

AQUANEWS

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Even Tourists Get Involved in Latest Bonaire Clean up

On Saturday, July 14, 2007, an enthusiastic group of 46 persons consisting of divers, snorkelers, and shore support met at the Dive Friends Bonaire Yellow Submarine location to clean the house-reef.

An unusual component of this group is that nearly half was made up of visiting tourists, which is a much higher percentage than normal. The visitors melded with the “locals” into one great group, which then split into two groups to scour the underwater terrain and shoreline going either north or south of the Yellow Submarine facility.

In a comprehensive briefing by Susan Davis of NetTech, the divers were informed of the requirements of the Bonaire National Marine Park in that no gloves are allowed during cleanups. Additionally, they were advised to act as their own police—not to get too caught up in bringing up every piece of trash from the bottom—if the trash had become colonized by corals, hydroids, or other organisms, the cleaners were expected to leave the trash in place. Only new trash without any sort of marine encrustation or animal inhabitation was to be fully checked, and only then brought to the surface. Shore duty and Critter Control was ably handled by Bonaire’s own REEF expert, Linda Ridley, who demonstrated to others working shore support how to responsibly check the trash once it had been brought up: The trash had to be immediately checked to be sure no marine animals had been inadvertently included, and in which case when animals were found, they were immediately returned to the ocean.

Another important factor of shore duty is to sort the trash, count it, and then dispose of it all in a safe manner. Although it had been only six months since this area was last cleaned, it did yield a surprising amount of

new trash which could be removed. Some of this trash included bags, bottles, rope, fishing net, strapping bands, cups, fast-food containers and other packaging pieces, over 70 pieces of glass, including some fiberglass, nearly 80 metal pieces, 16 pieces of rubber, and 33 pieces of paper and paper products.

Some of the more unusual trash included four batteries, a pair of sunglasses, 3 cans of paint, and 35 pieces of clothing!

After the dive, all participants and their families were welcomed back for a Pot Luck BBQ—Dive Friends Bonaire and NetTech, the sponsors of the quarterly Bonaire cleanups, provided drinks and main courses, while participants supplied side dishes. Images from this cleanup are available online at the Bonaire Insider Photo Gallery at http://www.bonaireinsider.com/index.php/gallery_bonaire/category/C33/.

The next cleanup dive organized by Dive Friends Bonaire and NetTech will take place on Saturday, September 15, and will be conducted in coordination with World Cleanup Day and Bonaire’s Love Our Planet Week. Members from CORAL and the North American office of the Tourist Board will be on-hand to add their assistance. All those on Bonaire at that time are welcome to join in. Meet at Dive Friend’s Yellow Submarine facility at 1:00 PM.

Dive Friends Bonaire is one of Bonaire’s premier diving facilities with convenient locations in Kralendijk, at Hamlet Bonaire, and at Port Bonaire. For additional information on the quarterly cleanups, visit http://www.dive-friends-bonaire.com/clean_up_dives.html.

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AQUANEWS

THE OFFICIAL PUBLICATION
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TO CHANGE MAILING
ADDRESS, PHONE NUMBER
OR E-MAIL, PLEASE NOTIFY:
INFO@ROCKLANDAQUANAUTS.ORG

Everyone. We have a meeting scheduled for this Tuesday, August 14th at 7PM. We will be meeting at a new location:

The Sunbridge College (<http://www.sunbridge.edu>) in Chestnut Ridge, New York. We'll meet in a room at the Sunbridge College Administration Office Building.

BY CAR, FROM THE SOUTH

Take the Garden State Parkway north to Exit 172 (Grand Avenue). Turn left at the bottom of the ramp, go under the overpass and turn right at the stoplight onto Chestnut Ridge Road (Route 45). Continue/or about two miles, through two traffic lights, the New York State border and a third traffic light. Just past the first sign for Green Meadow Waldorf School on your left, turn left onto Hungry Hollow Road (the Hungry Hollow Co-op will be on the far corner).

BY CAR, FROM THE NORTH OR EAST

Take the New York State Thruway (Route 87) to Exit 14A (Garden State Parkway). Take the first exit (Red Schoolhouse Road, also identified as Last Exit in New York), turn right at the stop sign and go to the stoplight at Chestnut Ridge Road (Route 45). Turn left, and then take the first right turn onto Hungry Hollow Road. (The Hungry Hollow Co-op and Green Meadow Waldorf School are on the north and south corners of Hungry Hollow Road.)

AS YOU GO DOWN HUNGRY HOLLOW ROAD:

The second driveway on your left is the entrance to the Green Meadow Waldorf School's Nursery/Kindergarten parking lot. Just past the bottom of the hill on your left is the parking lot/or short-term visitors to the Main House which houses Sunbridge's Offices, Dining Room and Teacher Training Room and Brookside Building. Orchard Lane, the first actual street on your left, is the entrance For Holder House (the student dormitory) and student parking. 100 yards further on your right, opposite the entrance to the Fellowship Community, is the entrance of the Threefold Auditorium, which also houses both the Sunbridge College Library and the Bookstore.

Guest Speaker: Steve McLuckie

Born in Huntington, on Long Island, Steve McLuckie did his first dive when he was 10 or 12, in Grand Cayman with Bob Soto's back when it was really Bob Soto running things. He took his first UW photos with a lousy rental in 1978, but didn't get officially certified for SCUBA until the summer of 1996, in preparation for his 3rd trip to Grand Cayman. His first real UW photos were with a borrowed Nikonos in 2000. Now he's using a digital camera with an Ike housing, and his presentation will be on photos from Roatan from a recent stay at CocoView Resort with Melissa Bogen and Les Parker. Right now kayaking is probably his favorite.

Rockland Aquanauts Organization Inc.
Mission Statement:

To provide, promote, and advance environmental protection, care, and voluntary clean-up of waterways by any and all lawful means; to promote the importance and care in every manner possible by environmental awareness and otherwise; to purchase, print, publish, and circulate literature to promote the importance and care of the waterways and the work of the Corporation. To perform all acts the Corporation may deem appropriate or advisable in such operation; to establish, provide, and voluntary clean-up waterways, to encourage, support and subsidize the cleaning and protection from pollution.

The Bermuda Triangle

By BERNIE ALEXANDER
AskMen.com

The popular boundaries of the Devil's Triangle (aka the Bermuda Triangle) extend from Bermuda to Miami to Puerto Rico. We have all heard of the region, but it isn't recognized by any geographical organization. It's an imaginary zone where eerie and possibly paranormal happenings occur. Despite numerous theories that claim to answer several alluding questions, the fact remains that an abundance of boats and planes have entered the triangle and have never been heard from again.

Though there are countless mysteries that have been speculatively answered -- such as the Teignmouth Electron, the USS Cyclops, the Spray, Star Tiger and Star Ariel, and the Connemara IV -- and could be discussed further, I'll simply focus on Flight 19. Why Flight 19? Frankly, I find it to be the most compelling Bermuda Triangle story.

The Disappearance of Flight 19

On December 5, 1945, five TBM Avenger torpedo bombers designated as Flight 19 took off to perform training exercises over the Atlantic. The pilots were to practice bombing submarines near the Bahamas. All the men, except training instructor Lt. Charles Carroll Taylor with 2,500 hours of experience flying aircrafts similar to the Avenger, had fewer than 300 hours of flight time. Nonetheless, they were confident and felt safe in the single-engine TBM Avenger given its proven record against Axis powers.

At 2:10 p.m. the entire squadron of TBM Avengers left the base at Fort Lauderdale and began their diving runs on the aptly named exercise, "Navigation Problem 1." It was reported that the group's first bombing run was successful, but troubles began when they made their turn to begin the second leg of the mission.

Lieutenant Robert F. Cox was an instructor pilot who was flying by the Florida coast when he heard what sounded like a distress signal from a boat or aircraft at around 3:00 p.m. The boys were on the airwaves indicating that they were lost and that their compasses were malfunctioning. Attempts to redirect the planes to base failed and communication was lost until a faint message was heard shortly after 5:00 p.m. The only discernible part of the message was the repeating of the call letters, FT. No further communications were made; Flight 19 disappeared forever.

The Navy launched several aircraft to locate the missing Avengers and at around 7:30 p.m., Training 32 and Training 49 took off. The Training aircraft were PBM-5 Martin Mariner seaplanes -- nicknamed "the flying gas tank" because of fuel leaks. Training 49 made a final standard radio report, but by 7:50 p.m. a tanker reported that it had seen a mid-air explosion and 120-foot flames burning on the surface of the sea for a 10-minute period. No survivors were found and the plane was never recovered.

That clear and calm day, the Bermuda Triangle claimed more victims: 27 men and six aircrafts were lost in an event that the Navy still cannot explain.

Bermuda Triangle Theories

What could be the secret of the Bermuda Triangle? Giant octopi have been cited as being monsters that reach out and pull ships and aircrafts under the tide. Others believe that the triangle is home to the lost civilization of Atlantis and crafts are being swiped through its magical power ray.

Yet, there's another theory that is widely popular. This one focuses on UFOs that use a magnetic field to allow humans to travel to alien dimensions. The UFO theory was sponsored and popularized by Steven Spielberg's classic film 'Close Encounters of the Third Kind' (1977), in which the lost Avengers reappeared and the pilots of Flight 19 returned.

(Continued on page 4)

Bermuda Triangle

(continued from page 3)

Scientific Theories

It's more intriguing and fun to believe in myths and legends rather than the scientific data used to support theories. One such scientific theory, however, states that the Bermuda Triangle, at the 80th meridian, is one of two spots on the planet where compass variation is unnecessary. At this agonic line, where actual north and magnetic north are aligned, sailors must compensate.

The Bermuda Triangle's region is also host to high magnetic activity, which could perhaps cause compasses to go wild. Meso-meteorological storms also share the blame. These weather systems are composed of thunderstorms, miniature cyclones and tornadoes, and they can appear without warning as they follow abnormal weather patterns.

Another explanation for craft disappearances is that methane is often released from the planet's core. Methane gas that is released in the water diminishes the water's density and is said to cause a vessel to sink or capsize in an instant. This is what some believe happened to the USS Cyclops in March 1918. The ship was reported to have an eccentric captain at its helm, a man who would apparently pace along the quarterdeck in his underwear. It was the event involving the USS Cyclops that allegedly inspired Paul Gallico to write *The Poseidon Adventure*.

It is widely believed that most boats or crafts that disappeared suffered from human error. Even the men of Flight 19 could have made mistakes; had they known about the peculiar environment in this area, they probably could have saved themselves.

The fact is that the area covered by the Bermuda Triangle is one of the most frequented spots for pleasure boating in the world. Given the area's popularity, people want to know if they are in any danger should they choose to vacation there. Could you be the next victim? The term is likely searched as a precautionary measure.

And let's not discard the media frenzy regarding the matter. A week doesn't go by without one documentary or another popping up on cable somewhere, be it TLC, the Discovery Channel or the History Channel.

The first media mention of the mystical phenomenon dates back to October 1952, when George X. Sand wrote a short article entitled "Sea Mystery at Our Back Door" in *Fate* magazine. Later, a string of articles appeared in the '60s that elaborated on the subject. It was Vincent Gaddis who first mapped the area and gave us its famous name in his article "The Deadly Bermuda Triangle," in a 1964 issue of *Argosy* magazine.

Through the years, a dozen exploitative minor films have been released and as many books have been published. It seems that even if scientists have come up with reasonable explanations for the various disasters that have occurred, few people really want to accept them as fact. It's much more interesting to believe in unexplained mysteries and incidents, and to speculate about them. And so the myth of the Bermuda Triangle is here to stay.

Bermuda Triangle



Accepted Hessian Lake Dives 2007

Sunday June 3rd at 9am
Saturday July 7th at 9am
Sunday August 5th at 9am
Saturday September 8th at 10am
Sunday September 30th at 10am
Saturday October 13th at 10am
Sunday October 21st at 10am

Odyssey Marine Exploration issued the following press release today:
HMS Sussex Project Update

TAMPA, FL - Odyssey Marine Exploration, Inc. (Amex: OMR) a leader in the field of deep ocean shipwreck exploration, today announced that it is temporarily suspending operations at the shipwreck site believed to be HMS Sussex for 15 days in order to allow the Spanish Government time to review the archaeological methods and administrative issues relating to the project and to discuss protocols for the exploration and protection of Spanish shipwrecks that Odyssey finds in the area or elsewhere throughout the world.

While the crew aboard Odyssey's 251' deep-ocean archaeological platform Odyssey Explorer, is waiting to return to the site believed to be the Sussex, they have begun the archaeological excavation of another shipwreck site in the western Mediterranean recently located by the crew of RV Odyssey, the Company's 113' research vessel. Additional information on this shipwreck will be released at a future date.

In September, 2004 the Company received assurance from the Kingdom of Spain through the United States Department of State that the Spanish Government had "no desire or intention to prevent the salvage operation of the shipwreck believed to be HMS Sussex." Odyssey subsequently mobilized the Odyssey Explorer for operations on the Sussex project and has recently completed some of the preliminary pre-disturbance work at the site, calibration of acoustic equipment and testing of several newly installed archaeological excavation tools for the Sussex project.

Odyssey has maintained a policy of cooperating with governments that have interests in its projects, whether by ownership, heritage or geographical proximity. The Sussex site lies in a very busy shipping lane which is monitored by Spain's Tarifa control center for safety and traffic control purposes. One of the issues that recently surfaced has been another ship engaged in unauthorized shipwreck exploration activities in the area, as well as a different ship coincidentally called the RV Odyssey that has been engaged in unapproved activities in Spanish territorial waters. While neither of these ships have any association with Odyssey Marine Exploration, the unexpected confusion has prompted some unwarranted and inaccurate reports from the Spanish media, which Odyssey has sought to dispel through cooperation with the Spanish authorities.

"We'd obviously like to get to work as soon as possible on recovery operations on the Sussex", commented Greg Stemm, Odyssey's co-founder, after meetings in Madrid, "but Spain has indicated they have a real interest in learning more about the project, and want to see the archaeological methodologies we are employing. There has been no question that the shipwreck of the Sussex is the exclusive property of the United Kingdom, but with so many of their own shipwrecks scattered throughout the oceans of the world, it is not surprising that Spain has a profound interest in our activities here and that we would have an interest in working out a protocol for dealing with Spanish shipwrecks in the future."

Odyssey Marine Exploration is an American Stock Exchange Company (Ticker symbol: OMR) with several shipwreck projects in various stages of development throughout the world. Odyssey has an exclusive partnering agreement with the Government of the United Kingdom for the archaeological excavation of the shipwreck believed to be HMS Sussex. Additional information about Odyssey, its projects and equipment is available at www.shipwreck.net.

The Company believes the information set forth in this Press Release may include "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995, Section 27A of the Securities Act of 1933 and Section 21E of the Securities Act of 1934. Certain factors that could cause results to differ materially from those projected in the forward-looking statements are set forth in "Risk Factors," and "Business" in the Company's annual report on Form 10KSB for the year ended December 31, 2004, which has been filed with the Securities and Exchange Commission.

ANNUAL MEMBERSHIP FEES ARE DUE

Rockland Aquanauts Organization
2007 Dues

I guess it is that time of the year again, Membership Dues are due. Last year all our members received much more than they gave out to the Organization. As usual you will be receiving a tax donation for the first \$25.00. All members who attended the Annual Dinner not only received money off their own dinner but they also received money off their guests dinner. Everyone whom attended also received prizes, some worth many times the cost of their Dues. Don't forget the Annual Picnic as well as all the BBQ lunch's after the Lake Dives.

So please send in your \$42 dues early to;

Rockland Aquanauts Organization
c/o
Paul Galeazzi Jr.
4 Greensward Drive.
Valley Cottage New York 10989

Deadliest Sea Creatures

Box Jellyfish ("Boxes of Death")



David Doubilet, National Geographic / Getty Images

A box jellyfish reels a snagged prawn towards its mouth. The box jellyfish species *Chironex fleckeri* has a deadly sting. These jellies, also known as sea wasps, grow to the size of a basketball and live in waters near Australia and the Philippines. They have 60 tentacles up to 10 feet long, containing thousands of stinging cells, which activate after touching human skin. Their stings can kill a person within three minutes; there have been 63 recorded deaths since 1884.



**Rockland Aquanauts
Post Office Box 387
New City, NY
10956**

August 2007

Bonaire Cleanup, Bermuda Triangle, Odyssey Marine Exploration, Membership Dues Hessian Lake Schedule

****Next Meeting August 14th 2007****

**7:00pm at Sunbridge Community College
Administration Office Building.
Chestnut Ridge, NY**

Directions Inside