

On Saturday, August 19, in honor of Ohio Dive Day, Don Blocksom, Ann Stephenson, Cindy LaRosa, and Kevin Magee went - what else? - diving. They left out of Rocky River's Emerald Necklace Marina boat launch, and discovered that the weather was mostly cloudy with a steady wind blowing out of the north producing choppy seas of 2'-3'. It was also a cool day at 60-65 deg F thanks to the Canadian air that had moved in. This seems to be pretty typical weather for Dive Ohio Days.

The first wreck attempted was the "H.G. Cleveland," a schooner that - ironically - sank off Cleveland with a stone cargo from Kelly's Island in 1899 after springing a leak. Unfortunately, the converted LORAN TD's proved unreliable and the GPS numbers that we had for the wreck also proved to be nothing more than converted numbers. Nothing was found near either set of numbers, so we decided to re-visit the "Mecosta" from the previous weekend. Kevin did his wave-reducing chant in response to the increasingly rough weather, but to no avail. Kevin's chant has also been known to increase the number of fish seen near the wrecks, and it seems to have worked because a large school of perch was seen upon descending to the stern of the wreck. It is assumed that it was the stern, anyway, because of the large amount of jumbled machinery, but viz was 5' or less, making most details unobservable.

Don decided to free the $\frac{3}{4}$ " rope from Kevin's previous anchor salvage, and he was rewarded with about 50' of line, which is about the depth of the wreck and where the previous owners were forced to cut the line. Ann, Cindy, and Kevin decided to go explore the wreck. Swimming east among the jumbled lumber, ribs, and planks, Cindy ran out her entire reel length of 130'. Then Ann clipped off to Cindy's reel and ran out the 50' of her line. Then Kevin clipped off his reel to Ann's and ran out almost his entire length of 130' of line before finally reaching the end of the wreck, making for about 300' of line to go from one end of the wreck to the other. Along the way they saw the ribs and planked decking of the ship. A capstan and more intact features were seen on the south side of the ship. Viz was poor, making sightseeing and keeping track of each other hard to do.

Upon surfacing, everyone discovered that the seas had increased to 3'-5' with increasing wind and chop, so it was decided to call it a day and go back to shore. Visibility on the wrecks close to shore seems to have closed up for the year. Next time, the wrecks further out will be attempted, but visibility above and below the thermocline, which is at 45'-50', seems to be equally bad. Near the surface the viz improves to 10'-15'. It may be time to start diving out east again if the deeper wrecks also prove to be poor.