

On Wednesday, September 13, Kevin Magee went diving with Osprey Charter (Jim Herbert on the "Southwind") in Barcelona, NY. Despite the stormy weather on the previous days and the high chop in the morning, the lake became dead calm by the time we were underway. Seas for most of the trip were about 1"-6"; mirror-flat. In addition, the sky was a beautiful crystal clear blue, and visibility was about 25-30 miles. One could see clear across the lake to Canada, including seeing Long Point jutting out into the lake. There was no wind at all, and temperatures were cool but pleasant at about 60-65 deg F.

On the way out to the dive site, we were further treated to the sight of a three-masted schooner, very similar to our planned dive, heading west. We passed within half a mile, and it looked like a page out of history except it was under motor power and was towing a zodiac instead of having a yawl boat. Oh, yeah, and it's cabin and masts were still in place, unlike what we are used to seeing on the wrecks. Boy, she'd sure look beautiful on the bottom. Lake traffic was also heavy that day, and three to four large ships could be seen at any given time. They were so numerous that on several occasions during the trip we were required to change course to avoid a collision. On one occasion Jim had the right of way, but he wisely decided that size really DID matter and got out of the way.

The dive site was the three-masted barkentine "Sir C.T. VanStraubenzie," better known as the "Ten Volt" or "Yawl Boat" wreck. It sank in a collision in 1909. This is a new wreck and rather deep at 200' depth. Because it is unmoored and there was concern about damaging this wreck by anchoring into it, two divers were sent down first on a thrown marker float line to the wreck. They then sent up a slightly larger 1/4" line with a lift bag. The boat never anchored, and everyone used these small guide lines for descents and ascents. Upon descending, the first sight is its foremast, which is still standing and begins at about 110' depth. At 125', its completely intact "crow's nest," or structural platform, comes into view. The mast then descends all the way down to the main deck at 190'. The mast's large height and diameter are impressive. The front of the ship is intact, and a winch can be seen on the bow's deck along with an intact bowsprit. Hanging off the starboard side is a large anchor with a wooden stock, hanging just as it would have been on the surface. The port anchor was not visible.

The middle of the ship, unfortunately, completely collapses with only a trace of the sides still standing, giving the initial impression that the front of the ship is the only significant standing wreckage. However, swimming towards the stern, the wreck again appears. It is speculated that the collapsed midsection is due to the collision which sank her. Her stern has a lot of damage, and the cabin is missing. However, among the jumble of timber, a standing barrel can be seen in the middle of the ship, and the ship's wheel is visible at the stern. Off the port side of the ship next to the wheel can be seen a very rare sight, the ship's yawl boat. It is lying upside down and leaning against the ship with its stern pointed

almost straight up. It appears to be in fairly good shape and is a great highlight of the wreck.

Viewing conditions during the dive were difficult. The thermocline was at 65', and below it conditions became very dark. Reaching the bottom, it was absolutely black, and one's eyes never adjusted to it. Visibility was excellent at an estimated 50'-100', but without a strong light, not much could be seen beyond the narrow beam of light. Kevin has decided he definitely needs a better light. Above the thermocline, visibility was poor at about 10', and the water's surface was coated in floating pollen or algae. Max. depth was 189', bottom time 15 minutes, run time 58 minutes, and bottom temperature 41 deg F. Upon reaching 30' during the ascent, it was discovered that the float had been pulled down due to divers hanging on the line and due to a fairly significant current running east, so lift bags and reels were deployed to finish the dive at 15'-20'.