

Pete Mesley's

Lust4Rust & Aquatic  
ADVENTURES



## THE ULTIMATE WRECK DIVING EXPERIENCE!

Where can you dive an aircraft carrier, heavy and light cruisers, destroyers from two different World Wars, Submarines and a Japanese battleship that gave the order for the attack on Pearl Harbor????

If you were to ask any diver who had the slightest interest in Wreck Diving what their ultimate wreck diving destination would be - It would undoubtedly be Bikini Atoll. And quite rightly so.

I remember early in my diving career (1991) dreaming of heading out to dive the Nuclear Fleet of Bikini Atoll, but that was a pipedream! So you could imagine by the time I finally got there (in 2009) my expectations of this "Holy Grail" of wreck destinations were pretty high! I had built this place up so much, was I going to be disappointed? I can honestly say that all these expectations were fulfilled - AND MORE. It is everything you ever wanted in an ultimate wreck diving destination.

This truly is wreck diving at its best!



Bridge section of the HIJMS Nagato



Check out  
[www.lust4rust.co](http://www.lust4rust.co)  
for available  
dates

## A little about Bikini

Bikini Atoll is located in the Micronesian Islands of the Pacific Ocean, part of Republic of the Marshall Islands. Bikini was listed as a World Heritage Site, on August 1st, 2010 by The World Heritage Committee's 34th session in Brazil

It consists of 23 islands surrounding a deep 594,1 km<sup>2</sup> (229.4-square-mile) central lagoon at the northern end of the Ralik Chain, approximately 87 kilometers (54 miles) northwest of Ailinginae Atoll and 850 kilometers (530 miles) northwest of Majuro.

Within Bikini Atoll, Bikini Island is the northeastern most and largest islet, measuring 4 kilometers (2.5 miles) long. About twelve kilometers to the northwest is the islet of Aomen. As part of the Pacific Proving Grounds it was the site of more than 20 nuclear weapons tests between 1946 and 1958. The first Westerner to see the atoll, in the mid-1820s, was the Russian captain and explorer Otto von Kotzebue, who named the atoll *Eschscholtz Atoll* after the Russian scientist Johann Friedrich von Eschscholtz.

The atoll, however, has always been called Bikini by the native Marshall Islanders, from Marshallese "*Pik*" meaning "surface" and "*Ni*" meaning "coconut". The name was popularized in the United States not only by nuclear bomb tests, but because the bikini swimsuit was named after the island in 1946. The two-piece swimsuit was introduced within days of the first nuclear test on the atoll, when the name of the island was in the news.

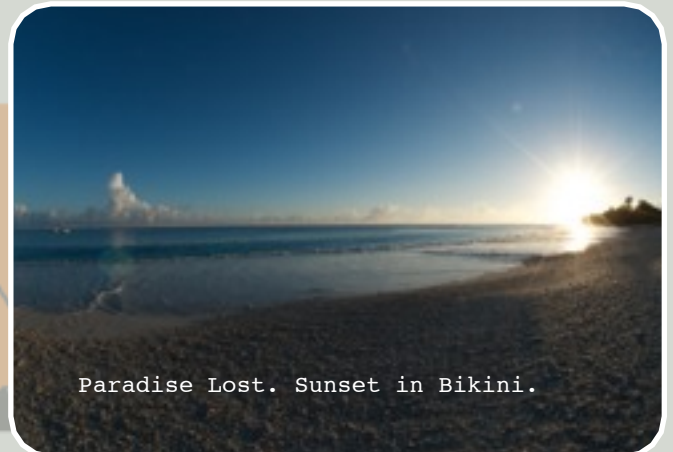
Along with the rest of the Marshall's, Bikini was captured by the Imperial Japanese Navy in 1914 during World War I and mandated to the Empire of Japan by the League of Nations in 1920. The Japanese administered the island under the South Pacific Mandate, but mostly left local affairs in hands of traditional local leaders until the start of World War II.

Following the end of World War II, Bikini came under the control of the United States as part of the Trust Territory of the Pacific Islands until the independence of the Marshall Islands in 1986.



## Americans decision to use Bikini as a bombing location

After the war, in December of 1945, President Harry S. Truman issued a directive to Army and Navy officials that joint testing of nuclear weapons would be necessary "to determine the effect of atomic bombs on American warships." Bikini, because of its location away from regular air and sea routes, was chosen to be the new nuclear proving ground for the United States government.



In February of 1946 Commodore Ben H. Wyatt, the military governor of the Marshall's, traveled to Bikini. On a Sunday after church, he assembled the Bikinians to ask if they would be willing to leave their atoll temporarily so that the United States could begin testing atomic bombs for "the good of mankind and to end all world wars." King Juda, then the leader of the Bikinian people, stood up after much confused and sorrowful deliberation among his people, and announced, "We will go believing that everything is in the hands of God."

While the 167 Bikinians were getting ready for their exodus, preparations for the U.S. nuclear testing program advanced rapidly. Some 242 naval ships, 156 aircraft, 25,000 radiation recording devices and the Navy's 5,400 experimental rats, goats and pigs soon began to arrive for the tests. Over 42,000 U.S. military and civilian personnel were involved in the testing program at Bikini.

The nuclear legacy of the Bikinians began in March of 1946 when they were first removed from their islands in preparation for Operation Crossroads. The history of the Bikinian people from that day has been a story of their struggle to understand scientific concepts as they relate to their islands, as well as the day-to-day problems of finding food, raising families and maintaining their culture amidst the progression of events set in motion by the Cold War that have been for the most part out of their control.



## OPERATION CROSSROADS!

The end of the Pacific War, and hence World War II, was brought about by the surrender of Japan following the dropping of atomic bombs on the cities of Hiroshima and Nagasaki. These were, respectively, the second and third nuclear detonations on the surface of the planet.

The first bomb was detonated at Alamogordo, New Mexico, on July 16, 1945, at 5:30 am.

The second bomb was detonated over Hiroshima on August 6, 1945, at 8:15 am.

The third bomb was detonated over Nagasaki on August 9, 1945, at 10:58 am.

The fourth and fifth bombs were detonated during the atomic tests at Bikini Atoll in the Marshall Islands.

The first large-scale atomic weapons effects tests conducted by the United



States, the "Able" test detonation of July 1, 1946, at 9:00 am local time at Bikini, and the "Baker" test detonation of July 25, 1946, at approximately 8:35 am local time, were the first two of the three-part "Operation Crossroads" tests. (The third detonation, the "Charlie" test, was cancelled.) Formulated at the war's end and approved by President Harry S Truman on January 10, 1946, Operation Crossroads was not only the first of more than 850 publicly announced atomic weapons tests. It was a major demonstration of the power of the bomb and of the nation that had produced and used it, the United States. The name was selected because the atomic bomb represented a "crossroads" -from conventional to nuclear war.

The tests involved assembling a fleet of 242 ships, 42,000 men, 156 airplanes, and tens of thousands of tons of equipment, ordnance, and material at Bikini, as well as relocating the 162 residents of the atoll.

These weapons were nearly identical to the Mk III "Fat Man" bomb dropped on

Nagasaki. These weapons reportedly yielded a 23-kiloton effect, equal to 23,000 tons of TNT. ("Official" yield credited at the time was 20 kilotons.)



The bombs "contained a proximity-fuse system of extremely great reliability, sensitivity, and absolute accuracy.

Initially three tests were planned in order to assess the effects of pressure, impulse, shock-wave velocity, optical radiation, and nuclear radiation particular to the bomb. The air burst was reportedly to duplicate the conditions of the drop on Hiroshima, this time over water. The second shallow underwater blast was to simulate an attack on a fleet at anchor. The third test (cancelled) was to take place in the lee of Oruk Island, off the atoll, in 1,000 to 2,000 feet of water, with a small number of vessels moored above the blast solely to test the underwater effect of the bomb.

## PREPARING FOR THE TESTS

Preparations for the tests involved surveys of structural and watertight integrity, installation of test equipment, stripping of armament and other items not required as test equipment. The target ships were then loaded "with specified amounts of ammunition, fuel oil, gasoline, water. Ships were loaded as closely as possible to the battle or operating displacement of the ships. Varying percentages of the wartime allowance of ammunition and of the normal capacity of fuel oil and gasoline were carried in the ships' magazines and bunker tanks. All gasoline drums, airplanes loaded with gasoline, and similar items were placed in pans. In some cases emergency repairs were made to battle damaged ships for the tests.

Five battleships were selected, one being the Japanese Nagato, which was presumably included solely to sink it. The U.S. battleships, all of a type made obsolete by the newer classes, were included because "although not of most

modern design possessed great resistance to battle damage" because of heavy hulls, torpedo-protection systems of multiple longitudinal bulkheads, heavy armor, double or triple bottoms, and some 600 watertight compartments.

Four cruisers--two U.S., one German (Prinz Eugen), and one Japanese (Sakawa)—were included. The American-built ships were "excellent examples of prewar riveted construction, with structure somewhat heavier than any cruisers up to the latest 8 inch. cruisers built during the war." Sakawa and Prinz Eugen were selected because "they represented the latest in cruiser design of Germany and Japan." Sakawa was intended to sink, as was Nagato; both vessels were moored within a 1,000-yard perimeter of the designated zero point for both tests, while Prinz Eugen was moored outside of the immediate blast area. Saratoga and Independence, the two carriers, were selected to include an old, pre-war carrier and a modern, but less than satisfactory light carrier. (The Independence class, a wartime necessity, were light, hastily constructed ships.) Saratoga's selection was justified as follows:

The 12 target destroyers selected represented three immediate prewar types--the Mahan, Gridley, and Sims classes. The attack transports were "typical of modern merchant-ship practice, with good transverse subdivision.... These vessels were designed and built during the war and were essentially of all-welded construction, with very few riveted joints." Target landing craft were included "more for the purpose of determining the effects of wave action than for determining direct effects of pressure on the hulls."







approved for both tests." The vessels were closely grouped together near the center of the array "because of the...decrease of pressure with increase in distance from the zero point."

The test array for the Able test included 24 vessels within the 1,000-yard radius of Nevada, the designated zero point, while 21 vessels were placed within the 1,000-yard radius of the point of detonation for the Baker test.

reportedly sank into soft, pulverized coral and mud up to his armpits. The Baker blast sank an additional 9 vessels, some almost immediately. LSM-60 was destroyed; except for a few fragments of the ship that fell on other vessels, no trace of the landing ship was ever found.

The bomb's detonation point was within 500 yards of the location of the sunken *Lamson* and *Sakawa*.

The eight target submarines were "selected from those scheduled for the reserve fleets or for disposal by scrapping. They represented the two major types [the Gato and Balao classes], light and heavy hull construction, built in recent years by [among others] the three submarine building yards of the Electric Boat Company and the naval shipyards at Portsmouth and Mare Island."

The Able burst sank five vessels:

- Attack transports Gilliam and Carlisle
- Two destroyers, Anderson and Lamson,
- Japanese light cruiser IJN Sakawa,

- *Arkansas*,
- *Submarines Apogon, Pilotfish, & Skipjack*,
- YO-160 and ARDC-13
- *Saratoga*
- *Nagato*
- LCT-1114

### THE ABLE TEST



### THE BAKER TEST

The Baker test bomb, was suspended 90 feet below the well in the steel landing ship LSM-60. The bomb was detonated on the morning of July 25, 1946.

The blast displaced 2.2 million cubic yards and created a 25-foot deep crater with a maximum diameter of 1,100 yards and a minimum diameter of 600 yards; the segment of the crater deeper than 20 feet covered an area 250 to 700 yards in diameter. It was estimated that about 500,000 cubic yards of material fell back into the crater, with the remainder dispersed throughout the lagoon. "A layer of sand and mud several feet thick was deposited on the bottom..." and a diver working on the port side of *Arkansas* after the blast



The target arrays were selected "to provide the best instrumentation possible, rather than be placed in a tactical formation. This policy was

## Where do we leave from to sail to Bikini?

All trips will leave from Kwajalein in the Marshall Islands. The vessel we will be using - MV Winward will meet us in Kwajalein.

The flight from Guam normally gets into Kwajalein Friday late afternoon (round 5:40pm). If you are coming via Honolulu the flight lands Saturday morning (round 10:50am).

## What happens once we land in Kwaj?

Seeing that Kwajalein is a US missile testing base prepare for a unique experience clearing customs. We will ensure that you have as much information as possible in order to make the process run smooth. But just be patient and enjoy the process!!

Once you clear customs, you will get escorted a short distance away to the ferry terminal. (here you will be leaving "US territory" and entering Marshal Island territory) You will then board a ferry to take you to Ebeye Island which takes approximately 20 minutes.

## Boarding the MV Winward - your home for 14 days!

For those who are coming via Guam we will plan is to spend the day in Kwajalein and dive the German cruiser Prinz Eugen while we wait for people coming via Honolulu.

For those coming on Saturday via Honolulu you will have the opportunity to do an afternoon dive on the Eugen if you are feeling up to it after a long flight.

After the days diving on the Cruiser we will start our journey towards Bikini. After a safety briefing, procedures and protocol, we will have a presentation on the history and wrecks of Bikini to get you even more excited about what is in store for you!

The trip to Bikini is 240 nautical miles so it will take 24-30 hours depending on weather. With calm seas in front of us (hopefully!) this is a great time to relax fully and enjoy where you are and leave behind the hustle of everyday life. We will also be dragging lures so there might be an opportunity to reel in a tuna and if you like Sashimi then you are in for a massive treat. We'll get into Bikini late afternoon - ready for diving the next morning.

## What is the food like?

We have a chef onboard so I am sure no one will go hungry. I also understand that some people are

pretty particular about their eating habits. We will try as hard as we can to accommodate you but please, again, bear in mind there are limited resources onboard as it is a live aboard. We can only do the best we can!!! If anyone has any allergies or allergic reactions to certain dishes let me know! Please let us know if you have any special dietary requirements.

## What training and experience do I need?



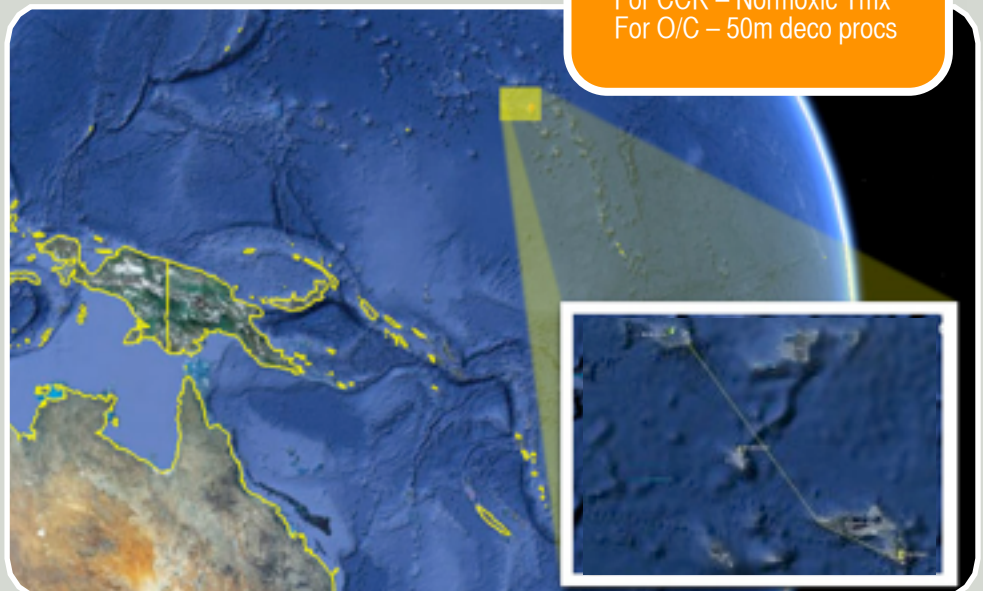
Most of the wrecks are all in the 45-55m range so therefore minimum level of training is Extended Range diver (max depth 50m on air) or normoxic trimix diver (60m).

For CCR divers you will need the rating on the unit that you will be diving with plus an up to date log book detailing your experience in these depth areas. With taking into regards industry standard max depth on AIR diluent is 40 meters. So a normoxic Trimix Certification on the CCR that you are diving is essential.

Please note that we are not out to pass judgment on people. Some divers have a huge amount of experience but no certification card. Unfortunately without the minimum rating we cannot allow people to dive beyond their training and experience. I am sure that you understand how awkward it will be if someone came on a trip who didn't posses the training, skills and experience to undergo such diving activities. It will certainly put everyone at risk reducing enjoyment and increase stress onboard. So I really appreciate your understanding with this matter.

### MINIMUM TRAINING REQUIRED

For CCR – Normoxic Tmx  
For O/C – 50m deco procs





## What are the risks on a trip like this?

The problem is that most of the best dive sites in the world are also the most isolated. Bikini, is probably THE most isolated place on the planet.

Once we steam out of Kwaj and hit Bikini, we will be a minimum of 25-30 hours steam time back to "civilization" This is why we bring a Hyperbaric Physician with us on all our trips, its not just diving emergencies but also medical ones too. We also have a comprehensive medical emergency kit (we cant take your appendix out but will have the gear to attend to fairly large medical emergency or the smaller ones that can easily become large problems if unattended)

So with this in mind you really need to pay special attention to looking after yourself. If you are in question about your health or have special needs, you need to talk to your physician very carefully. If people are not medically fit for trips like this it just puts a lot of pressure on everyone else.



Some planes (propeller driven) can land on the airstrip in Bikini but this strip has not been serviced for many years so the chances of this happening is slim. The only way of getting a critically sick person back to civilization is to steam half way back

### Safety is our Highest priority!

This goes without saying. On all L4R Trips we have medical personnel onboard along with an extensive emergency medical kit. We can deal with many emergency medical events.

to another island where there is a landing strip. So insurance is mandatory! You must also realize that the dive boat may not necessarily be able to return to Kwaj if someone needs evacuation (weather).

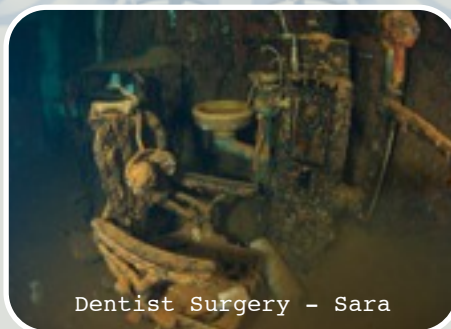
Having a chamber onboard does not issue us all with a "get out of jail" free card!

The medical personnel onboard are all acting in a "Samaritan" role so it will be totally your decision to get treated onsite or we can arrange for an evacuation if you are not happy with being treated onboard.

We are all out for a great, safe time and as long as people don't abuse safe diving practices and the rules set forth for such trips we will have a great time.

## How many dives will we do?

We will be diving for 9 whole days whilst in Bikini. Also spending the day in Kwajalein diving the Prinz Eugen.



Dentist Surgery - Sara

What normally happens is that we do two dives a day. First dive in the morning normally starts round 8:30am and will be one of the deeper wrecks. The vessel will stand off the dive wise with a decompression station being rigged up under the 6m tender which is moored on the wreck. after divers have surfaced at the end of their dive, they will be picked up by the mother ship. Afternoon dives normally start round 2pm. This gives everyone a good surface interval and long dive.

In the afternoons we normally spend the first week moored over the Saratoga. Being the Atoll's shallowest wreck (and the largest) there are loads of opportunities to get to know the "Sara" intimately! Most places will say - "Unlimited Diving" but in reality the majority of the diving will be 45-58m wrecks with average depths



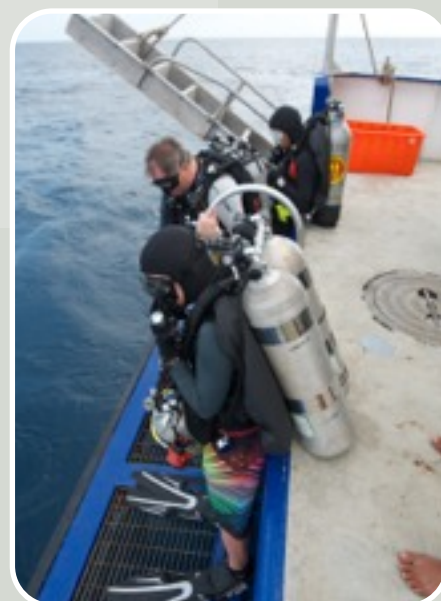
of round 43m. So realistically you will only probably manage a max of two a day. Remember absolute care must be taken to ensure your health and safety in such a remote place.

## What about runtimes?

Dive planning is left to you. There are no restrictions in run times (within reason!!). The thing that we take very seriously is safety, so please consider your dive times conservatively.

## Will there be opportunity to land on the island and have a good walk around?

Absolutely! The island is rich with historical bunkers, pristine beaches and you will really enjoy a good walk around. This will normally occur in the afternoons after diving operations. We also plan regular BBQ evenings.





2 x O2 Generation Plants



You wont get a more helpful crew!





## Proposed Itinerary:

You need to be able to get into Kwajalein on the Friday.

- Day 0 (Friday) Guam flight arrives in Kwaj, board the vessel
- Day 1 (Sat) Honolulu flight arrives morning, **Dive the Prinz Eugen** in the morning and afternoon. Steam for Bikini
- Day 2 All day steaming. Arrive at Bikini late afternoon/evening
- **Day 3 DAY 1 FOR DIVING in BIKINI**
- **Day 4 DAY 2 FOR DIVING in BIKINI**
- **Day 5 DAY 3 FOR DIVING in BIKINI**
- **Day 6 DAY 4 FOR DIVING in BIKINI**
- **Day 7 DAY 5 FOR DIVING in BIKINI**
- **Day 8 DAY 6 FOR DIVING in BIKINI**
- **Day 9 DAY 7 FOR DIVING in BIKINI**
- **Day10 DAY 8 FOR DIVING in BIKINI**
- **Day11 DAY 9 FOR DIVING in BIKINI**
- leave in the late afternoon
- Day 12 Travel back to Kwaj getting back late in the evening
- Day 13 (thur) Fly out of Kwaj for Guam flight
- Day 14 (fri) Honolulu flight leaves in the afternoon.

## How much is it going to cost me? (all in US\$)

Ex Kwajalein 13 days (10 days diving)  
\$7150.00 (2014 pricing)  
\$7695.00 (2015 pricing)

## What is included in the trip?

- All diving
- All food and accommodation on board the Winward
- Bottled water, soft drinks, tea, coffee
- All air fills,
- All use of deco stage tanks (with stage clips etc)

## What is not is included (all in US\$)

- O2 \$0.06/litre
- Helium \$0.20/litre
- 797 8–12mesh sorb \$15us/kg
- Rebreather tanks \$200
- Gratuities (budget on \$200)

## Average budget on Gas/Sorb costs

For rebreather divers the average cost of Gas is round the \$500 mark. Sorb used is round 15–20kg (33–43lbs) – Round the \$225 mark.

For O/C helium, because of the extreme expense of helium this has to be preplanned, prepaid and shipped 6 months before the trip goes. We can assist with all logistics – just ask! Gas expenses will vary due to shipping costs. We can get up to date quotes for you. Or you can arrange it all yourself

If you have specific gear needs let us know and we will try our hardest to accommodate you.

## How do I secure my spot?

Because of the nature of liveaboards if one person cancels off a trip then this puts a huge amount of pressure on everyone. With that said, a \$1500us deposit will only secure your spot once monies have been received. Unfortunately we cant hold spots for people without having financially committed to the trip. The remainder of the monies is needed 6 months before the departure dates. If you book within 6 months then full monies are needed. Please read our cancelation policy before you book on and if you have any questions please don't hesitate to contact us.

We really recommend taking out insurance once you book your trip just in case you have an emergency and cant make the trip. There is a booking form attached to this form.

**BOOK NOW!!!**

**Contact Pete Mesley**

[petemes@ihug.co.nz](mailto:petemes@ihug.co.nz)

## MV WINWARD



Australian plug fittings 240v



Accommodation



Occasional BBQ on the Island



You wont go hungry



Galley





# NO. 1. A MAJOR OPERATION WAS BEING CONDUCTED IN THE AREA



USS Lamson



USS Saratoga

# NUCLEAR FLEET OF BIKINI ATOLL



## PRINZ EUGEN

The Prinz Eugen was an enlarged Admiral Hipper-class heavy cruiser which served with the Kriegsmarine of Germany during World War II. She fought alongside the Bismark against the British Battle Cruiser HMS Hood!

- Displacement: 18,700 ton
- Length: 212.5 m (697 ft)
- Beam: 21.8 m (72 ft)
- Draft: 7.2 m (24 ft)

**MAX DEPTH: 35m**  
**MIN DEPTH: 0m**



## USS SARATOGA

The USS Saratoga was the first Lexington class aircraft carrier in the US Navy. Built in April 1925 she did tours in the Pacific, Panama Canal, San Pedro etc

- Displacement: 54,000 ton
- Length: 259 m (850 ft)
- Beam: 32.14 m (105 ft)
- Draft: 7.9 m (25 ft)

**MAX DEPTH: 51m**  
**MIN DEPTH: 15m**



## IJMS NAGATO

Nagato, Launched Nov 1919, battleship of the Imperial Japanese Navy. She was the first battleship in the world to mount 16 inch guns. December 2, 1941 Nagato sent the signal that committed the Carrier Strike Force to the attack on Pearl Harbor.

- Displacement: 42 850 ton
- Length: 221 m (725 ft)
- Beam: 34.5 m (113 ft)

**MAX DEPTH: 28m**  
**MIN DEPTH: 54m**



## USS ARKANSAS

USS Arkansas (BB-33), a Wyoming-class battleship launched in Jan 1911. Fought in both world wars! WWI part of the U.S. battleship squadron attached to the British Grand Fleet. WWII bombarded shore targets during the invasion of Normandy!

- Displacement: 27 243 ton
- Length: 171 m (562 ft)
- Beam: 28.4 m (93.1 ft)

**MAX DEPTH: 36m**  
**MIN DEPTH: 57m**



# NUCLEAR FLEET OF BIKINI ATOLL



## IJN SAKAWA

The IJN Sakawa an Agano-class cruiser was the only vessel of its class to survive the war. Built in April 1944. In Aug 1945 she was surrendered to the US at Maizuru.

- Displacement: 8534 ton
- Length: 162m (531 ft)
- Beam: 15.2 m (49.9 ft)
- Draft: 5.63 m (18.4 ft)

**MAX DEPTH: 53m**  
**MIN DEPTH: 49m**



## USS ANDERSON DD-411

The USS Anderson was a Sims-class destroyer built in 1937 saw massive conflict in WWII in the Atlantic, Pacific, Battle of the Coral Sea, Midway, Guadalcanal, Kwajalein, and Santa Cruz Islands.

- Displacement: 1570 ton
- Length: 106 m (348 ft)
- Beam: 11 m (36 ft)
- Draft: 4.07 m (13 ft)

**MAX DEPTH: 52m**  
**MIN DEPTH: 45m**



## USS LAMSON DD-367

The USS Lamson was a Mahan-class Destroyer built in 1936. She was returning back to harbor in Hawaii during the Pearl Harbor attacks 7 Dec 1941. Served in the Pacific, PNG, Philippines.

- Displacement: 1500 ton
- Length: 104.04 m (341 ft)
- Beam: 10.57 m (34 ft)
- Draft: 2.77 m (9 ft)

**MAX DEPTH: 51m**  
**MIN DEPTH: 36m**



## USS APOGON

USS Apogon is a Balo-class Diesel electric Submarine laid down in 1942. WWII saw her in Truk Lagoon and Kwajalein

- Displacement: 1526 ton
- Length: 94.5 m (309 ft)
- Beam: 8.31 m (27.3 ft)
- Draft: 5.13 m (16.8 ft)

**MAX DEPTH: 50m**  
**MIN DEPTH: 44m**

# NUCLEAR FLEET OF BIKINI ATOLL



## USS PILOTFISH

USS Apogon is a Balo-class Diesel electric Submarine laid down in 1943. Actively involved in WWII completing 6 patrols Mariana Islands, East China Sea, Saipan and Tokyo.

- Displacement: 1550 ton
- Length: 94.5 m (309 ft)
- Beam: 8.31 m (27.3 ft)
- Draft: 5.13 m (16.8 ft)

**MAX DEPTH: 53m**  
**MIN DEPTH: 49m**



## USS CARLISLE

USS Carlisle was a Gilliam-class attack transport built in July 1944 served with the US Navy during World War II. Carried general cargo and troops to Pearl Harbor, and up the Hawaiian coast.

- Displacement: 4247 ton
- Length: 130 m (426 ft)
- Beam: 18 m (58 ft)
- Draft: 5 m (16 ft)

**MAX DEPTH: 52m**  
**MIN DEPTH: 41m**



The mighty bow of the USS Saratoga



## About Lust4Rust & Aquatic Adventures

Pete Mesley is the driving force behind Lust4Rust and Aquatic Adventures.

"I started specializing in rebreather and technical diving trips about 15 years ago, shortly after I went on a diving holiday with my breather and couldn't get any assistance or support from the dive operator. On top of that, dive times were limited to 30-50min and the person that I was paired up with had done 10 dives in 4 years. This was not the way I had wanted to spend my diving holiday! So I did something about it - and started Lust4Rust and Aquatic Adventures .

So ever since then I have been focusing on producing quality dive trips globally, focusing on taking experienced divers to some of the best dive locations on the planet! We have a massive inventory of support equipment in many locations (Truk Lagoon, Bikini Atoll etc etc), Rebreather tanks, deco tanks, boosters, Helium, Sorb, Manifolded twins etc. All to reduce the hassles of transporting them to your L4R diving destination.

Safety is of the utmost importance so on all our specialized trips we take a diving physician and a

comprehensive medic kit, for everyones piece of mind.

## Experience in the Diving Industry

Pete's passion for diving started in the cold English waters over 25 years ago. This is where his "Lust for Rust" was created and from then onwards he has dedicated himself to researching, finding, diving, photographing and leading expeditions to wreck diving meccas! With over 3000 + hours in-water experience spanning over 15 different countries, Pete has made diving a full time occupation.

Originally from Zimbabwe Pete married a Kiwi girl and moved to NZ in 1994. As well as being a PADI Course Director, Pete is a PADI Tech CCR Diving Instructor Trainer. Pete is one of the Southern Hemisphere's most experienced Technical divers and Instructors.

An accomplished photographer, Pete has an appetite for finding new places, new wrecks and documenting them for others to enjoy. Pete has also been the first to find and dive WWI & II wrecks in NZ waters.

2013 Oztek Technical Diving Conference in Sydney Australia for "Exceptional Contributions to the Growth and Development of



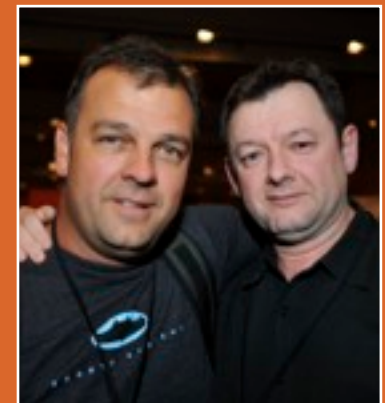
Port Kembla, WWI wreck found in 2006



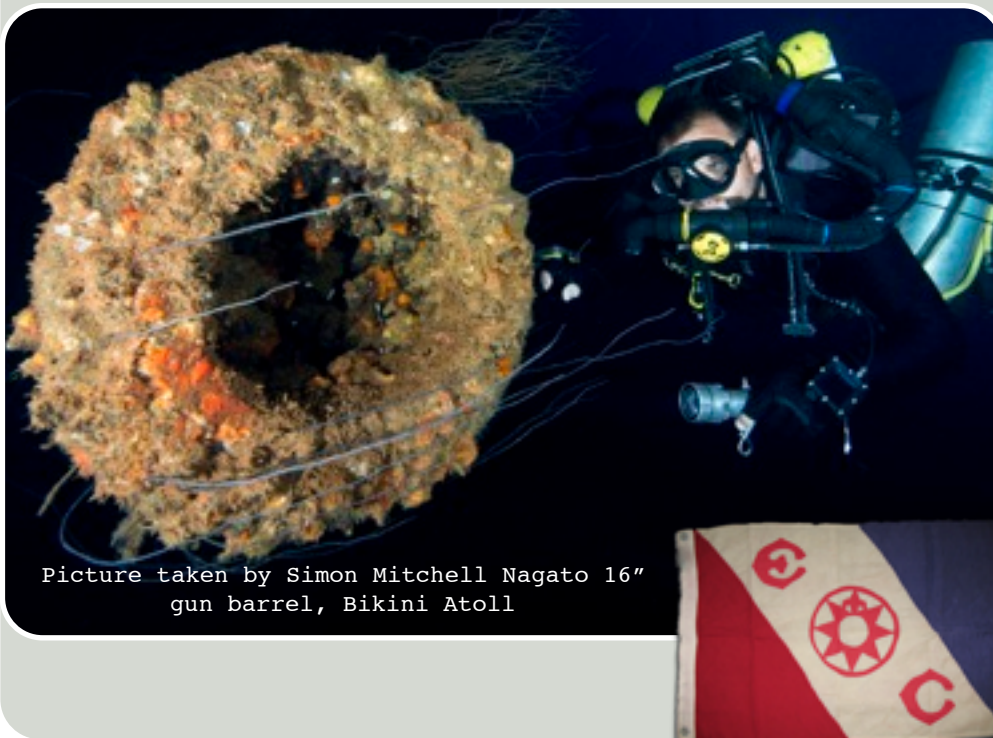
Oztek award 2013 presented by friend and frequent doctor on L4R trips Simon Mitchell



Nat Geo Britannic Expedition 2009



Leigh Bishop, a Truk Lagoon L4R Veteran!



Picture taken by Simon Mitchell Nagato 16" gun barrel, Bikini Atoll

# TESTIMONIALS

*"We thoroughly enjoyed our Lust for Rust, adventure. We were very impressed with Pete's organizational abilities, attention to detail and commitment to diver safety."*



*Lynn Partridge*  
SHEARWATER RESEARCH INC.

*"I cannot imagine there is a better way to do these complex trips. Pete makes it so easy to get the most out of diving the wrecks."*

*The most "can do" guy on the planet. Job done!"*



*Associate Professor Simon Mitchell*

*"Pete he has turned customer care, service and quality into an art form. When it comes to technical expeditions, Pete is simply unrivalled."*



*Paul Toomer*  
SSI Director of Technical Training