

On Saturday, July 14, Mike Holda, Cindy LaRosa, and Kevin Magee went diving out of Rocky River in Cleveland. The sky was clear and sunny, but the wind was breezy, and the waves were 3'-4' with whitecaps. However, it was decided to make a run to the "Admiral" 15 miles off Cleveland since it was an otherwise nice day. The tug sank in 70' of water in a December 2, 1942, snowstorm during World War II while pulling the fuel barge "Cleveco," which also eventually sank off east Cleveland after drifting for awhile. As we proceeded along, the waves gradually relented until they were only 2'-3' by the time the wreck was hooked and everyone entered the water.

Actually, the wreck was not hooked, which is not unusual for the "Admiral," which is a small target and has a bottom which frequently holds anchors as if they'd hooked something solid. However, a reel was attached to the anchor, and the anchor's drag marks were followed along the bottom until the point where the anchor originally impacted was found. It was then guessed the anchor landed to the west of the wreck, and the wreck was found. After tying off the reel and circling the wreck a few times, another reel was used to check out the debris field. No treasure was found. After returning, Mike showed that he had discovered a 2'x2' wooden frame, possibly for a window or picture. They checked out the insides of the bridge, then hung out on the top of the bridge where the water was warmer and the visibility clearer.

The thermocline was at 50' with a surface water temperature of 72 deg F and a bottom temperature of 54 deg F. The surface viz was very good at 15'-20', but below the thermocline viz was only 5'-10'. The "Admiral's" bridge peaks just barely above the thermocline, and this is where all the gobies and cold divers gathered. Some very large 6" gobies were observed, and corrosion in the roof of the wreck was noticed where the metal has corroded to a paper-thin thickness and has collapsed and is open in several places. The zebra mussel coating is thick from about 60' and up - ironically where the gobies are most numerous - but there is only a light algae growth on the wreck below the 60' level.

After surfacing it was noticed that the waves had receded even further to 2' seas, so it was decided to head towards Cleveland and the old crib. This is located near the modern crib in 50' of water and used to be where Cleveland drew its water supply before the new one was built. It is a large mound that rises to a 35' depth. The surface viz was only 3'-5', so it was expected to be a muck dive. It was surprising, however, upon descending to find 15'-20' visibility on the bottom. Heading towards the center of the rising slope revealed a large central cavity with grates at the bottom into which the water was once drawn. This central cavity is lined by a large wooden wall that is probably the remains of the caisson originally used to dig the tunnel. The rock that buttresses the outsides of the caisson are huge limestone or sandstone cut blocks. Large sheephead were seen on top of the rock structure. Much construction debris was found on the outside edges, including a dredge shovel, chains, pipe and fittings, and large timbers - some

formed into rafts. They might be the remains of a wrecked ship, or they might just be construction debris. Overall, it was an enjoyable dive.

Afterwards, Mike, Cindy, and Kevin headed to Cleveland where they saw the visiting tall ships parked along the harbor's edge. Out of the 11 ships present, it was decided that the "Bluenose" (2-masted schooner), "Niagara" (brig), "Pride of Baltimore II" (2-masted topsail schooner), and the "Tacomseth" (2-masted topsail schooner) were the best. However, all of them were impressive and nostalgic. Judging from the large crowds on the dock and the \$10 admission fee, seeing the ships by boat was definitely the best way to see them. They brought back a picture of what the ships we dive in the lake looked like before they sank and were a beautiful sight!