

On Saturday, July 28, Cindy LaRosa and Kevin Magee went to Barcelona, NY, to go diving with Osprey Charter on the "Southwind." The trip was with the Niagara Divers Association and run by Ian and Barb Marshall. Cindy and Kevin signed up last winter immediately after the Shipwrecks/2001 festival, which NDA organizes. The trip was for two excellent wrecks that are a long ride to reach, so they are not frequently visited. The weather was good starting out with the sun shining and 1' seas, but it got progressively cloudier, windier, and 2'-3' seas by the time the first wreck was reached after a 1-3/4 hour ride. However, this didn't stop the diving, and some excellent dives were done.

The "Trade Wind" is a three-masted bark that sank off the western side of Long Point. It sank in 120' of water in 1854 after a collision with another ship in a snowstorm only a year after being built. Ann Stevenson, Cindy, and Kevin had visited this site earlier in July after the LEWD trip. The NDA people geared up and got in first to film the wreck, and Kevin and Cindy were right behind them. The ship lies north-south with the stern to the north. All three of her masts lie off her port side with some pieces running parallel to the hull and some running perpendicular out into the debris field. The mooring line is tied to one of the masts amidships about 30'-40' off the wreck. Cindy and Kevin first swam to the stern and examined the aft cabin, which is still in place. They looked inside the cabin through the two companionways, one on each side of the forward part of the cabin. The cabin is partly silted but could easily be penetrated with about 5' of clearance inside. Some structure and debris is visible inside, but no penetrations were made to avoid silting the wreck. The bare roof decking of the cabin is visible and clear of both silt and zebra mussels with the individual planks being observable, and there is also a small skylight in the middle. Kevin and Cindy stopped to play with the wheel, which is unique in that it is in a small recessed cockpit in the center of the roof of the cabin. It does not appear to have fallen there but instead purposely designed that way. The stern sits high off the bottom with about 15'-20' to the bottom. The rudder is visible and turned to starboard, and interesting scouring of the bottom is apparent in this area.

Swimming towards the bow along the port side, the masts were examined in detail. Unfortunately, an older - and assumed non-NDA - diver was on the bottom in this area furiously stirring up silt as he finned along close to the bottom, quickly obscuring most of the details. Kevin made an attempt to communicate his displeasure to the individual and to check to see if he needed help, but the diver was not very responsive and continued to do this for the rest of the dive wherever he went. So, Cindy and Kevin headed towards the bow where the viz was clear and examined the two anchors and windlass. The railroad iron that was part of the cargo is quite apparent in this area. Most of it has slid across the deck against the port gunwale, which the wreck has a definite list towards. They then headed back to the masts to see what details they could. Off the bow there appeared to be a fife rail attached to the end of one of the masts. At least two bracing platforms, often mistakenly called crow's nests, were seen amidships, and an area where the masts are continued in height by bringing two poles

together was visible on one mast. Lots of cross bars and miscellaneous unidentified parts were also seen. A burbot, also called a ling cod or lawyer fish, was spotted by Kevin hiding in a small notch on one mast towards the stern. This is the only fish common found on eastern basin wrecks, and it appears to be an orange-spotted catfish with an eel tail. Kevin spent some time trying to get it to come out and play. The fish wasn't amused and kept changing hiding spots. Bottom time was 18 minutes with a maximum depth of 112', and total run time was 34 minutes. Visibility was good at 50'-70', and lighting conditions were good despite the mostly cloudy skies. Bottom temperature was 40 deg F with the thermocline at 70'-75'. The surface temperature was 72 deg F, and surface viz was good at about 15'.

The second wreck visited was the "Crystal Wreck," named after the dishes found on the site. It is a short run from the "Trade Wind" and is a newly discovered wreck that didn't make it into the Wachter's book. It was originally found by being a known net snag point for Canadian fishermen. Kevin first dove it last year, but this was Cindy's first time since she couldn't make the dive last year. The wreck is still unidentified, and it lies east-west in 110' of water with the bow to the east. A large mass of netting is visible on the port side of the bow, and the mooring line descends into this mass. Unnoticed last time by Kevin is the fact that there is an iron anchor hidden inside this netting, and the mooring line attaches to its eyelet. At the extreme bow is a large bowsprit, which is decoratively draped in nets like parade buntings. It lies high off the bottom by 15'-20' and is an impressive, attractive sight. A large windlass occupies the bow behind the bowsprit, and the remains of the pistons for a hand pump lie behind the windlass. The decking is very intact and covered in a thin layer of silt. The railings are also mostly intact, and moving aft one can see three cargo hatches, a large capstan in the middle of the ship, and some smaller pieces of deck equipment. Large block and tackles are also visible scattered at various places around the deck, and through one hatch can be seen the large centerboard of the ship. The hold is penetrable with about 5' of clearance, but this was not done to avoid silting the wreck for those filming. Amidships off the starboard side can be seen some snagged netting hanging and partially floating in an attractive manner.

Upon arriving at the stern, some damage to the center decking is evident, and there is a large hole where the aft cabin is missing. Inside the cabin area on the starboard side can be seen an iron stove, and around it are various pieces of dishes from which the ship gets its name. They were obviously placed there for viewing by divers, and there were many more pieces than last year. Missing, however, was the old shoe, possibly removed due to political sensitivities or stolen. In either case, this is unfortunate. One interesting piece on the deck forward of this area was a flat circular metal disk with symmetric round holes cut into it at the center and around its perimeter like an old time movie reel. At the immediate stern is a wooden box structure with the ship's wheel and steering gear visible inside. A metal pail was also spotted in this area. The immediate stern is completely covered in netting, hiding the details of the rudder and

undersides. Because the ship sits so high off the bottom, this would be an interesting area to explore in more detail. The netting, however, is beautiful and a highlight of the wreck, so it would be a shame to remove it. The viz was excellent at about 70'-90', and this time there were no divers stirring up the silt. The bottom temperature was slightly warmer at 42 deg F, and the thermocline was higher at 65'-70' with a warmer surface temperature of 75 deg F. Bottom time was 15 minutes, maximum depth was 103', and total run time was 31 minutes. Lighting conditions were very good despite the late hour and overcast sky.