

On Sunday, August 13, Don Blocksom, Cindy LaRosa, and Kevin Magee attempted to go diving from Don's boat out of Avon Point. Unlike Saturday, the lake was calm with only 1'-2' seas, and the weather was warm and sunny with clear skies and only a light wind.

The first wreck was the "Ivanhoe," a wooden schooner that sank in 55' of water off Avon Point. The wreck was right below the thermocline at 47', and the water temperature was a balmy 59 deg. F. Everyone started taking off neoprene before the dive. Upon descending Cindy discovered the anchor was off the wreck, so she took out her reel, hooked to the anchor, and promptly found the wreck. It looks much like the "Bay Coal Schooner" but is slightly larger and more broken up. The bow and stern were missing, but visibility was bad at only 5', so they could have been missed if detached from the main body of the wreck. The sides are standing, along with the centerboard which runs for the middle third of the length. Some cross members are attached to this centerboard from the sides, but all decking and other cross members are missing. The wreck lies roughly N-S, and the bow was deduced to be towards the S based on the large winch that is found at that end. Also at that end is a large square post standing about 8' high with a square top and metal fittings on it. It looks a lot like the three posts found on the bow of the "Bay Coal Schooner" except there is only one. They could possibly be tow or mooring posts.

An attempt was made to find the "Bay Coal Schooner," but only LORAN TD's were available, and the conversion to GPS coordinates did not allow the wreck to be found despite some searching in the area. So, we went to the "Mecosta," a large wooden steamer that was purposely scuttled off Rocky River in 50' of water. The anchor landed right among some machinery on the wreck, which is very broken up and unrecognizable in shape. This was especially true since the viz was again poor at about 5'-8'. Upon descending, a school of perch was seen hovering above the wreck at the thermocline. Everyone went their separate ways, but Cindy and Kevin quickly discovered a large anchor tangled in the wreck. And we mean LARGE - 22 lb - big enough for the Wachter's boat. After attempting to free the $\frac{3}{4}$ " line from the wreck in zero viz, Kevin was forced to cut it, then lifted the anchor to the surface with his lift bag. He surfaced to find that Don had also brought up an anchor and some line, but Kevin and Cindy had the size advantage. The wreck turned out to be very profitable indeed. Kevin and Cindy submerged to make sure the boat's anchor was free of the wreck and to finish their safety stops, then everyone got aboard for the last dive of the day.

The last dive was at the "Craftsman," a barge and toppled crane in 45' of water. Don nailed the deck with the anchor, and we again hooked Cindy's reel off to the anchor due to the low 3'-5' viz and swam from the SE corner of the barge looking for the crane. We found that the viz was so bad the bottom couldn't be seen even when only a few feet above it, so navigating proved to be tricky trying to maintain depth, compass course, and handling the reel. However, Cindy persevered and found the tip of the crane. We swam the length of the boom up

to the cab, which is lying on its side and was barely visible in the murk. However, it was covered with bass, which provided some entertainment, then everyone headed back to the barge and surfaced.

Despite the consistently low viz on all the wrecks, it was still a great day to be on the water, and the diving was fun and enjoyable. With two anchors to add to the Blocksom Marine Salvage Store, it was also profitable.