

On Saturday morning, July 6, Mike Holda, Cindy LaRosa, and Kevin Magee went diving out of Rocky River on Mike's boat "Erie Lady." The previous day had been rough with 4'-6' waves and whitecaps, so they were anxious to see what the new day held in terms of weather and lake conditions. Upon exiting the river's mouth, they discovered there were 3'-4' seas with an occasional 5', but there were no visible whitecaps, things weren't choppy, and the waves were rolling swells. The lake seemed to be calming down, so it was decided to run to the "Admiral," a tugboat that sank 10 miles off Rocky River in 1942 in 65' of water during a December storm while towing the fuel barge "Cleveco."

The ride out to the "Admiral" was a slow one, but upon arriving the waves had subsided to 2'-3' with an occasional 4'. The air was 75 deg. F, which was noticeably cooler than in previous days. After anchoring, everyone geared up and entered the water. Surface viz was a fantastic 25'-30', and the water temperature was 75 deg F. Upon descending a thermocline was encountered at 35'-40', and the water temperature dropped to 50 deg F. The viz also dropped significantly to only 3'-8'. Upon reaching the bottom it was discovered that the anchor was off the wreck and in the mud. After temporarily suffering the embarrassment of a tangled reel, Kevin used his reel to swim south and then made an arc to the west until the wreck was discovered about 30'-40' to the SW of the anchor.

Viz was terrible on the wreck. The tug's funnel is lying on the bottom on the east side of the "Admiral," and this was found first, but the main body of the wreck still could not be seen from the funnel. The bow points S towards Cleveland, and along the gunwale the visibility was only 3'-5'. Rising to the top of the wreck, 5'-8' of visibility was present, and the wreck was found to be heavily encrusted in large zebra mussels above the 55'-60' depth level. Several large gobies were seen on top of the wreck. Upon returning to the anchor line and ascending, it was noticed that there was a strong current moving W.

Since a good 10'-15' of visibility had been found on the "Dundee" two days earlier, it was decided to try this wreck next. After descending, the thermocline was found to be at 45' instead, but otherwise conditions were identical with only 3'-5' of viz on the bottom at 70' and 5'-8' of viz on the deck at 63'. The anchor was off the wreck, so Kevin's reel was once again used. This time he guessed wrong in every direction until finally finding the stern of the wreck to the W by only about 20'. Viz was so poor that everyone quickly lost sight of each other on the wreck. The wreck was briefly explored before everyone gathered at the anchor line and ascended. A strong W current was again present, but upon reaching the clear water near the surface, the current's direction switched 180 deg. to an E direction. Quite strange.

Because there were multiple parties and festivities later in the day, everyone decided to head back in. By this time the waves had subsided to 2' seas, making

for a nice return journey and turning it into another gorgeous day to be on the lake.