavy grapple which is a rocketing descent to 200+ and once you are on the bottom you scan the bottom for fish. As you watch where the fish are swimming, this is the artificial reef that they live on. Swim toward the fish until you see the looming shadow of the wreck. It takes a lot of effort once you hit the wreck as you have to pick a spot where you can release it without entangling in the upper masts or structure. This type of diving is done by divers in the community who know each other, or have enough respect for each other to work together to ensure the wreck is hooked and released.

This is a stark contrast to diving in the **Florida Keys** where there are similar off shore deep wrecks, but I am speaking of the recreational depth wrecks that are intentional sinking for artificial reefs. These wrecks are served by a number of dive charters and the permanent moorings are maintained by either shops or as part of a marine sanctuary. This type of wreck is where divers have a permanent mooring where the boat ties up and the only effort the divers must make is to jump off the stern of the dive boat and with effort swim to the bow where the mooring is tied in. The key point is here that it is a permanent mooring where a captain with possibly one crew are there to attach the mooring line to the boat and help divers in /out of water. Depending on the experience level, they may pick up divers who got lost on the wreck and had to make emergency ascents, as well as divers who let go of a trailing line and drift away from the boat.

Empress of Ireland, Rimouski Quebec Ca. This wreck that sits in 165 feet of cold, dark water, limited visibility in an extremely high current due to the St. Lawrence Seaway and the tidal flow. Although it is relatively shallow, it is for only the experienced wreck divers due to current, and limited visibility. To dive this wreck you will likely charter only one or two sanctioned dive charter boats. The planning of the dives is critical to monitor lunar tide schedule as well as wind, weather. The charter will likely have a French speaking captain who hates Americans, and likely a chubby little elf of a crew person who is slightly more tolerant of non-French speaking persons who may be inclined to tip. He will assist divers in and out of gear on the dive ladder. The key here is that the wreck site, even in an extreme tidal area is moored with a proper shipping or Coast Guard recognized buoy and the mooring is maintained by charter operators.

Lake Superior General open water from Duluth to Apostle Islands, and North Shore. The wrecks in Lake Superior are almost exclusively moored with permanent mooring lines that have been donated by active technical divers, and in rare cases by a dive charter. There are rare cases where currents are present, but most likely it is extreme weather changes that affect divers most. Lake Superior is the coldest of the Great Lakes, with the lowest average visibility due to the plankton or marine growth, and particulate that is suspended in the water. There are almost no quagga / zebra mussels in Lake Superior aside from harbors and isolated sites. The deeper wrecks 200 - 400 are often very dark with limited visibility. Lake Superior has a tide called a seiche that is due to barometric pressure changes and wind. It can cause strange longshore currents around Isle Royale and expose submerged rocks. Moorings often consist of a short section of chain attached to secure area on wreck, with buoyant poly line that is held up by a float jug (5 gallon or Sofnolime keg) that is submerged by about 20 depth, and a tag line for a boat to tie up. With very little marine growth, a submerged float jug may maintain integrity for years. It is typically harsh weather and extreme beating that a float jug receives from wave action that causes them to fail. When diving deep technical wrecks that are maintained by a very small community of tech divers, you will find that only a small minority of the technical wreck divers will assist with mooring line maintenance. I have taught GL wrecks divers for decades and with mentoring method of post class training, it is the method to train future divers to maintain moorings lines.

For without a permanent mooring, the wrecks are very difficult to locate with a less intrusive "shot line" verse a more aggressive "grapple hook". The wrecks in Great Lakes can have incredible detail and integrity being in cold fresh water that preserves wrecks for hundreds of years. A grapple which is a very secure method of temporary hooking, can cause considerable damage. Unfortunately a simple Shot Line would be impractical as the diver being able to hit the wreck with precision in 200 - 300 feet of water is great challenge.

Lake Superior Whitefish Bay - this is a wreck divers heaven with wrecks in the 150 - 400 ft range of all manner from sailing schooners, wooden steamships, to iron and steel bulk freighters. The lack of invasive mussels results in shipwrecks that have been submerged for over 150 years will still have paint on engines, or hull and items like galley dishes are strewn about on the lake floor without being covered by the mussels. The water is dark with a lot of turbidity, limited light and limited visibility. These wrecks have been historically moored only by a very small number of dive charters. It is an extremely remote area of Upper Michigan where dive charters face many challenges including an extremely short dive season, as well as very active shipping lane that funnels all the commercial bulk freighters to pass nearby. This is not a contusive location to leave permanent moorings as the combination of thick winter ice and more challenging large ship traffic result in severed moorings. The bulk freighters go much deeper than the 20' depth that a jug is located to avoid small boat traffic. If you suspend a subsurface jug deeper than 20 foot depth, then it is almost impossible for a small charter boat to see the sub jug in attempts to attach a tag line to the boat.

Lake Superior Isle Royale National Park is a gem for not only the incredible scenic beauty of this remote archipelago of islands, but the very intact shipwrecks that dot the islands shoals and plunging drop offs. The island is closer to Canadian shore than Minnesota or Upper Peninsula of Michigan and was only taken in odd boarder agreement. The Island has vast history from early indigenous people who mined the island for copper, to the recent history of commercial fisherman in 1900's to present day where the park was taken over and dedicated as a National Park. As a National Park the shipwrecks in 80 - 150 feet of depth will have an approved navigational buoy to mark the wreck site as a hazard to boaters, but more importantly an aid for dive charter boats to moor the boat to the heavy lines. There are two deeper wrecks that go beyond the park service divers ability, not due to training, but due to budget constraints that do not allow the park ranges to purchase trimix mixtures for deeper diving. In this case the park service has assisted the local dive charter operator with government paid lines, chains, buoys. I have done mooring line work on deep wrecks like Congdon stern to the Kamloops. The simple reason is that if I wish to dive these wrecks with my buddies, then someone has to take the responsibility of mooring the wreck sites. To date I am not aware of the Nat Park Service providing any mooring equipment for the Kamloops.

Lake Michigan has shoreline on three states from Illinois in the south, to Wisconsin and the state of Michigan. The lake is shallower overall as compared with Lk Superior, with vast areas of sandy shoal that provide warm surface water to circulate. It has plenty of deep wrecks and the bottom waters are almost as cold as Lk Superior. This is one of the factors that has allowed the invasive mussels to coat the entire lake bed and all wrecks with a layer of quagga or zebra mussels. If there is any benefit it could be that the visibility of the water has changed from 5-10 ft to today with visibility sometimes exceeding 100 ft. The downside is that much of the very intricate details of the wooden schooners is covered by layers of the mussels. Lake Michigan has greater tidal, and thermal currents than does lake Superior. Some shorelines can greatly influence currents such as a wreck called Pringle in 300 ffw to locate with drop lines. The deeper wrecks may be in open waters with clear bottom water and good ambient light, or they may be located in deep trenches where silt and plankton obscure the light. There are a handful of recreational wrecks that are moored with assistance of state historical groups that furnish local dive charters with proper coast guard approved buoys as well as poly line and chains. The dive charters who frequent these wrecks will often devise their own method of attachment, or line management. The deeper wrecks are less frequently visited and are only moored by either the divers who first located them, or an active dive charter. For wrecks in the 150 - 200 ft depths, a shot line with a heavy weight may be employed to get divers on the wreck with least amount of damage. For wrecks in the 200 - 400 ft depths, the chances of hitting a target. Since the deeper wrecks in Lake Michigan have the least amount of poaching by divers, there is a much greater chance of seeing shiny things that attract divers. There are 2 - 3 active Technical dive charters in the Lake Michigan/Huron area that do most all of the moorings for deeper wrecks. While it is not publicly advertised, the reality is that when a wreck needs a permanent mooring installed, that the wreck is grappled by hook to secure a mooring. Great caution is employed as nobody want to be know as the boat that tore the spot light or ships wheel of the "wreck". Once a mooring is installed it will have a limited life due to mussel growth, slime that attaches to everything including the line and sub surface float jug, as well as being run over by boats or fishing gear. The mussels can become so heavy that they drag a very buoyant jug down to depths. Once a 200-300 foot length of line becomes so negatively buoyant and sinks, it can become a terrible mess on a shipwreck by entangling itself in rigging, structures, as well as laying on bottom. Sometimes the mooring can be rescued by attaching an SMB to jug end and replacing the sub float jug. None of this is easy or free and certainly not free of dangers of working at depth.

Lake Huron/ Lake Ontario These two bodies of water are very similar to lake Michigan and typically you will see that the lake depths will decrease from Superior - Michigan - Huron - Ontario - Erie . The similarities in dive charters, and wreck mooring is very similar and may often employ the same technical dive charter as it is a very limited market.

Lake Huron - Presque Isle This is a location that has received a lot of national and international recognition in recent years due to the incredible wooden schooners that may sit upright with standing mast with crows nests still in place. It is truly a national treasure in Great Lakes shipping history. This area is protected by NOAA and they have only recently certified their uw archeologist in deep technical diving. As a result all of the wrecks in 200 - 300 ffw have only been moored and maintained by the diving community. It was dissapointing to be diving a wreck like the Typo (an incredibly beautiful schooner) when the wreck mooring line was rubbing against the forward mast crows nest. It puts strain and damages the mast as well as the mooring line eventually broke and left the divers to free ascend and shoot smb's to mark their location on deco. My phone messages to the director of NOAA Alpena was a plea to ask for a better mooring for all of the wooden schooners as they cannot withstand the pressure of divers using moorings attached to the actual wreck. I had volunteered my services if they would either use NOAA boats or commercial boats with a donated mooring block. Since Alpena is in close proximity to mining communities, and mines always has large chunks of iron, or machinery parts that could be used as weight blocks. No reply at all.....

General etiquette for Great Lakes deep technical wrecks includes but is not limited to the bullets below

- Dive Charters are very small owner - operators that are avid wreck divers themselves. The job is a labor of love and not a primary financial reward. They are lucky to cover costs and break even, as the season is just too short, and the number of divers are not present to make it a viable full time job. It is hard work, long hours away from home and you are at constant battle with wind and waves. These charters are typically 6 pack with a captain and no crew. If you dream of making a living on running tech dive charters, then I have some shipwreck coordinates for sale.
- Mooring Lines are typically a short length of chain attached to a long length of polypropylene or buoyant line with a sub surface float (white softlime jugs work best) and a thinner length of tag line. Line thickness can vary from shady 1/4 to 1/2 , 5/8 and sometimes 3/4 thickness. Tag line is often 1/2 as it is considered sacrificial since it may lie on the surface with a small float. Recreational fishermen are often running over lines, hooking them in their gear, or maliciously cutting them off.
- Mooring lines are not sanctioned or allowed by local jurisdictions, Coast Guard or other governing bodies such as historical societies. These lines are put on by divers taking risks and liabilities to enhance their enjoyment. They need to be put on discretely and with consideration for all boaters who share these waters.
- Mooring shipwrecks in waters deeper than 200 feet are very challenging due to drift, current wind, waves, etc. The deeper the wreck, the greater the challenge of mooring.
- Shot lines or hot drops with a diver on an anchor only tend to work in waters with visibility that allows the diver to see the wreck at or near the bottom.

- Out of Pocket Expense for mooring lines is done by the very few dive charters, or active groups of tech divers who frequent deep wrecks. I can speak for the dive charters as I know some of them well and the amount of money they spend on annual mooring line replacement is hundreds of dollars. Consider that a 200' - 300' shipwreck will require line, chain, shackles and boat fuel to drive out to site and this easily equates to \$200 per mooring line. The equipment is out of pocket, and typically the mooring is installed by a volunteer diver.
- What I have done for divers over the past twenty years is to provide mentoring after their basic training, and that includes showing them how to dive the deeper shipwrecks. Its not a class, it is a real world experience of "if you want to dive these deep wrecks, then you need to participate in the work". The divers who go on a charter should expect to pay for a full price charter, where the captain is only the bus driver to take them from shore to a wreck site and back to shore. How the diver gets in the water, and how successful their dive is all due to the boats group of divers who will pitch in and do their parts of everything from being first diver down to verify that the mooring is secure, to possibly being the diver responsible for setting a new line. The charter captain is not responsible for your safety in the water, only when you climb the ladder and sit on the bench does the captain have a responsibility to get you safely back to the dock
- In the Great Lakes we need mature divers who understand their role as a diver is also part of the role to maintain a mooring, and understand that dive charters responsibility is to get you to the wreck coordinates and not guarantee you a mooring line. And if you are not already helping set moorings on dive trips, then you need to grow a set of balls, or a bigger 'gina to do your part. It is not easy, it can be dangerous, and if you can do any small part of donating a length of spare chain, shakles, quick links, poly line or simply save your used "white" Sofnolime kegs for sub floats, do your part.
- Our Mantra for Great Lakes Wrecks Divers is ***"If you want to go see cool shite that is only found on deep shipwrecks, then you have to have the skills and ability to put a deep mooring in place"*** if not, then you belong on the PADI dive charter to earn your shipwreck divers card.

Last word(s) about shipwrecks and especially new discoveries is that there are egos and this is a dangerous thing to have in any sport, no less deep wreck diving. I personally have no time for the blowhards who boast about wreck accomplishments, rather I am the guy who is helping the new diver understand how to complete these dives. If you hear of divers hiding shipwreck numbers, these are of either of two classes; first is the rightful owner of the wreck numbers as they are the people who found them, who did the research and long hours hunting for the site and then there is the weasel class of "I have a number that you do not have" . The weasels are the ones who get numbers via politics or perhaps a university side scan team finds a wreck and passes the numbers on. But these people are the worst of the selfish arse holes in diving.

And there is one piece of advice that I can give you from experience is that if you ever are asked to be part of a first team of divers to visit a newly discovered wreck site, then run like hell away as you will encounter back stabbing, lying, ego maniacs who want to be first. Just say Phuk it and wait till the blood runs away and once a mooring has been installed, then go out and enjoy the wreck without the drama.

I hope you all will have a fun, adventurous season of shipwreck diving and please learn the techniques that are necessary to dive the deeper wrecks, and do your part.

Safe Diving,

Gib