

On Saturday, July 22, Gary Humel, Cindy LaRosa, and Kevin Magee went out diving on Nobody's boat while Greg Ondus and Mike Holda went in Ondus' boat. We all left Lorain around 10:00 and encountered 2'-3' choppy seas. The weather was improving, however, so we decided to proceed across the lake towards Pelee Point. Gary broke the waves, and Ondus followed along behind.

After leaving Lorain, far in the distance could be seen a LARGE, fast moving boat leaving port and crashing through the waves in our direction. It was Mike and Georgann Wachter in their boat "Figment," and it rapidly overtook and passed us. Oh, you could just smell the gas being burned! They took our bait of purposely moving slow and broke the waves for the rest of us, found the wreck, and hooked in, too, making the diving easy.

The dive was on the "Marshall F. Butters," a wooden steamer that sank in 60' of water on the US-Canadian border in the middle of the lake. We anchored on the stern near the boiler and found the viz to be unusually good for this wreck at about 5'. A complete traverse of the wreck from the stern to the bow was made. The wreck is mostly broken up, but some decking is intact near the stern and amidships. There are a lot of zebra mussels on the wreck, but bare wood is showing on many upper surfaces. Notable on this wreck is the electric motor. The ship was one of the first to be on the Great Lakes to have electricity. The thermocline was at 50' where the temperature dropped from 72 to 56 deg F - still pretty balmy and warm.

While on the wreck Georgann demonstrated her hi-tech reel - a measuring tape. Using it, one can know - to the inch - exactly how far you've gone, how deep you are, and how many zebra mussels exist per square foot (39.2). Is that Type-A or what? She claims she doesn't use it for such purposes, but we know better. Why else would one dive with it?

After the first dive the lake had calmed to 1'-2', so we all continued across to Point Pelee. The Wachters broke off to dive "Wend the Wave," and the rest of us headed to the "Jay Gould," a wooden steamer that sank while towing the barge "Commodore," which also sank in the area at an unknown location. The "Gould" sank in 40' of water very close to the tip of the point. Much to our delight, we discovered that this wreck has been buoyed with a large PVC pipe tied to a concrete block as part of the Erie Quest project to moor the western Canadian wrecks. Just motor up to the buoy, snag the mooring line with a boat hook, and go diving. It's almost as easy as having the Wachters find and hook the wreck for you.

This "Gould" has the reputation of being cold but clear with good viz. However, upon descending we found that viz was terrible at about 2'-3'. The line from the concrete block to the wreck had been cut, so some searching with reels tied to the block was necessary. Afterwards, Gary re-attached the yellow nylon line that normally runs from the block to the wreck. The wreck is highly broken up and

encrusted with zebra mussels, and not much else could be observed due to the very poor viewing conditions. Bottom temperature was 56 deg F, but no thermocline was detected.

Afterwards, Holda was transferred to Gary's boat, and everyone proceeded home again. Ahead of us were the Wachters, who beat Gary to Lorain and ate all the watermelon at Spitzer Marina's Pig Roast/Christmas-in-July party before we arrived. However, they saved us plenty of barbecue and beer, and a good time was had by all.