



Eagle Wreck Diver DISTINCTIVE SPECIALTY



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PADI Master Instructor



Welcome to the Eagle Wreck Diver Distinctive Specialty Course

As the dive boat nears the ship wreck, you don your dive gear, slip on your scuba mask and bite down on your dive regulator. Take a deep breath and you slip underwater down the mooring line towards the wreck. Although you may have seen other ship wrecks your heart races as you are about to explore one the Florida Keys most famous artificial reefs teeming with aquatic life! This is soon to become one of your favorite dive sites, this time you'll enjoy the history and adventure as you explore the Eagle Wreck!

The Fun Part

Your Instructor will introduce you to a whole new type of diving as this experience includes many aspects of scuba diving; Deep diving, Boat diving and Wreck diving. You'll see a new cast of aquatic animals that are found at deeper sites and explore what just might become your newest favorite dive site! In a controlled and safe manner while being guided the major points of interest are noted as you are encouraged to explore and experience the Eagle wreck.

What You Learn

- Wreck dive planning, Deep Dive planning and organization, procedures, techniques and potential problems
- How to control your buoyancy at depth
- Entries, exits and underwater navigation while Boat diving
- Aquatic life, since many of the plants and animals you'll see are different at depth and living on artificial reefs
- Historic and fun facts about the wreck on non-penetration dives

Your Next Adventure

- Take your wreck skills to new levels with the PADI Wreck Diver course
- Get your buoyancy dialed in with the PADI Peak Performance Buoyancy course
- Recognize what those critters are on your dive with the AWARE Fish Identification course



CONTINUING-EDUCATION
Wreck Diver



CONTINUING-EDUCATION
Peak Performance
Buoyancy



CONTINUING-EDUCATION
Fish Identification



What is the definition of the Eagle Wreck Diver Distinctive Specialty Course?

- This course will familiarize divers with the skills, knowledge, planning, organization, procedures, techniques, problems, hazards and enjoyment of recreational wreck diving.
- It is intended to serve as a safe and supervised introduction to wreck diving. Training should emphasize safety and fun with some in-depth history of the wreck.
- This course will help to inform and educate divers with some historical facts. Integrating knowledge and practical application of the dive site while educating the student and further develop diving skills in a safe and controlled teaching environment while promoting diver environmental awareness.

PADI Standards

- **Minimum Instructor Rating:** PADI Eagle Wreck Diver Distinctive Specialty Instructor with a Master Scuba Diver Trainer or higher and must be certified as a PADI Wreck Instructor. It is suggested that the Instructor also be NITROX certified.
- **Student Prerequisites:** PADI Advanced Open Water, or qualifying prerequisite Open Water with Deep Diver Training.
- **Minimum Age:** 15 years
- **Ratios Open Water:** 8:1
- **Depth:** Maximum Depth 30.5 meters / 100 feet for dive 1
- **Hours:** Recommended: five
- **Minimum Confined Water Dives:** None
- **Minimum Open Water Dives:** Two



Dive Performance Requirements

By the end of the open water dives, student divers will be able to:

- Swim along the outside of the Eagle Wreck while maintaining buoyancy and observe the wreck at a safe distance as this is a non-penetration dive and avoiding potential hazards.
- Navigate the wreck of the Eagle so as to locate the ascent point without surfacing.
- Maintain neutral buoyance and body position that avoids contact of the structure minimizing the divers' impact on the environment.
- Visually survey the wreck noting key structures and the symbiotic relations of the aquatic life and the artificial reef structure of the Eagle Wreck.
- The diver will be able to identify the major components of the wreck of the Eagle and have an understanding of the historical and positive environmental impact this artificial reef has on the Florida Keys Marine Sanctuary.

Knowledge Development

- General
 - Dive Planning
 - Neutral Buoyancy
 - Benefits of Diving Artificial Reefs
 - Ascents and Descents
 - Safety Stops
- Specialized Equipment
- Aquatic Life Do's and Don'ts
- Safety
 - Problems and Stress
 - Buddy System Techniques
 - Navigation
 - Signals
 - Surface Support
- Boat Dive Emergencies
 - How to be prepared



General – Dive Planning

What are 4 reasons to dive the Eagle Wreck?

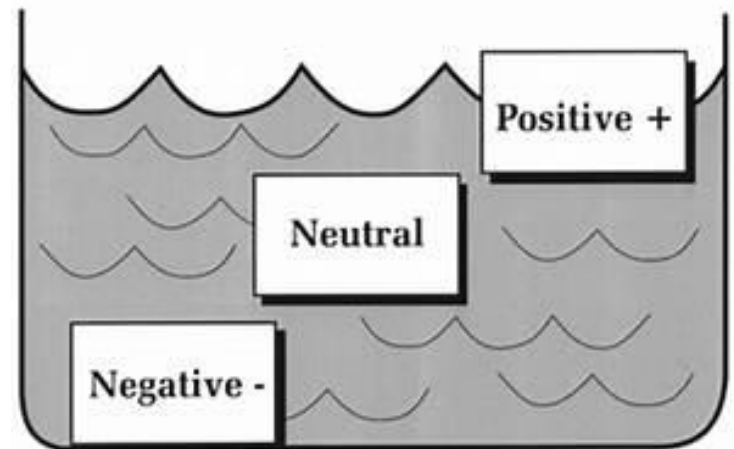
1. Natural curiosity of the first diver funded wreck sunk with purpose of establishing an artificial reef system
2. Observe animals specific to artificial reef systems
3. Expand the divers knowledge by offering a different perspective and adventures and diving requirements
4. Extends diving opportunities by developing skills that can be used on other wreck sites



General - Neutral Buoyancy

What 4 steps you should use to maintain neutral buoyancy while diving the Eagle Wreck dive?

1. Begin each dive properly weighted
2. During ascents and descents adjust buoyancy often
3. Be aware of environmental hazards by not contacting the wreck to prevent silting
4. As you descend add air to your BCD periodically to compensate the loss of buoyancy.



General - Benefits of Diving Artificial Reefs

What 4 considerations should you evaluate before a dive on the Eagle Wreck?

1. Choose an area dive operator you are familiar with
2. Evaluate the water conditions: visibility, surge, currents, water temperatures, surf and tide tables
3. Prepare and verify your dive equipment and evaluate it to be in a safe and working order
4. Have proper training and diver level credentials to safely conduct the dive

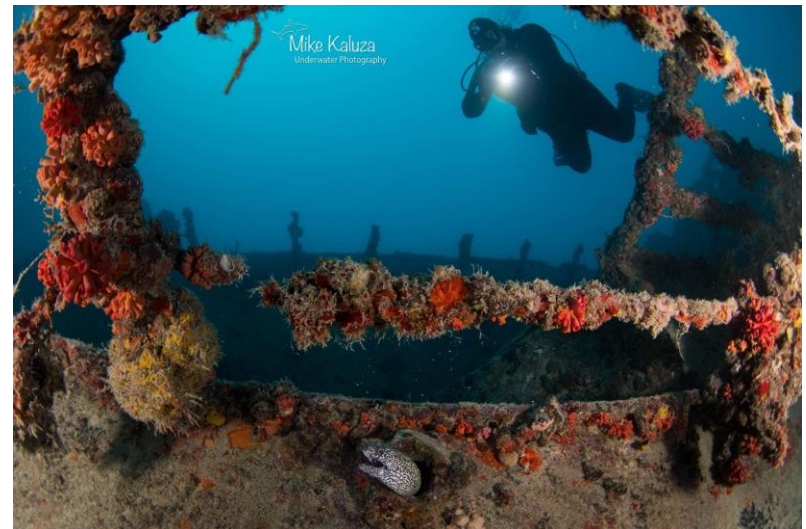


Image Credit: Mike Kaluza

General - Ascents and Descents

Why is it recommended you make a heads up decent while diving the Eagle Wreck??

- A. It is recommended that you make a head-up, feet-first vertical descent because it reduces disorientation, easier to equalize and allows for better buoyancy control.



General - Safety Stops

How do you make a safety stop at 15 feet with a reference line after completing a dive on the Eagle Wreck?

- Make a slow controlled decent and ascent maintaining contact with the mooring line.
- In Using your dive computers depth gage position yourself on the mooring line and complete all requirements as recommended by your dive computer manufacturer.



Equipment - Specialized Equipment

What are some specialized equipment you need while diving the Eagle wreck?

- Dive Lights, optional
- Slates for Communication
- Compass for Navigation
- Dive Computer
- Gloves
- Safety Sausage
- Dive Site Map



Image Credit: arttomediam.com

Aquatic Life - Aquatic Do's and Don'ts

What are some aquatic life do's and don'ts?

- Do take steps to avoid injury or damage to the aquatic life
- Do not disturb those fish who are sleeping
- Do move slowly and maintain you neutral buoyancy
- Do not swim at a fast pace, and avoid touching the bottom or the wreck
- Do be mindful as a PADI diver to be an example for others to always be a dive ambassador as we lead by example supporting Project AWARE



Safety - Problems and Stress

How can you minimize problems and stress involved with the dives in this course?

1. Be physically fit and psychologically prepared, know your limits and stay near your Instructor
2. Stop, Breathe, Think and then Act if a problem should occur, signal your Instructor
3. Take things slow anticipate problems and hazards before you encounter them
4. Diving off the boat, pay close attention to the Site briefing as each type of boat or variances in dive operators have for entry and exit requirements



Image Credit: arttomedia.com

Safety - Buddy System Techniques

What should you do if you become separated from your buddy during a dive on the Eagle Wreck?

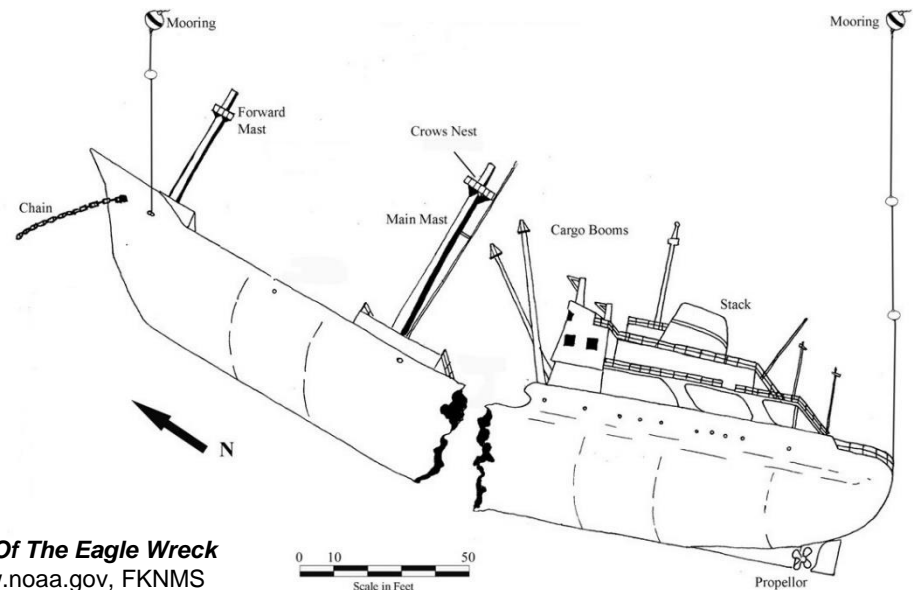
If you can't locate your buddy after a one minute search, surface cautiously, complete Safety Stop if required, at the surface inflate your BCD at the surface and wait for your buddy



Safety - Navigation

What are some important factors for proper navigation on the Eagle Wreck?

1. For offshore dive sites follow a previously determined compass heading, a heading toward the shoreline should be noted
2. Use natural navigation if the visibility allows, noting water movement, formations and depth
3. Note location of descent mooring line as needed for return ascent to surface, currently there are two



Site Map Of The Eagle Wreck
credit www.noaa.gov, FKNMS

Safety - Signals

What are some of the signals your buddy could show each other during a dive on the Eagle Wreck?

- Air pressure
- No Decompression Limit time
- Low on air
- Cramp
- Assorted Fish Identification
- Hazards



Safety - Surface Support

What 4 specialized pieces of support equipment that are recommended for Eagle Wreck diving?

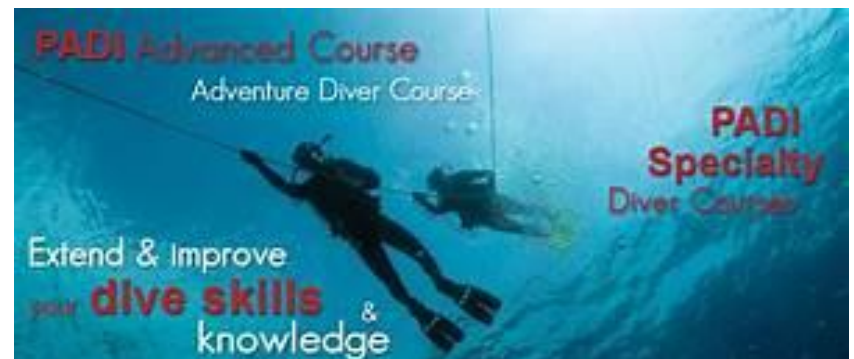
1. Reference line/Granny line (dive boat operator specific)
2. Emergency Breathing Equipment
3. Extra Weight
4. First Aid and Emergency Oxygen



Boat Dive Emergencies – How to be prepared

What do you do in the unlikely event of a dive emergency?

- Stop and act upon your training
- Assist dive buddy within your limitations and level of training
- Maintain your scuba equipment within manufactures requirements
- Have an Emergency Assistance plan
- Know emergency contact information for local services
- Keep yourself physically fit and current on dive protocols



Eagle Wreck History

Built in The Netherlands in 1962, she had a length of 287 feet with a 40 foot beam. The Danish company who originally owned her called the freighter the Raila Dan. In 1969 she was sold to another company who then renamed her Barok.

In 1974 she once again changed hands, being purchased by a company operating out of Haifa, Israel, who renamed her Carmela.

Shortly thereafter in 1976, she was purchased by another company stationed out of the Cayman Islands who changed her name to Ytai.

In March, 1977 she had her first fire, which started in the engine room causing her to be declared a construction loss.

Her owners sold her to a company based out of the British Virgin Islands, who repaired her and changed her name to Etai.

In 1981 she once again changed hands, this time to a Belize company who christened her Carigulf Pioneer.

In 1984 she was sold back to another Cayman Islands company where she was given the name Arron K. For this company, she transported newspaper and cardboard between Miami and Venezuela.

It was on October 6, 1985 while en route to Venezuela, that she suffered an electrical fire. This time her superstructure was seriously impacted beyond the point of affordable repair.

Docked at Miami River, this was the end of the road for the Arron K. However, the Monroe County Tourist Council along with other interested local parties came together, and purchased her as part of their Artificial Reef Program.

\$50,000 later, the ship was once again under new ownership and prepped for her final voyage, but not before being christened the Eagle Tire Co.

Credit: <http://www.florida-keys-vacation.com/Eagle-Wreck.html#ixzz3qRN4u5Ob>

Eagle Wreck Scuttling and Dive Conditions

In preparation for her scuttling she was towed out to the Florida Keys National Marine Sanctuary. There, she was positioned about 6 miles off Lower Matecumbe Key, or about 3 miles northeast of the light at Alligator Reef where she was scuttled on December 19, 1985.

Typical with the sinking of most ships is the unpredictability of the whole event. This was no exception. She had been moored to the Alexander Barge where she was intended to settle, but she broke free.

To avoid the current taking her further, they dropped her port anchor. Instead of returning her to the original position, it was decided to let her sink where she was.

With the help of the Miami and Dade County Bomb Squad and the \$873 load of explosives she carried, she sank in 90 seconds on her starboard side. Of course this was another scuttling glitch because she did not end up in her intended upright position.

Hurricanes Georges and Irma

In 1998, her position changed once again, when the strong winds and waves from Hurricane George managed to rip the vessel in two. Hurricane Georges made landfall in Key West, FL as a Category 2 hurricane.



Photo courtesy of NOAA, Office for Coastal Management, DigitalCoast

In 2017, Hurricane Irma was an extremely powerful Cape Verde hurricane that caused widespread destruction across its path. This storm caused more damage to the wreck causing the mid ship hull.

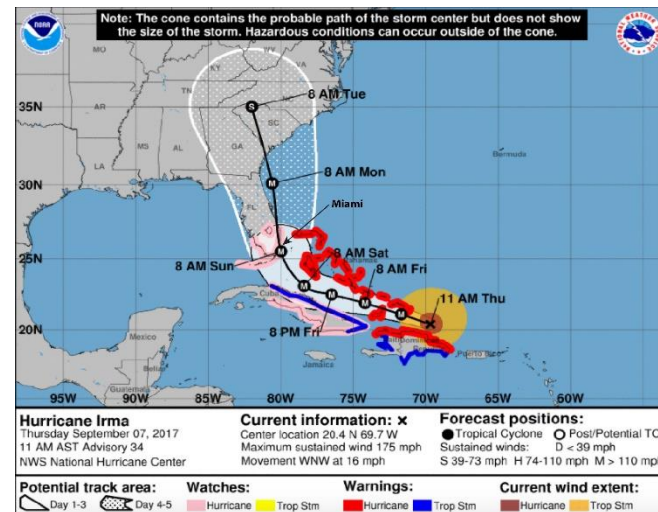


Photo courtesy of NOAA



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Buoys at the *Eagle*

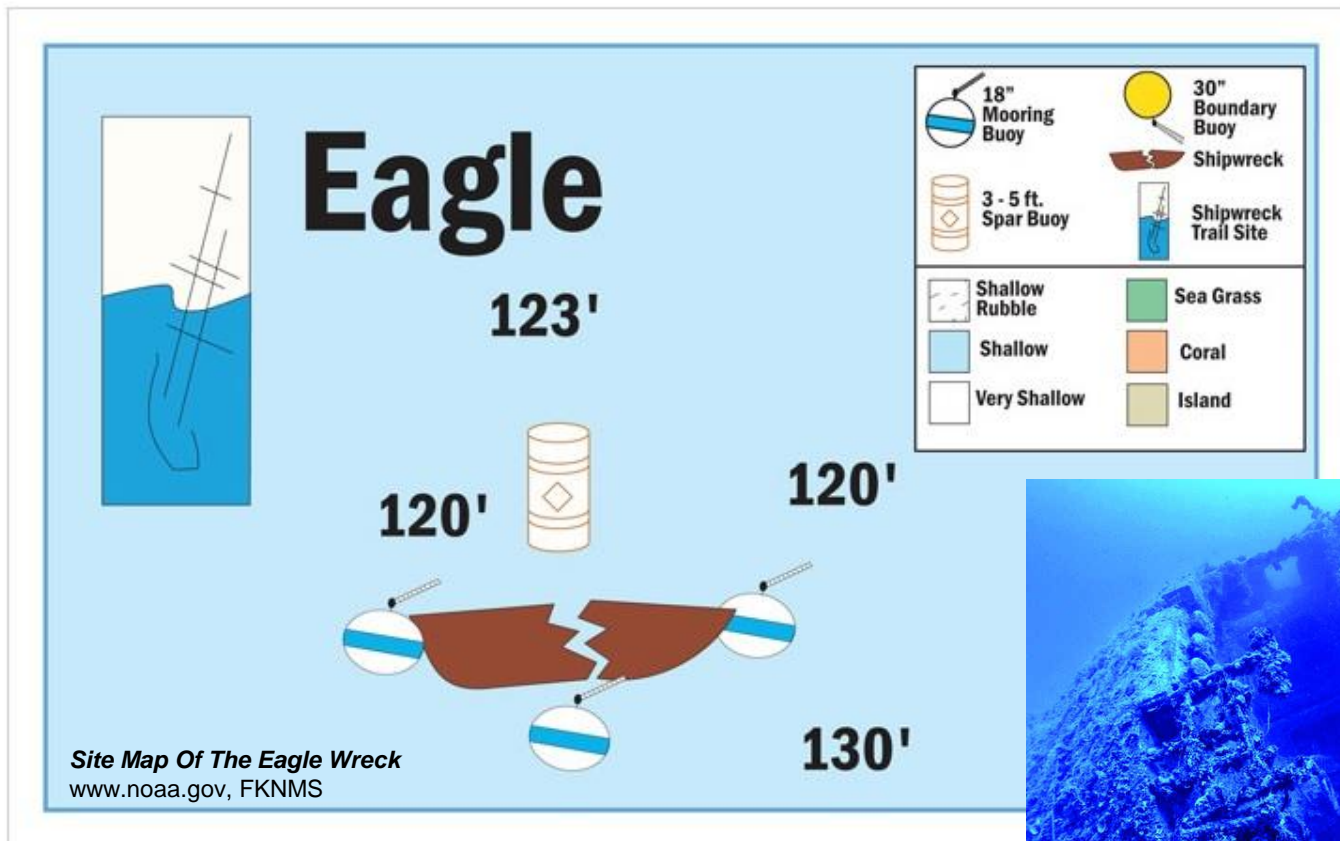
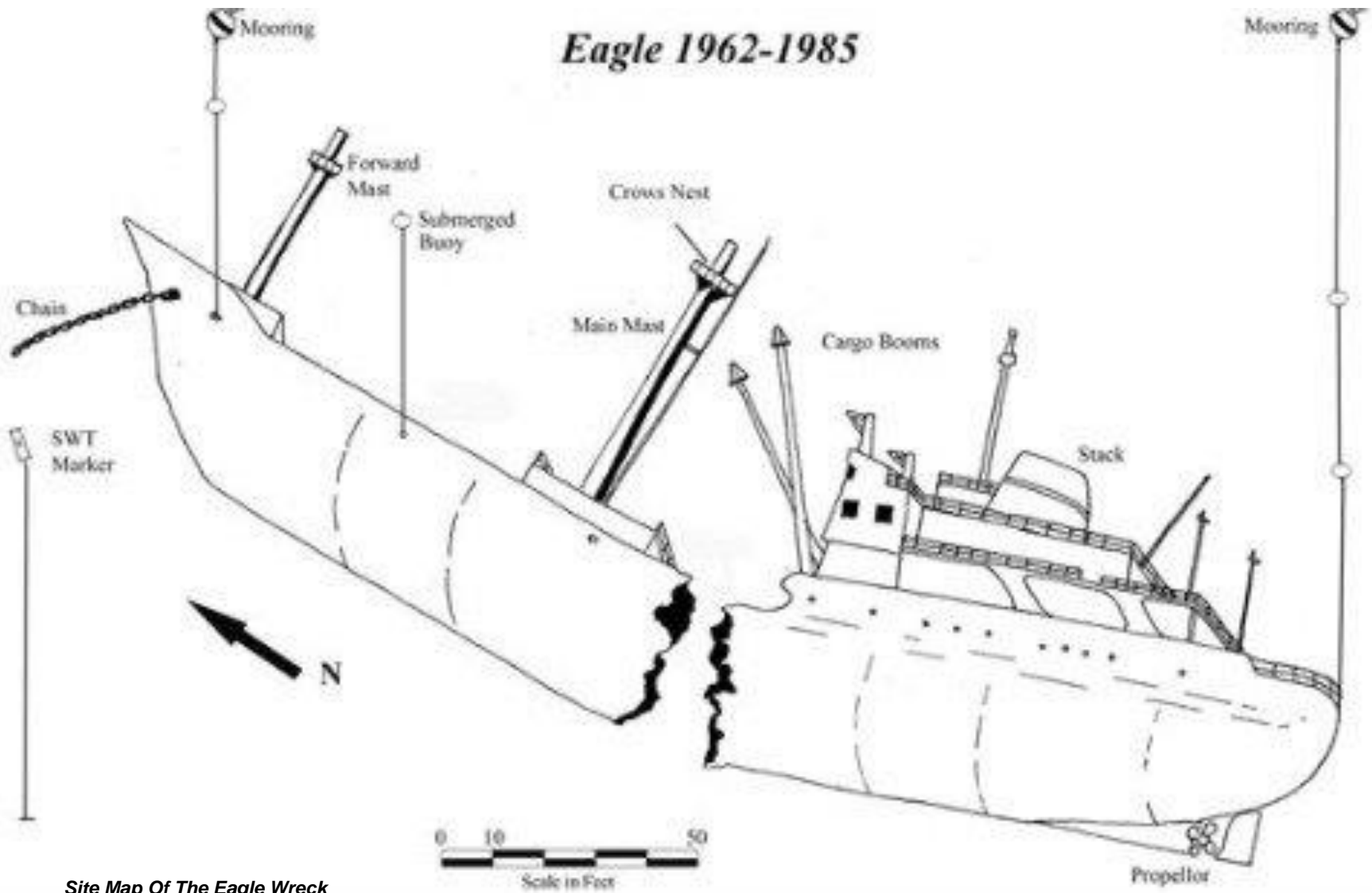


Photo Credit: Don Rhodes

Eagle 1962-1985



Site Map Of The Eagle Wreck
credit www.noaa.gov, FKNMS



At-A-Glance Wreck Description and GPS Coordinates

Eagle Wreck - 287' Coastal Freighter

Location: 6 miles off Lower Matecumbe Key, or about 3 miles northeast of the light at Alligator Reef

GPS Coordinates: 24 52.180N 80 34.210W

Markers: 3 mooring buoys: 1 at the bow, 1 midship and 1 at the stern

Level: Advanced

Depth: 120'

Visibility: 50' - 100'

Dive Site Description: Moderate to strong current can be found here, with occasional slight current running over her. She rests on starboard side with bow pointing towards shore in 115 feet of water on a sand bottom. Without proper certification, equipment and lighting, penetrating this wreck is not recommended. This wreck is frequented often by Key Largo dive charters so access is no problem.

Marine Life: Gorgonian and stony coral, ocean sponges, grouper, angelfish, parrotfish, goliath grouper, yellowtail, barracuda, spiny oysters, shark, cobia, amberjack

Historical Images

RAILA DAN



Photographer: [Marc Piché](#)
Added: September 30, 2008
Location:
Views: 2895
Comments: 0

Her original name: Raila Dan which she carried from 1962 to 1967



Captain Johansen and his son Bjarne Johansen



(c) Bjarne Johansen

Historical Images

Her original name, Raila Dan was changed in 1967 to Barok which she carried until 1974

BAROK



Photographer: [Hans-Wilhelm Delfs](#)

Added: May 16, 2011

Location: [Rendsburg, Germany](#)

Views: 2360

Comments: 2

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BAROK - IMO 5289340

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A larger photograph of the red cargo ship BAROK, showing its full profile on the water. The ship's name 'BAROK' is visible on the hull. The background shows a clear blue sky and a distant shoreline with trees.

BAROK - IMO 5289340
© Hans-Wilhelm Delfs - 1969

Historical Images

In 1974 the Barok was changed to Carmela which she only carried for two years 1974 – 1976

Other name changes included:

- Ytai 1976 – 1977
- Etai 1977 – 1981
- Carigulf Pioneer 1981 – 1984



- Arron K 1984 – 1985

Her final name changed occurred in 1985 to the Eagle

Fun Facts

The Eagle wreck has a number of interesting structural features that make it a notable dive attraction.

- A large anchor chain exits the hawse pipe on the port bow, and continues a considerable distance before disappearing in the sand.
- Two large mast assemblies rest on the bottom. One is set on the forecastle; the other, amidships between cargo bays. Each has its own ladder and observation platform in place.
- Toward the stern there is a tandem set of cargo booms. Heat damage from the fire can be observed in the stern quarter.
- The deck railings at 70 feet, and her propeller and rudder at 110 feet, are still intact.

Questions?



LET'S GO DIVING!