



2019

October Speaker Brent from Atlantis Resorts Philippines

Philippines Dive Trip in 2021

We have a whole group of divers who are planning to go to the Philippines in July of 2021. Brent is going to tell us all about the charms, scenes, adventures, accommodations and diving at the two resorts they will be staying and diving at.

The first resort, Puerto Galera, is well known for its numerous scuba diving spots; the area was designated a Man and Biosphere Reserve of UNESCO in 1973 and has some of the most diverse coral reef diving in Asia located at the very heart of the 'Coral Triangle'.

The second resort is on Dumaguete. On a long peaceful stretch of beach, lies the lush and luxurious Dumaguete Atlantis Dive Resort.

Surrounded by an amazing tropical garden with some of the rarest plants to be found in the Philippines, it is just a short trip to some of the most renowned dive sites in Asia – Apo Island, Siquijor, and of course the local Dauin Marine Sanctuaries.

There are also a wide array of non-diving activities available. There are not many places left in the world where you can have a whole beach to yourself. Kayaking, hiking, swimming and snorkeling add to the list of non-diving activities. Some of the best views are from Ponderosa, a nine-hole golf course 500 meters up a near-by mountain or ride a local jeepney to the waterfalls and Hidden Paradise and enjoy a spectacular day out.

Sunset Cruise
Tamaraw Falls
Snorkeling
Tukuran or Hidden Paradise
Beach & Island Hopping
Daytrip to Verde Island
Mangyan Village
Walking, Trekking and Running
Golf



October 8 Club Meeting
Grazianos Italian, Yorba Linda 6:30

October 27 Beach Dive
Fisherman's Cove 7:00 AM Annual
Pumpkin Dive

November 12 Club Meeting
Grazianos Italian, Yorba Linda 6:30

December 14 Holiday Party
6:30 PM "Jolly" House of Vlad



Our annual winter party will be December 14th starting at 6:30 PM. Mark the date. The party will be at the "Jolly" house of Vlad where Holiday spirits and the holiday spirit will be in full swing. The Club will supply the food and sodas for the annual winter holiday party. If you wish to bring your own adult beverage, feel free.



Don't forget our "White Elephant" gift exchange. Bring a gift, around \$15 or so, and it will be raffled off. Once raffled off, the next "Picked" raffle number may "steal" a gift that has already been raffled or pick a gift from those remaining. A gift may be "stolen" only twice and then becomes off limits for "stealing".

RSVP to Vlad at vilinsky88@gmail.com no later than December 7th so we can get an accurate count (and order enough filling food for the event).

Vlad's address is:

1360 Silliker Ave.
La Habra, Ca, 90631

Phone: 562-691-9051

Conception Update

You all probably know by now about Conception tragedy on September 2, when fire broke out somewhere on the boat and killed 34 people as well as caused it to sink. The authorities are now in the midst of an on-going investigation being conducted by the Coast Guard, FBI, Santa Barbara County Sheriffs, ATF, and National Transportation Safety Board (NTSB).

Ken Kurtis, whom we all know from his visits to the club and of course his work on the Chamber Day event. Ken is the owner of Reef Seekers Dive Co. and has been a Forensic Consultant to the L.A. County Department of Medical-Examiner/Coroner for scuba fatalities, doing accident analysis. Ken has Written an excellent recap of what we know, what we don't know and what can be surmised or guessed at in his newsletter.

I thought I could summarize that article here, but alas, a summary won't do. Ken has crammed too much important information into the article that to leave anything out or try to summarize it just would not work. Go to the end of this newsletter where I have copied it. It is certainly worth reading and I encourage you all to do so.

Ken regularly has something relevant, interesting and informative to say about diving (and other things also). You can subscribe to his newsletter This Week at Reef Seekers (TWARS) at <http://www.reefseekers.com/> .

Cozumel Bad News

I have been to Cozumel many times and ALWAYS enjoyed the diving there. It is a spectacular place to dive. As the following article details, the southern reefs, from Palancar south, will be closed due to disease killing the coral. The central and the couple northern reefs will remain open (hopefully the disease won't spread).

SCUBA World has a Cozumel dive trip scheduled for the end of October (Flyer is in this Newsletter). I have no information on how this affects that trip. Call Andrea at the shop for an update.

Here is one of the articles from a local news source to give you more information.

From Mexico News Daily

Disease triggers closure of access to Cozumel reefs

Federal agency focuses on reducing contaminants such as gasoline

Published on Monday, September 23, 2019

Some of the most popular reefs around the island of Cozumel will be closed to the public due to white band disease, which is killing the coral.

The Natural Protected Areas Commission (Conanp) will restrict access to much of the Cozumel Reefs National Marine Park beginning in October.

The disease was first detected in Florida in 2014. In Mexico, it was first seen at Puerto Morelos, 45 kilometers south of Cancún, and it made its way to the reefs off Cozumel in October 2018.

In May of this year, Conanp calculated that 30% of the Mexican Caribbean's reefs had been affected by white band disease. By August, that number had risen to 42%.

On Monday, Conanp announced a series of steps it will take in coordination with tourism

service providers and researchers to confront the problem by reducing pollution generated by gasoline from boats and sunscreen.

“It makes me very sad to know that I’m of the last generation that will see healthy reefs,” said park deputy director Brenda Hernández. “Our kids aren’t going to see them.”

A researcher at the Institute of Ocean Sciences at the Autonomous University (UNAM), Lorenzo Álvarez, said that around 30 of the park’s 50 species of coral have been affected.

“Of those that have been affected, more than half have already died,” he said.

The phenomenon occurs as a result of pollutants and rising water temperatures, which cause the coral polyps to expel the algae on which they feed, and that live in their tissues. The tissues then disconnect from the coral skeleton, and the reef loses its color and dies.

“It’s like suffering a wound that exposes the bone,” said Maricarmen García Rivas, director of the Punto Morelos National Park. Along with Álvarez, she was one of the scientists to discover the disease in the Caribbean.

Researchers are still without solutions to the problem, although the state is replenishing damaged reefs with laboratory-grown coral. The goal of the project, which began in 2017, is to plant 265,000 coral reef colonies by 2022.

Conanp will hold its first meeting in Cozumel today to explain the next course of action to tourism providers affected by the reef closures.

Source: Milenio (sp)

2020 Warm Water Trip

A group of our members are planning a warm water trip for the fall (think early November) of 2020. Right now the tentative planning is looking like Little Cayman. The resort they are looking at is Little Cayman Beach Resort. Preliminary pricing looks like just under \$2000, Double Occupancy, All Inclusive but not airfare.

Little Cayman Beach Resort is an intimate, ocean-front resort with only 40 rooms. Our friendly staff immediately make you feel at home as you settle into a casual lifestyle with a relaxed atmosphere, great diving, and dining on sumptuous Caribbean-inspired meals in our dining room or al fresco on our screened porch.

The iconic Bloody Bay Wall Marine Park, year-round warm tropical waters, and lush coral reefs teeming with marine life make the Little Cayman Beach Resort experience a must for divers. Reef Divers’ personalized valet services take the work out of diving so guests can enjoy underwater experiences at their own pace.

So, save the time frame and as this is solidified, we will provide further information. See you in Little Cayman

Upcoming Dives

Beach Procedure

To save Martin the hassle of getting to the dive site and having to abort because no one is there we have initiated a RSVP protocol. If you are participating in our beach dive, E-mail Martin at n1diver@aol.com or call at 714-833-9167.

October Beach Dive Fisherman's Cove October 27 7:00 AM

This is our annual Pumpkin Dive

The pumpkin dive will require you to take an UNOPENED pumpkin down with you. When on the bottom, you will carve your pumpkin, being careful not to injure yourself. Afterwards, the carved pumpkins will be judged for originality, beauty, art worthiness and use of artifacts (from the sea only) by a panel of international experts (we may have to substitute for the international experts as we are having trouble with visas and stuff). It will be a fun dive and a new experience for some of you.

Fisherman's Cove (AKA Boat Canyon) is a small cove with a tiny beach, well protected from the surf; the sand drops off quickly. Portions of the reef can be shallow, but are generally 15 to 20 on average. Around the base of the reef, in the sand the water depth is about 25 to 30 feet. Skirt along the edges and look for the many large cracks that leads into the reef.

Mermaids Grotto is a hole in the reef off Fisherman's Cove. The cracks leading to the grotto are only about 3 feet wide, or just wide enough for a diver to pass through. The top of the reef is at about 15 feet and the bottom of the cracks and holes are at about 25 feet. Not a huge vertical drop, but enough to make it fun.

The site is populated with the usual Laguna Beach residents, Garibaldi, Sand Bass, Opaleye, Zebra Perch, small gobies, rockfish, urchins, Octopus, rays and nudibranchs. A very enjoyable place to dive, especially at night.

To get to Fisherman's Cove in Laguna Beach turn south at the traffic light on Beverly street from PCH. The signal has a sign for Beverly street, but when you turn south you are going onto Cliff Drive. The road forks immediately on Cliff drive, stay to the left going onto Cliff Drive and go about 200 yards. The staircase to Fisherman's Cove is just before the last apartment building (looking south, towards the beach). The steps to the cove are just past (or before, depending on where you parked) the entrance to Divers cove right next to the apartment building.



Warm Water Trip 2021 Philippines

Join us for 12 nights of luxury resort living, spectacular diving, good food and good company. Divers and non-divers alike are welcome.

Atlantis Resorts in the Philippines are a photographer's dream with excellent guides, and dedicated facilities for cameras and equipment, complete with viewing rooms to show your dive videos to your buddies and new friends.



When: July 11-23, 2021 (7 nights at Puerto Galera Resort/5 nights at Dumaguete Resort)

The Resorts: Atlantis Dive Resorts, Philippines (www.atlantishotel.com/)

The first resort, Puerto Galera, is well known for its numerous scuba diving spots; the area was designated a Man and Biosphere Reserve of UNESCO in 1973 and has some of the most diverse coral reef diving in Asia located at the very heart of the 'Coral Triangle'. The forty guest rooms and suites are elegantly designed to give you maximum comfort, privacy and relaxation throughout your stay (all bedrooms have one room).

Choices include Deluxe (1 double bed or 1 double and 1 twin bed, ensuite with shower, safe, TV with cable,

air-conditioning, ceiling fan, minibar and refrigerator), Terrace and Premier Seaview Suites.

On a long peaceful stretch of beach, lies the lush and luxurious Dumaguete Atlantis Dive Resort. Surrounded by an amazing tropical garden with some of the rarest plants to be found in the Philippines, it is just a short trip to some of the most renowned dive sites in Asia – Apo Island, Siquijor, and of course the local Dauin Marine Sanctuaries. Same number of suites as Puerto Galera, with choices including Deluxe, Garden, Ocean Front, Seaview, Premier.



Lodging Package: All-inclusive dining, air-conditioning, non-alcoholic drinks, transfers to the resorts and all room taxes, and wireless Internet in all rooms and common area.

The Diving:

Valet diving up to 5 dives per day (7 full days/2-3 half days), including night diving, on scheduled boat trips. Free unlimited Nitrox. Weights, tanks, and a guide (4-6 divers per guide) are also included. Each diver must have a dive computer. Equipment can be rented at the resorts.

Includes one dive trip to Verde Island in Puerto Galera. Experience a 330 foot pinnacle arising from the ocean floor with some of the more spectacular diving in the Philippines. The Verde

Island passage is renowned as the “center of the center of bio-diversity” in the coral triangle and Verde Island sits smack in the middle where two currents meet creating not only great visibility but stunning populations and diversity of fish life. Trip includes beach side BBQ lunch, drinks and 3 dives. The California Academy of Science expedition sponsored by Atlantis recently discovered over a dozen new species on these sites alone. Don’t miss these “bucket list” dives!

Includes one dive trip to Apo Island in Dumaguete. World Famous Apo Island trip with three great dives and a beach BBQ. Apo Island is known as one of the great conservation success stories in the Philippines. During the seventies, after extensive coral damage, the area was set aside as a protected reserve; one of the first in the Philippines.

Not included: Marine park fee at Dumaguete which is \$100 (negotiated from \$144) collected at end of trip and \$2 tourist tax.

The Particulars*

Puerto Galera and Dumaguete (Deluxe Room**)

Double occupancy: \$3,010 per person for 12 nights

Single occupancy: \$3,550 per person for 12 nights

Non-Diver: \$1,790 per person for 12 nights

*Discounts will be applied to SharkBait member diver prices after receiving deposits – minimum 10 spots for discounts, and a larger discount for 15 spots. **Ask about prices for upgraded rooms.

Book before October 8, 2019

Minimum deposit of \$200 per paid person to secure a reservation at both resorts. Full refund of deposit for cancellation up to 6 months before or January 1, 2021 when 40% will be due. Pay in full by May 1, 2021.

Air Fare: (not included)

Philippines Airlines from LAX to Manila at this time of year is estimated to be between \$700 and \$900 RT for a nonstop flight (www.faredetective.com). A discount may be available with group booking.

Other Info

A valid passport within 6 months of travel is required. Atlantis requires that guests provide their information 30 days prior to arrival to ensure a smooth check-in process at both resorts. Trip insurance is highly recommended when submitting your initial deposit. The club has a resource guide for buying policies on request.

CONTACT: Email Silvia at SharkBaitDive@gmail.com or call/text 714-349-0872

Cozumel Warm Water Trip With SCUBA World

SCUBA WORLD 1706 N.Tustin, Orange CA.92865 (714)998-6382 fax (714)998-2560
SCUBAWWW@AOL.COM

OCT 26-NOV 02 2019 (7 nights)

Location: Cozumel, Mexico

Resort: Sunscape Sabor (\$200.00 BONUS RESORTCREDIT PER ROOM*)

Dive Operator: Dive House-5 days X 2 Tank Boat Dives

Food: Sabor all inclusive, food, drinks, alcohol,

Not included: Air, taxi, Airport Transfer, nitrox, equipment rental, additional dives, resort/dive tips, travel Insur, Marine park fee

*****All Price quotes below reflect a cash/check

discount*****

7 NTS DELUXE TROP GARDEN		PRICE	7 NTS DELUXE OCEAN FRONT	
PRICE				
Double/Diver pp	\$902.00	Double/Diver pp		\$1099.00
Single/Diver	\$1166.00	Single/Diver	\$1353.00	
Non diver subtract pp	\$415.00	Non diver subtract pp	\$415.00	
7 NTS DELUXE OCEAN VIEW		Extra nights are available		
Double/Diver pp		\$1012.00	Garden pp/dbl on request	Single
	on request			
Single/Diver	\$1287.00	Ocean view pp/dbl on request	Single	on request
Non diver subtract pp	\$415.00	Ocean Front pp/dbl on request	Single	on request

9 NIGHT OPTION AVAILABLE ON REQUEST Oct 24-Nov 02 2019

Nitrox is available at a per tank rate

Night dives are available at an extra fee

Sunscape Sabor Cozumel is located right along the beachfront, just 15 minutes from downtown Cozumel and 20 minutes from the airport. Families, couples and singles will enjoy all-inclusive privileges with a variety of amenities and activities throughout the resort including limitless access to dining at four restaurants and national and international alcoholic and non-alcoholic beverages at three bars and lounges.

Sunscape Sabor Cozumel offers 218 spacious and finely appointed guest rooms and suites. All rooms feature air-conditioning, flat screen satellite cable television, hair dryer, mini-bar refreshed daily, coffee maker, alarm clock, iron & ironing board, electronic safe, private bathroom, balcony or terrace, and either one king bed or two double beds.

Sunscape Sabor Cozumel offers guests four delectable restaurants including three a la carte restaurants and a snack bar. In addition to international cuisine, guests will enjoy endless domestic and international beverages from three different bars and lounges.

*** Sunscape Sabor Resort Credit:** \$200 USD resort coupons that can be redeemed as: Spa treatment coupons are broken down in two coupons worth \$40 and one coupon worth \$20. Only one coupon can be redeemed per spa treatment. To use coupons for romantic dining, one \$40 coupon and one \$20 coupon may be combined, resulting in a total discount of \$60 off one romantic dining experience. When using coupons towards wine purchases, only coupons worth \$10 may be used and cannot be combined, therefore one \$10 coupon can be applied toward one bottle of wine. Warning timeshare presentation may be required.

Club Information



Monthly club meetings with speakers and raffle prizes
Monthly Newsletter
Land-based Club activities and events for the whole family
Organized local dives
Resort warm-water trips
Good dives and good buddies
Membership costs are as follows .

. .
New Membership:
Single \$40 pp
Family \$50 (couple/family)
Renewal:
Single \$30
Family \$40

membership renewals are due in February for all current members. New members dues will be prorated depending on the month they join the club

Club Board Members

President

Speakers/Webmaster
Vlad Ilinsky
vilinsky88@gmail.com

Vice President

Publicity/Social Media, Warm Water Trips
Silvia Swigert
silviaswigerts@gmail.com

Secretary/Treasurer

Membership/Newsletter
Alf Johnson
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Beach Dives

Martin Carreon
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Warm Water Trips

Monica Villegas
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Boat Dives

Barry Bloch

Board Member Emeritus

Randy Garzes

Club Contact/Social Media Information

Website

Sharkbaitdiveclub.org

Facebook

SharkBait Dive Club - SoCal

Twitter

@sharkbait diver

Scubaboard

Scubaboard.com

From REEF SEEKERS DIVE CO. - OCTOBER NEWSLETTER

By Ken Kurtis

CONCEPTION FIRE -

WHAT WE KNOW AND

WHAT WE DON'T

I am sure you are aware of the Conception tragedy on September 2, when fire broke out somewhere on the boat and killed 34 people as well as caused it to sink. We are now in the midst of an on-going investigation being conducted by the Coast Guard, FBI, Santa Barbara County Sheriffs, ATF, and National Transportation Safety Board (NTSB).

There's an excellent resource thread on [Scuaboard.com/SoCal](https://www.scuaboard.com/SoCal) that will give you details about the accident, references to discussions, copies of things like legal filings and the Certificate of Inspection (COI) for the boat, and number of other topics. Although this particular thread is not open to public comment, it is updated by the ScubaBoard staff as new information becomes available. You do not need to be a member of ScubaBoard to view this.

At the time of the accident, there was also a very robust discussion thread in the "Accidents & Incidents" forum. That thread is also not open to further/new comments, but you can feel free to peruse the 2,027 comments and posts that were made. Bear in mind when/if you read through this, that a lot of it is opinion and some of it may not be 100% accurate.

The two big questions that we hope to find answers for are:

1. How did the fire start (and where).
2. How/why did it spread seemingly so quickly.

Everything else we all want to know pretty much springs from those two issues.

One way to try to piece all of that together is to establish an accurate timeline and work from there.

There are two times we know.

Based on crew interviews, at 2:30AM one of the crew (not sure which one) walked through the galley, checked the stove and other stuff, and everything was fine.

Based on USCG logs, the captain made the mayday call at 3:14AM.

We can do some interpolation from there. The mayday call was prompted by a crew member hearing a "thump." When he opened the wheelhouse door, flames were licking up from below. Give the crew member a moment to realize he heard something, maybe put some clothes or shoes on, and you can argue that the thump was perhaps around 3:10AM. If the "thump" was the fire starting, there's a 40-minute window between when we know things were

OK and when they weren't. It's also possible that the fire started perhaps at 3:00AM or 2:45AM.

We don't know specifically and hopefully further tests by the NTSB can provide some answers. But we know, based on the 2:30AM walkthrough, that it didn't start earlier than that and smolder for a long time. The assumption, reinforced by the time frame, is that this spread fairly quickly and ferociously.

This past Friday, an unnamed "law enforcement official not authorized to speak publicly" said that

after two weeks of examining the charred hull of the Conception, they still really don't have any answers to the two key questions.

And while that is disappointing news, it's not unexpected.

From the pictures that were taken around 3:30AM on-site when first

responders got to the Conception, you can see the boat is fully engulfed. I am certainly no fire expert, but you would think that the

fire is consuming and melting everything on the vessel. Then gravity takes over and, as the main deck burns away, everything now starts collapsing into the lower deck area.

The fire was extinguished at 5:08AM and the Conception sank at 7:20AM. In that time, whatever water the fire boats poured on it likely knocked evidence off the boat and into the water, plus the anchor line had burned through and the boat was drifting. (A tow boat that was in the area threw a grappling hook and towed Conception out to deeper water.) When the hull sank, now burned to the waterline, it flipped over so anything that was loose and contained inside may have been dumped out into the ocean and drifted.

Body recovery, not evidence collection, was the primary initial concern and that was complicated by weather conditions as the well as the upside-down hull, which wasn't very stable. So the Conception lay on the bottom for another ten days, subject to the forces of tides and currents. And when it was finally raised, they first flipped it upright underwater, and then when it came to the surface, whatever water was inside drained out.

So the fact that there's very little hard evidence to examine that might lead to some answers is certainly no surprise.

The Santa Barbara Coroner's Office has determined that all the victims died due to smoke inhalation. The comforting thought is that everyone was likely unconscious or already gone before the actual fire hit the bunkroom. But

many other questions remain.

The bunkroom had three smoke detectors. Why didn't those go off and wake the sleeping passengers?

Same question for two smoke detectors in the main galley/salon.

(All had been tested a month earlier and were in working order.)

Could the fire have started in the engine room? Two of the crew members jumbled off the boat, swam to the back, reboarded, accessed the engine room while the main deck was ablaze, and said there was no fire inside the engine room. Also, if you've seen the picture of the burned-out hull after it was raised, you'll notice two large boxes in the middle of the hull.

Those appear to be the fuel tanks, which look to be intact.

Could the fire have started in the bunkroom, perhaps from a battery charger or even someone smoking in their bunk? If that had been the case, again you'd assume the smoke detectors would have gone off and that someone would have been awakened by all of this and sounded an alarm. But no one reports hearing any noise of any sort coming from the bunkroom area.

It seems the most likely area for the fire origin was on the main deck. What will get a lot of attention will be whether a faulty battery or charger could have caused

all of this. If either of these prove to be true, then the galley/salon area would have been the point of ignition. But this still wouldn't explain why the fire spread quickly, especially in light of the fact that when these boats were being built, regulations called for the use of fire retardant materials, even to the point of requiring flame-resistant resins.

One troubling fact that's come to light was in the preliminary report issued by NTSB on September 12

where it was first revealed that all five surviving crew members were asleep at the time the fire was discovered. This has led to a lot of questions about the requirements for a roving watchman. The COI of the Conception specifically requires it anytime passengers could be asleep in their bunks.

The understandable first impression is, "If the watchman had been awake, this never would have happened."

That's not necessarily true.

We have no idea if the watchman would have been able to douse the fire before it spread. Perhaps he would have been overcome by smoke inhalation if he was in the galley/salon and that's where it broke out. Perhaps had he been roving on the lower deck, or in the engine room, and the fire started on the main deck, he would have been trapped like everyone else.

Or if he had been in the wheelhouse and the fire broke out and spread quickly, it would have played out just as it did.

It's human nature to want to be able to make sense of this and point a finger at someone or something and say, "If only this thing that didn't happen had happened, the thing that did happen wouldn't have happened." It's a natural response but isn't supported by any logic. And in this case, until we know how the fire started, where it started, and when it started, it's impossible to definitively say what the actual effect of a roving watchman who was asleep really was.

And while you would think the term "roving watchman" is fairly cut-and-dried, it is not.

In the general CFRs (Code of Federal Regulations) that cover this, having a person on watch is listed, but then followed by some variation of "as the captain/mas(er) of the vessel sees fit." So it's like yes,

you need a watchman, but the CFR doesn't define what that really means. The obvious problem with that is that it's so vague as to not really be a standard at all.

Even on the COI of the Conception, it's is not defined. Does "roving" mean continually moving

around the boat? Even then, you can't be on all decks at once. So if you think "roving" is the same as "continuous," bear in mind that two out of three decks will always be unmonitored. Could you do your rove, set an alarm on your watch for 30 minutes later, and take a nap? It's not as cut-and-dried as it may seem initially.

A number of captains I've discussed this with say that they generally assign "roving" as an hourly

duty. Walk the entire vessel every hour, find things to keep you occupied and awake until the next walkaround, and repeat.

And that brings

up another issue that may require further examination and modification.

When you mention the idea of an overnight watchman to a nondiver/non-boater, their impression

is likely an older man in an illfitting uniform, showing up at midnight with his thermos and lunchpail, who sits in a chair or behind a desk all night, and then goes home at 8AM when the day shift comes back in.

That's not how it works on a boat.

The crew works throughout the day. They're tired just like everyone else is.

And so they all share

overnight watches. If they're doing 2-hour shifts it might be crew #1 10PM-Midnight, #2 Midnight-2AM, #3 2-4AM, and #4 4-6AM.

But the point here is that, unlike our classic version of the overnight watchman with his lunchpail, on boats, watch duty is IN ADDITION to your normal day shift.

There is no one whose primary job it is to stay up all night. And maybe

that should change.

This leads us into another area that will hopefully be examined throughout this investigation which are the standards and regulations under which all of this occurred. The knee-jerk reaction is

to simply say that this must all be the fault of Truth Aquatics. But the boat was built under standards set by the CFRs and monitored by USCG, USCG inspects the boat every year, as well as sets the regulations under which you must man and staff the vessel. So some of the fault here may lie within the regulatory/oversight side of things. With different building standards and clearer definitions of crew duties, would the outcome have been any different? No way to know.

As of this writing, two legal actions have been filed. One is by the insurers of the Conception to limit liability to the value of the vessel, which will be \$0. The other is by the crew member who broke his leg jumping from the wheelhouse, alleging a hodgepodge of failures on the part of Truth Aquatics as well as the chartering shop. I'm sure there will be more legal actions filed down the road. And in Sunday's Los Angeles Times, on page 15 of section 1, there's even an attorney specifically soliciting business from this disaster.

That's pretty much where things stand. Expect things to quiet as the investigation moves more into background mode. NTSB will likely not say anything publicly until they feel they've examined all avenues, which could take years. Lawyers will be telling their clients, both plaintiffs and defendants, not to discuss anything. If there are any USCG procedural changes as a result of this, they will likely be done quietly. So expect new information to be scarce.

We'll do our best to stay on top of things and will update you periodically. And if you have any questions you'd like answered, feel free to e-mail us directly and we'll do our best to tell you what's what.