

On Sunday, June 23, 2002, Mike and Georgann Wachter, Cindy LaRosa, and Kevin Magee went out of Lorain, OH, on the Wachter's boat "Figment." Once again, it was a beautiful sunny day with less than 1' seas and 80-85 deg F temperatures. The first wreck was the "Bay Coal Schooner," an unknown wreck which sank off Bay Village in 55' of water.

After anchoring into the wreck, everyone suited up and went in. Surface viz was poor at about 5', but the water temperature was warm at 70 deg F. Upon descending, no thermocline was found, but the temperature went to 54 deg F on the bottom, and viz went to 2'-3'. Lighting conditions were also dim, and a light was required to see the wreck's structure. The anchor hooked the bow at the south end, and three large posts of unknown purpose and interesting design stand on the bow. Because they stand 5'-8' off the bottom, viz and lighting were slightly better in seeing them, perhaps 5'. Not much else was seen of the wreck.

While on the "Bay Coal Schooner," Greg Ondus and Dave Pacanosky in Greg's boat "Pirate" tied off to the back of "Figment" and also dove the wreck. Afterwards, they followed "Figment" to the second wreck, the "H.G. Cleveland," a schooner loaded with stone from Kelley's Island that sank in 55' of water in 1899 after springing a leak. It is on a more solid mud bottom, so good viz was hoped to be found there. Upon descending, a good 5'-10' of viz, 60 deg F bottom temperature, and excellent ambient lighting were found!

The wreck lies east-west with the stern to the east. Despite being advertised as a stone pile, it actually contains a fair amount of wooden structure and equipment pieces around the edges of the large pile of stone cargo. The hull's walls are still standing in some places, and the stern still retains a square shape. Wooden knees that supported the deck are common, and some chain and other equipment pieces were noticed among the debris. Georgann explored the debris field and also found some large structural pieces off the wreck.

Afterwards, "Pirate" left to meet other commitments for the day, and "Figment" proceeded to the "John B. Griffin," a tug that sank in 45' of water after catching fire in 1892. Upon descending, visibility was once again found to be poor on this wreck at 2'-5', but lighting conditions were enough that lights were not needed. The bottom temperature was 57 deg F. The anchor was off the wreck, requiring a reel to find it. Because of the poor visibility, very little of this wreck was seen beyond some timbers running north-south and a large boiler and small donkey boiler close to the south end. Visibility eventually went to zero, and the dive was ended early.

The final dive of the day was on the "Quito," a wooden steamer than sank near the mouth of Lorain Harbor in 1902. Its remains are interspersed with the remains of the three-masted schooner "St. Lawrence," which sank in the same area in 1900. The dive is on a rock and sand bottom in 15'-20' of water, and visibility was good at 5'-10'. Water temperature was 60 deg F. Many interesting

pieces of wreckage, of which no big pieces remain, are scattered broadly about the bottom. Metal rods, pins, and straps were found. Some wooden planks, a large metal scoop, pipe, a valve handle, a large shackle, and a large chain link were found. Large curious bass were also frequently encountered.

Overall, it was a great dive to end a great day on the lake. Visibility was hit or miss, but the weather couldn't be beat!