On Friday, August 7, 2009, Cindy LaRosa and Kevin Magee made the 9-hour drive north from Cleveland, OH, through Michigan and across the Straits of Mackinac Bridge to the Upper Peninsula of Michigan. Their goal was the little town of Paradise, MI, near the tip of Whitefish Point. This spit of land separates Lake Superior from Whitefish Bay, which serves as the entrance to the Sault Ste. Marie locks, or the "Soo." These locks are the only exit from Lake Superior to the lower four Great Lakes. About 17 miles off Whitefish Point in 530' of cold Lake Superior water also lays the most famous shipwreck of the Great Lakes, the "Edmund Fitzgerald," which sank in a terrible November, 1975, storm. Although it was not possible to dive this shipwreck, there are many other outstanding shallow and deep wrecks available on both sides of Whitefish Point in Lake Superior and Whitefish Bay.

Meeting Cindy and Kevin in Paradise, MI, were Dean and Diane Ziegler and their son Eric, who were staying at a cabin just outside of town. Dean had towed their 25' SportCraft "Ziggy II" there the previous week, and they had been diving that week with Cris Kohl and Joan Forsberg. Unfortunately, the weather had been rough, making the diving difficult on most days. Joan and Cris were leaving the next day, but everyone hoped for better weather as Cindy and Kevin checked into their cabin further up the coast. The cabins, Freighter's View, were very nice and located right on the water with a great view of the bay. True to their name, ships can be watched from the cabins crossing the bay going to/from the Soo. There was also a dock with a ladder that allowed access to the shallow water of the bay. It was only 3' deep several hundred feet out from shore with a nice sandy bottom and no rocks, making for relaxing wading on hot days.

When everyone went to bed Friday night, the water was calm and mirror flat. They awoke the next morning, Saturday, August 8, 2009, to the sound of large surf rolling into shore. There was a steady southeast wind blowing, and after waiting for several hours, it was decided it was a blow day. So, everyone got in Eric's car and made the trip to Pictured Rocks National Lakeshore for a day of sightseeing and hiking. Ironically, the water on this sheltered shore of Lake Superior was beautifully flat, and Cindy and Kevin enjoyed wading and splashing in the fabulously clear water of Lake Superior at one of the park's beaches.

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The next day, Sunday, August 9, 2009, dawned overcast and cool at 65-70 deg F with a mild southeast wind blowing and 2' seas, enough to leave port. The public boat ramp is near the very tip of Whitefish Point in a small artificial harbor of refuge, the only harbor along this coast. After putting the boat in the water, they set out on a long 16-mile run across Whitefish Bay towards the Soo to the first shipwreck of the trip, the "Samuel Mather." The "Mather" was a large 246'x40'x19' wooden steamer built in Cleveland, OH, in 1887 and lost four years later in November, 1891, while downbound towards the Soo. It was carrying a load of wheat in its double-decked hold when the upbound steel steamer "Brazil"

hit the ship with a glancing blow in a dense fog. The “Mather’s” captain stopped the ship and anchored to assess the damage, but it quickly became apparent the ship was sinking. Soon after the entire crew abandoned ship, it sank in 170’-175’ of water with no loss of lives. As “Ziggy II” continued towards Iroquois Point at the entrance of the Soo, the waves grew calmer until the seas were mirror flat from the sheltering shoreline on this side of the bay.

The mooring was found and hooked, and everyone geared up to dive the wreck while Diane faithfully watched the boat. The mooring was found to be attached to the starboard railing just forward of the stern deckhouse. The bottom temperature was 39-40 deg F with a thermocline at 100’ and 63 deg F water above it. Surface visibility was about 20’, and the bottom visibility was about 30’ with dim lighting conditions. The stern points southwest, and the deck is at about 150’. The ship is in excellent condition and is considered one of the best shipwrecks of Whitefish Point since its hull is completely intact, the aft deckhouse is in place, and two of its three masts are standing. There are a plethora of items and equipment to see all around this wreck. Lying across the starboard railing next to the mooring is a fallen smokestack, which is pressed up against the corner of the deckhouse. Lying on the deck nearby is a shovel, one of the many common everyday items that litter this shipwreck. The fully intact mizzenmast stands immediately in front of the deckhouse, and on top of the deckhouse is a slightly raised metal roof with two holes side-by-side for the missing smokestacks. A ventilator air scoop stands on the port side pointing backwards, and a hole for the missing starboard ventilator is near the opposite smokestack hole. Some pipes with valves also penetrate the roof at several locations. Moving aft along the sides of the ship, the covered breezeway for the deckhouse can be examined with various collapsed walls and rooms visible along the inside wall. Due to the collapsed walls, the two boilers with smaller auxiliary tanks on top can be glimpsed inside. The columns supporting the roof of the breezeway are attractively carved rather than completely cylindrical, adding an artistic touch to the wreck.

Reaching the rounded stern, the aft deck is exposed due to the missing deckhouse roof in this area. On this aft deck lying in an aft-to-forward line are the rudderpost, a capstan, and a very large round wooden towing bitt with a slightly curved shape at its base. On the port side deck there is a companionway opening with stairs leading down below. The deckhouse roof is collapsed towards the stern, causing the roof to dip down in the middle while still supported and standing on the outside and forward edges. Lying on the aft deck are fallen walls and pieces of the roof. Still attached to the sagging roof is a skylight opening at the center of the deckhouse, and it is surrounded by two water tanks, one on each side of the skylight. The starboard tank has broken loose from the roof, however, and is sliding down to the deck. Inside the skylight opening can be seen the top of the two cylinders of the compound engine with the larger cylinder at the rear. Forward of the skylight is a standing vertical cylinder poking up through the roof, an unknown part of the machinery of the ship. Along both

the starboard and port sides of the deckhouse's roof can be seen a single curved metal davit for the ship's lifeboats, which the crew used to escape the ship. The port side has the forward davit in place, and the starboard side has the aft davit. The other two davits are missing.

Moving onto the cargo deck forward of the deckhouse, the first of six large rectangular hatches is encountered that fill almost the full width of the ship. Peering down inside, it can be seen to be a long way down with an intermediate deck level in between before reaching the bottom of the ship. Lots of debris is scattered around on the deck and inside the hold. On the deck between the second and third cargo hatches is the outline of a former deckhouse, and scattered all around are the fallen walls and roof of this deckhouse. This debris spills over and into the two surrounding hatches, partly covering and obscuring them. Mixed in with the debris of the collapsed deckhouse are pieces of furniture like tables and benches as well as other everyday items. Forward of the third cargo hatch is the standing mainmast with a large circular fife rail around its base. Coming down from the top of the mast far above are three cables from the standing rigging, and they attach to the starboard railing. More cables hang loosely from the top of the mast on the port side.

Continuing forward from amidships, the fifth hatch has a large deck winch resting on its end down inside the hatch after having fallen there from someplace else. Between the fifth and sixth cargo hatches is the hole for the foremast with a fallen fife rail lying around the opening. The fallen foremast lies on the port side angled diagonally downwards between the port side and lake bottom forward of the ship. On the starboard side next to the mast hole is a large fallen hand pump lying on the deck. Forward of the sixth – and last – cargo hatch is the outline of the forward deckhouse, which would have included the pilothouse. However, almost the entire deckhouse is missing except for some boards and debris lying on the deck. Part of the deckhouse wall is still attached to the port side of the ship, causing the bulwark to appear higher on that side. Among the debris of the deckhouse are a radiator, toilet, sink, and pieces of furniture. At the center of the deck near the bow is a metal windlass with several large oversized gears. The windlass has broken loose from its attachments and lies askew. The stem at the very front of the ship is split by several feet, and a chain pierces the gap and stretches taut outwards at an angle down towards the lake bottom far in front of the ship. This is the starboard anchor that was deployed after the collision while the condition of the ship was being evaluated. The port anchor can be seen lying flat on the deck with its metal stock and a large globe at the end of the stock outside the bulwark of the port bow.

Upon ascending it was discovered the mooring passed right next to the top of the standing mizzenmast. The top of the mast reaches a depth of 75'-80', and the mast can be examined during the 100' and 70' decompression stops. Wire rigging hangs down from the mast step near the top, and an old rope mooring wraps around the mast. The very top of the mast has a metal spike and flattened

wood disk that would have been capped by a spherical globe that is now missing. This is a rare and exciting detail to see on any wreck. Bottom time was 20 minutes, run time was 56 minutes, max depth was 150', and 20/35 with 50% and 100% O2 deco gas was used.

For photographs, site plans, and an excellent painting of the ship underwater by famous marine artist Ken Marschall, see the Great Lakes Shipwreck Historical Society web site at the following location.

http://www.shipwreckmuseum.com/gallery.phtml?catid=4

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The next morning, Monday, August 10, 2009, dawned sunny, warm, and pleasant with glassy flat seas. Because of the great dive the previous day on the "Samuel Mather," it was immediately decided to take the good weather opportunity to again dive this spectacular shipwreck. The long trip was made back to the site, and soon after arriving, the boat was passed by two lakers, a 1000-footer and a smaller one, racing each other downbound to the Soo. It made for an impressive sight as they passed in the nearby shipping lane. We were also soon joined by another dive boat, "Pumped Up," with Jeff Gover and Janet Smith aboard. They tied off to our stern and waited for us to enter the water.

Conditions on the bottom were significantly different from the previous day. The water was much warmer with 48 deg F on the bottom and no noticeable thermocline. The bottom visibility also improved to 40' with bright ambient lighting conditions, and the surface visibility was about 30'. The entire wreck is hard to see in a single dive, and everyone appreciated the extra opportunity to see more of this fantastic wreck. Bottom time was 20 minutes, run time was 49 minutes, max depth was 150', and 20/35 with 50% and 100% O2 deco gas was used.

After visiting the "Samuel Mather," it was decided to dive another wreck with the remaining gas in our tanks. The wreck chosen was the "Vienna," another steamer that sank after a collision in Whitefish Bay. It lies about a mile from the Whitefish Point Harbor of Refuge, making it very close and convenient to dive. By this time the wind had picked up, the seas were 2' and choppy with whitecaps, and the air temperature had dropped to 60-65 deg F, so it is fortunate the wreck was close to the harbor. The "Vienna" was a 191'x34'x14' wooden steamer that was built in Cleveland, OH, in 1873 as one of a series of early ships specifically built for bulk cargos, thus beginning the long line of "bulk carriers" that continues today. It was carrying iron ore downbound when it was struck by the

steamer “Nipigon,” which was passing upbound and suddenly veered into the “Vienna.” The “Nipigon” took the “Vienna” in tow and was headed to shore when the ship suddenly plunged to the bottom in 140’-145’ of water. Fortunately the crew all took to the lifeboats and were saved with no loss of life.

The mooring was attached to the exposed single-cylinder engine at the stern. The stern points northeast and has an attractive round shape. All of the decking and railings are in place, but the stern deckhouse is missing, leaving only floor joists in the location where it once stood. The missing floor of the deckhouse allows the second level below to be viewed and explored, and the engine and boiler are both exposed forward. The deck is at 125’ depth, and dropping over the railing at the stern, it is a 15’-20’ drop to the bottom where the rudder and propeller can be viewed underneath the undercut fantail. The rudder is turned to port, and the four-bladed prop can be seen half-buried in the bottom. Amazingly, there are white-painted Roman numeral draft marks clearly visible on the rudderpost. Coming up at the transom, a large slot can be seen cut into the curved wooden surface for tow lines, and traces of white paint can be seen on the hull. The deck at the stern is littered with many objects like tools and dishes, which were collected for display by divers. Dropping into the second level through the open deckhouse floor, a capstan can be seen mounted in the middle near the stern. On the port side is a workbench with a vise mounted to it. The engine can be viewed from both decks since it penetrates above the main deck, and many pipes connect it to the boiler forward. Forward of the boiler is a large stack opening that towers above the main deck, but the funnel is missing.

After the stack opening is the first of five rectangular cargo hatches that nearly cover the width of the ship. If penetrating the ship from below deck, coal from the ship’s coal bunker can be seen scattered around this hatch. The rest of the cargo hold is filled with gray gravel and rocks that are its iron ore cargo. On the deck between the second and third hatches is a lifeboat lying slightly towards the ship’s starboard side with its bow pointed forward. The lifeboat has a hole in its starboard side at the bow, but it is otherwise intact and complete with benches. At the “Vienna’s” centerline near the lifeboat’s bow is the broken stub of the mainmast. Behind it is the base of a deck winch, but the winch drum itself has broken loose and is up against the stern of the lifeboat. The winch drum has several large gears on it.

Adjacent to the fourth cargo hatch on the port side is the collision hole where the “Nipigon” plowed into the “Vienna.” A large V-shaped hole completely obliterates the hull at this location and reaches to the fourth cargo hatch. Inside the hatch the second deck collapses downwards. Forward of this hatch the main deck starts to slope downwards, and the sides can be seen separating from the deck at the gunwale. A tilted, broken foremast stub is between the fourth and fifth cargo openings, and lying next to it is a fallen hand pump. Forward of the fifth – and last – cargo opening is the base of the missing pilothouse. Like the stern deckhouse, only floor joists can be seen where the pilothouse once stood, but

there are fallen walls and roof pieces that partially cover the hole. The deck then continues to dip downwards towards the lake bottom while the sides splay outwards. The deck also noticeably shifts to the starboard side, probably from the force of the collision. A capstan near the bow stands tilted at the end of a large metal rod, and a curved anchor crane is mounted at the bow's stem. Close examination of the stem reveals more white-painted Roman numeral draft marks on it. Peering underneath the deck from the split sides reveals a windlass tucked between the collapsed decks. Two gaffs or booms lie on the lake bottom off both the starboard and port sides. A door, probably from the wheelhouse, was also seen lying on the lake bottom. In fact, the lake bottom is littered with much debris, including a pickaxe among many other items.

The "Vienna" is an excellent wreck with much to see and explore. The bottom temperature was a warm 51-53 deg F with a thermocline at 115' and 63 deg F water above. Visibility was good at 30' with bright ambient conditions, and there was 20' viz above the thermocline. Bottom time was 15 minutes, run time was 37 minutes, max depth was 133', and 20/35 with 50% and 100% O2 deco gas was used.

For photographs, site plans, and an excellent painting of the ship underwater by famous marine artist Ken Marschall, see the Great Lakes Shipwreck Historical Society web site at the following location.

http://www.shipwreckmuseum.com/gallery.phtml?catid=3

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On Tuesday, August 11, 2009, Jim and Linda Wilson from the Bay Area Divers joined the Zieglers at their cabin. Unfortunately, the morning dawned with a thick fog that did not allow the boat to be launched. So instead, everyone went a mile up the road from the harbor of refuge to the Great Lakes Shipwreck Museum, where Jim and Linda toured the excellent museum and historic lighthouse station while Dean napped, Cindy recorded the sound of the foghorn, and Diane examined rocks on the beach. Soon, the fog lifted, and everyone headed back to the harbor after eating lunch in the museum's parking lot. While Linda and Diane enjoyed some time ashore, Dean, Eric, Jim, Cindy, and Kevin launched the boat and headed around the point to Lake Superior, passing the museum and lighthouse they had just been visiting. The seas were rough and choppy at 2'-3' from the building wind, but they proceeded anyway to the first wreck, the "Myron."

This 186'x33'x13' wood steamer foundered in a storm in November, 1919, while towing its longtime consort schooner-barge "Miztec." After cutting the "Miztec" loose to fend for itself, the "Myron' was overcome by the ferocious storm and sank in 50' of water northwest of Whitefish Point only 4 miles from the safety of

the bay. All of the crew boarded two lifeboats, but the captain would not leave the ship and stayed in the wheelhouse. The wheelhouse and captain were then washed away as the ship sank, and the captain was found half frozen but alive in the wheelhouse across the lake on the Canadian side the next day. The "Myron's" stern also washed up on the Canadian shore. Ironically, the 17 crewmen who had taken to the lifeboats were all found dead and frozen, some in one lifeboat and others scattered on the shore. The captain also relayed the tale of a passing ship refusing to rescue him and leaving him to die in the icy waters surrounded by a huge debris field of floating lumber from the "Myron's" cargo.

After hooking into the mooring and entering the water, the divers were surprised to see the wreck below them after only descending 10' down the line. The ship lies broken in pieces with the stern pointing northwest. The entire ship is on a pure sand bottom, the bottom temperature was 60 deg F, and visibility was about 30'-40'. These conditions really increased the pleasure and uniqueness of the dive - it almost felt tropical. The mooring was tied to the machinery at the stern where the engine, propeller, and rudder are all located. The rudder is tilted to starboard and has an attached steering quadrant, and the 4-bladed propeller is attached to the compound engine by its shaft. The engine stands about 10' tall but its top pistons are torn off to the port side, probably by ice, and the piston rods are bent over to this side. A large boiler lies forward on the port side by about 30'-40' with the boiler's fireboxes pointing forward. Projecting away from the machinery is a large keelson that runs the length of the ship to the bow. The keelson is large at about 4' across and features two large sister keelsons made of wood and framed by metal plates on the outside edges. The middle in between them, however, is hollow with only occasional posts rising from the empty, sand-filled trench. Occasional traces of thin metal can also be seen on top of the keelson. The bottom of the ship is hidden beneath the sand, but the frames at the turn of the bilge on both sides can be seen poking out of the sand. The sides of the hull are broken off at the turn of the bilge and lie on the bottom on both sides 20'-40' away.

Mounted to the flattened sides of the ship are standing knees that once supported the deck. The hull's sides run the entire length of the wreck and show the ship's construction details. At the bow is a thin strip of metal plate attached to the inside of each hull side that runs diagonally from the top near the gunwale down to the base where the stem would have been attached to the keel. The plate runs underneath the knees, showing it is an integral part of the hull structure and was probably used to brace the bow.

At the bow of the ship the stem rises from the bottom with an attractive curve and is clad in metal for protection from ice. A winch lies off the port side on the bottom, and a spare propeller blade is near the keelson. The highlight of the bow, however, is the draped anchor chain, which hangs in fancy folds from the high points of the bow and gracefully falls into the surrounding sand on the starboard side. So picturesque is the scene that Cris Kohl has featured

photographs of this part of the wreck on the covers of his books “The 100 Best Great Lakes Shipwrecks, Vol. II” and “The Great Lakes Diving Guide (2nd Edition).” Also noticed on the wreck were small snails and some gobies. However, like all of the other wrecks of Whitefish Point, not a single zebra or quagga mussel was seen, and everything is bare wood and metal. Cindy also found what might be the sole from a shoe lying in the sand, although it is uncertain whether it is contemporary to the wreck. Overall, it was a really interesting, fun dive. Run time was 42 minutes, max depth was 47’, and air was used.

After diving the “Myron” it was felt we should dive the other half of the story, its consort “Miztec.” It survived the storm that sank the “Myron,” but 18 months later in May, 1921, the 194’x35’x14’ schooner-barge, while under tow by the steamer “Zillah,” mysteriously broke loose during a spring storm and foundered with the loss of all 7 crew. Ironically, it did so only a few miles from its longtime companion steamer, the “Myron.” Both ships were curiously also exactly 31 years old when they sank.

Like the “Myron,” the “Miztec” lies in pieces on a pure sand bottom in 50’ of water. Its bow points south, and its stem stands tall and is clad in metal for ice protection. The sides are splayed out, and the keelson runs down the middle. At the bow is a large pile of chain in the center of the wreck, and a fallen hand pump lies nearby. Off the port side up against the keelson is an upside down U-shaped deck with a windlass mounted to the underside of it. Off the starboard side lies a small donkey boiler with its fire tubes easily examined. On the splayed out port side, foremast chain plates can be seen attached to the hull with turnbuckles and wire rigging attached. The wire rigging runs to the center of the ship and is attached to a metal mast collar from a long-missing mast. In this same area are also many blocks from the rigging scattered about, including one hanging from the debris. Two unknown metal boxes, some pieces of pipe, and small machinery parts are also in this area up against the keelson. The keelson itself stands 3’ high off the bottom with two stacks of 4 sister rider keelsons each. The middle, however, has no obvious rider keelsons, leaving a sand-filled trench instead.

Following the keelson to the stern, another hand pump is found there. There are some standing sections of hull, and then the wreck ends. Examining the fallen port side closely, the remains of many large metal-lined scuppers can be found in the bulwark. Continuing past the bow on the port side, there is another piece of hull with some draped anchor chain on it. Following this chain, it leads off across the bottom, through a hawse pipe, and to a shackle attached to a large metal ring partially buried in the sand. It is possible this is the top of an anchor that is otherwise completely buried. Looking underneath various pieces of wreckage, schools of small silvery fish were seen. Visibility was slightly poorer on this

wreck at about 20'-30', but the water was still warm at 59-60 deg F, making for another pleasant dive. Run time was 47 minutes, max depth was 50', and air was used.

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Wednesday, August 12, 2009, dawned clear, sunny, and calm with a mirror-flat lake. Again seizing this good weather opportunity, it was decided to head back out into the middle of Whitefish Bay to dive another wreck, the "Panther." This wreck lies 10 miles from the harbor towards the entrance to the Soo. Along the way, it was noticed how the water depth quickly drops to 300' and then rises and falls between 200'-300' until the middle of the bay, where it suddenly rises to only 100'-110' deep. This is where the "Panther," a 248'x36'x22' composite steamer, sank in a collision with a steel steamer almost twice its size. The "Panther" was downbound with a load of wheat on a foggy night in June, 1916, when the upbound "James J.Hill" came out of the fog and pierced the smaller wooden ship. The two ships were kept locked together until the "Panther's" entire crew had time to escape to safety by jumping aboard the "Hill."

The shipwreck lies with its stern pointing west, and the mooring was attached to the boiler with a small auxiliary tank mounted on top. The boiler is embedded in a large metal house that encloses the lower half, and standing behind the boiler house is the exposed compound engine with its two cylinders. No deckhouse is present, but surrounding the engine and boiler is the basic shape of the wreck's stern, although the decking and structure are partially collapsed, forming a jumble of boards and items to see. Visible are furniture, ladders, and other such items, and much time could be spent in this area examining all there is to see. A capstan is visible on a portion of intact decking near the stern, and the rudderpost sticks up tilted to starboard above the collapsed decking. Under the rounded stern, one blade of the propeller can be seen sticking up out of the mud bottom among the jumbled debris. Forward on the port side near the boiler house is the funnel lying on its side on the deck, and peering inside revealed a hiding burbot. Several other burbot were also spotted hiding around the wreck.

Forward of the boiler house is the collapsed cargo hold of the ship. The port side stands 10' high off the bottom, but the starboard side is lower at about 5', and the decking is missing. Filling the interior of the wreck is a jumble of parts and debris, including hatch frames, beams, and deck pieces. At various points in the cargo hold are piles of what appears to be yellow-white sand. However, scooping up a handful of the material reveals it to be the wheat from the ship's cargo, including fully intact kernels which are over 90 years old. This is an amazing sight to behold. Although the basic structure of the ship is mostly wood, it was noticed the deck beams are metal rather than wood. Towards the bow even the standing knees are a riveted metal design rather than the classic wood design, making this ship, which was built in 1890, a transitional composite vessel

with a mixture of both wood and metal used in its construction. This is another exciting feature of this wreck.

At the bow is a large section of intact deck that tilts down to the starboard side. Mounted to it is a large winch and what appears to be a bow pointing pole lying against it. At the end of this pole is a large metal globe. Forward is a smaller winch lying in the debris along with a big metal windlass. This windlass has a worm screw and what appears to be a belt drive wheel. However, no donkey boiler was seen in the area that could have run this machinery. The port side of the bow is standing and covered in metal plates. Anchor chain can be followed to a metal-stocked anchor lying partially hidden within wooden debris on the bottom on the port side. Swivel arms and flukes can be seen on the anchor if closely examined. Again, there is a wealth of items to see in this area, and much time could be spent examining all there is to see. In fact, the entire ship offers much to explore, and many dives could be spent fully examining this outstanding wreck. The visibility was great at 40', the surface temperature was 63 deg F, and the bottom temperature was a warm 55-58 deg F with no noticeable thermocline. Run time was 38 minutes, max depth was 96', and air was used.

After surfacing, it was noticed the day was still beautiful and sunny with a 75 deg F air temperature and calm 1' seas. So, it was decided to run back past Whitefish Point and out into Lake Superior to dive yet another wreck. This was the "M.M. Drake," a 201'x34'x15' wood steamer that lies 6 miles west of Whitefish Point in 45' of water. It was towing the 213'-long barge "Michigan" in October, 1901, when the barge started to sink. The "Drake" maneuvered close to remove the barge's crew, and a large wave suddenly caused the two vessels to crash together. Both ships then sank with the loss of the "Michigan's" cook. The "Michigan" has not been located, but the "Drake" was located many years ago by sport divers. Like the "Myron" and "Miztec," which are in the same area, the wreck lies broken on a pure sand bottom.

Only a portion of the stern remains, and the rest of the ship appears to be buried beneath the sand. The most prominent feature is a boiler with its fireboxes facing forward. Aft of the boiler is the base of the engine with scattered engine parts around it, but the top of the engine is missing. There is a propeller shaft running aft but no propeller, which was apparently salvaged by divers many years ago. There is also no rudder, which now stands as an exhibit at the Shipwreck Museum at Whitefish Point. Part of the stern's hull is visible on the starboard side, and another piece of hull lies 30'-40' off the starboard side. However, that is about all there is to see. A reel was hooked to the boiler and a couple hundred feet in front of the boiler was explored, but no other pieces of wreckage were found. It was still a pleasant dive, however, with about 20'-30' of visibility and a warm 65-67 deg F bottom temperature. Run time was 22 minutes, max depth was 46', and air was used.

Finally, since we were in the area, another dive was done on the “Myron,” and conditions were identical to those found on the “Drake.” Run time was 34 minutes, max depth was 49’, and air was used.

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On the last diving day on Thursday, August 13, 2009, everyone decided to make another dive on the “Vienna” and then spend the rest of the day relaxing and packing. The seas were slightly choppy at 1’-2’, but fortunately it was a short trip from the harbor to the wreck. The visibility was spectacular at 40’, the surface temperature was 63-64 deg F, and the bottom temperature was a warm 50-55 deg F with no obvious thermocline. Bottom time was 20 minutes, run time was 45 minutes, max depth was 140’, and 25/20 with 100% O2 deco gas was used.

Everyone really enjoyed the trip, and the shipwrecks are spectacular. The fact that there are no zebra/quagga mussels is reason enough to go, but the beautiful condition of the deeper wrecks makes the trip even more worthwhile. We also had the luck of good weather in an area known for its treacherous conditions, and the area is remote but quaint and charming with plenty to do should you find yourself ashore on a bad weather day.