Diving Into Lake Erie’s Past

SCUBA diving in Lake Erie? Most people picture a diver in tropical waters gliding among breathtaking coral gardens and through schools of multicolored fish in gin clear waters—this is not always true. SCUBA divers have been enjoying the underwater adventures Lake Erie has to offer for years. Russ McNeal, the man who owns the china from the Frank E. Vigor, is one of those divers.

Russ, who is owner of Underwater (a SCUBA diving shop located at 532 Lake Avenue in Elyria, Ohio), has been a diver for 18 years, a SCUBA instructor for 12 years and has dove Lake Erie for the past 14 years. During that time, Russ has explored 25 to 30 shipwrecks that grace Erie’s depths and has been willing to share some of his knowledge concerning SCUBA diving in Lake Erie.

“Visibility,” stated McNeal, “seems to be a major question among those interested in diving Lake Erie. Unbelievably, during the months of July, August and September, visibility in the central basin (Huron-Conneaut) is generally between 30-50 feet in depths of 50-90 feet.” This is due to the greater depths found in the central basin and less turbulence from storms which stir up bottom sediments such as in shallow nearshore areas and the western basin. Phytoplankton blooms, microscopic green plants that give the lake its green color, will occur only to the depth which sunlight penetrates. Therefore, below the plankton bloom, water clarity can be quite good. Visibility in the western basin, however, tends to be 10-15 feet at best during the summer months and is due primarily to bottom sediments and plankton blooms in the shallower waters.

Although SCUBA divers can dive Lake Erie year round, the most popular months for water temperature warmth and visibility are June through September. McNeal suggests the use of a full wetsuit, even in the summer months, with thickness of 1/4” when diving in the colder, deeper waters of the Central Basin.

Novice SCUBA divers are advised to make their first few wreck dives with individuals who have wreck experience and then only by observing the wreck from the outside. Penetration wreck diving (actually entering the wreck) requires experience or better yet, an advanced SCUBA course on wreck diving. “Wreck diving in Lake Erie can be an exciting and rewarding experience and collecting shipwreck artifacts from Lake Erie’s past is one of the diver’s top priorities,” stated McNeal. “However, many wrecks are dangerous to enter because of twisting passages, pitch-black darkness and siltation and water depth are definitely not for the novice,” he said. One such wreck, the Frank E. Vigor, lies in approximately 80-90 feet of water, is upside down, and has only one way in and out. Although the Vigor is an interesting wreck, it is located approximately 26 miles offshore in Canadian waters and is definitely not a trip for the average size Lake Erie pleasure craft. It is also important to remember when diving in Canadian waters that it is necessary to request permission from the Canadian Coast Guard in Toronto and to register your SCUBA gear and vessel registration with Canadian Customs prior to diving.

What are a few of the most interesting wrecks to dive in Lake Erie? McNeal suggests the following:

Central Basin

Admiral - Avon Point
Sand Merchant - Avon Point
Dundee - Avon Point
Quito - Lorain Harbor
Cleveco - Cleveland
Frank A. Vigor - Lorain/Cleveland (26 miles offshore)

Western Basin

Conastoga - East Sister Island
America - Pelee Island
F. H. Prince - Kelley’s Island
George Dunbar - Kelley’s Island

The above wrecks are popular and are dove upon frequently. For example, the Admiral (a tugboat that sank December 2, 1942 and lost 14 lives), may have 2-3 dive vessels anchored over top on weekends during the summer. When diving, be sure to fly the diver down flag, keep one person aboard the vessel, and never dive alone.
Russ McNeal holds hawser ring from the wreck of the Admiral

What kind of adventure awaits Lake Erie SCUBA enthusiasts? The ten wrecks that McNeal suggested are but a handful of the ships lost on Lake Erie. One hundred and ninety-two wrecks, dating from the 1500s back to the late 1700s, have been charted on Lake Erie with most locations approximate. This doesn’t include unknown wrecks, recent wrecks (post 1960), or hundreds of pleasure-crafts. Shipwreck artifacts are popular among collectors and profits can be made from salvage diving on recent wrecks and “treasure” from historic wrecks.

Treasure wrecks on Lake Erie? Perhaps not chests full of gold doubloons, but some treasure just as valuable can sometimes be found. During the 1800s, the ships crew were generally paid off once the port of destination was reached, and common currency during that era was the gold piece. One such ship, the Anthony Wayne (a steamer which sank April 28, 1860 off the Vermilion/Lorain area with a loss of 69 lives), was carrying not only a cargo of wine and whiskey but also a large payroll in gold pieces. The Morning Star, a sidewheel steamer which sank in 1868 off Avon Point, was reported carrying silver bullion for the Philadelphia mint. Both vessels have yet to be located.

Older wrecks containing gold/silver coins and artifacts await the adventurous underwater explorer. The sloop Detroit, an American military vessel which sank in 1797 approximately 3 miles off Erie, Pennsylvania, went down with a cargo of military equipment. The Spanish Coin Wreck (an unknown vessel) was located 10 miles northeast of Erie, Pennsylvania and was found with coins dating back to 1698. The La Jean Florin, a French frigate that sank approximately 15 miles and 261 degrees from Barcelona, New York on July 2, 1721, is reported to have a rich cargo for the diver with perserverance.

During Perry’s Battle for Lake Erie, both British and American warships found watery graves in the western basin. It has been reported that local divers from the Bass Islands have located some of the remnants of these ships and have salvaged valuable historic artifacts which they plan to donate for museum purposes. The diver’s lips, however, remain sealed as to the location of these ships.

Finding shipwrecks requires hours of library research, talking with “old timers,” commercial fishermen, and divers. Don’t expect a diver to provide valuable information to you for an unfound wreck especially if that individual has also been searching for it!

A good place to start your “treasure hunt” will be the Great Lakes Historical Society Museum in Vermilion, Ohio. Shipwreck charts and an excellent library are available at the Museum. While you are there, look for other sources of information concerning shipwreck data. Check with the U.S. and Canadian Coast Guard, the marine history section at university libraries, and shipwreck data through the National Archives in Washington. Be sure to contact your local SCUBA diving shop for information and leads that they may be able to provide. Remember that shipwreck locations begin on land first and only then can be narrowed down to the actual water search.

If your interest is strictly in diving well-known wrecks, contact your SCUBA shop for information on diving trips or names of experienced Lake Erie wreck divers who are willing to help you get started. Dive shops are located throughout Ohio and generally keep in close contact with each other concerning dive locations. Although air fills and equipment are available along Ohio’s Lake Erie shoreline, diving charters with an experienced dive master are not but are being planned for in the near future by a few north coast dive shop owners.

—Dave Kelch

Editor’s Note: Although there is no law in Ohio concerning shipwreck diving, Art O’Hara, Director of the Great Lakes Historical Society in Vermilion warns that, “There are laws on retrieval [of shipwreck cargo] in Huron and Michigan waters — you can dive but not retrieve.” “Legislation to declare Lake Erie as an underwater park is currently in the House,” said O’Hara.

If you are planning a diving expedition on one of Lake Erie’s shipwrecks, be sure to check with the local dive shops on the current legal status of diving and retrieving shipwreck cargo.

Anchoring Near Breakwalls

Experienced waterfowl hunters planning to hunt in breakwall areas commonly take two anchors, one for the bow and one for the stern. These are used to keep the boat shooting view of the decoys. However, this practice, as pointed out by U.S. Coast Guard Lieutenant (J.G.) Paul Jewell, can be hazardous to uninformed or inexperienced boaters.

As boats are meant to be anchored from the bow, anchors attached to the stern can be a potential hazard if not hauled properly. If the stern anchor is hauled and causes the stern to face oncoming waves, two problems may develop. When hauling up the anchor the downward pull of the anchor can reduce freeboard, and the stern may be turned into the oncoming wind. This may result in the sinking or flooding of the boat by waves mounting the boat over the transom.

While this may be a hazardous practice if one is setting out in the open lake, in the generally protected harbors where breakwall waterfowling takes place one does not usually encounter large waves. However, this may depend upon the size and shape of the boat, the wind direction and speed. It is advised not to attempt breakwall waterfowling in flat bottom, small boats (12 foot or less) or in shallow V-shaped hulls 14 foot or under.

If a stern anchor is used, it should be set almost straight down with the intent of keeping the boat from swaying. The main anchor, keeping the boat in position should be from the bow. In heavy weather with high waves (2 ft.+), it is best to set decoys either on the port or starboard side with the bow into the wind, and not set an anchor from the stern.

—Dave Kelch

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Tall Ship To Visit Port Clinton

The Port Clinton Area Chamber of Commerce has recently completed arrangements to bring the Continental Sloop Providence into their western Lake Erie city from August 3 through August 8. An authentic reproduction of the U.S. Navy's first warship and the first war command of the legendary John Paul Jones, the 110-foot Providence will be berthed at the Port Clinton Downtown City Dock and will be available for public tours during the six-day visit.

The original Providence was a fast and maneuverable sailing sloop first used to protect American shipping from British patrols and customs enforcing ships in 1775. Shortly after entering Naval service, the Providence landed Continental marines in America's first amphibious landing at Nassau, Bahamas where many British supplies and stocks of gunpowder were captured. Throughout her five year career, the Providence harassed British commerce from Newfoundland to Bermuda, capturing 40 enemy ships before being grounded and burned in Penobscot Bay, Maine to avoid capture.

The present Providence, first put to sea in the summer of 1977, has since participated in numerous celebrations and historical reenactments. As a youth training ship under the American Sail Training Association, she has visited ports from New Hampshire to Key West, Florida and was part of the fleet of modern craft during the America's Cup Races of 1977 and 1980. Built now of fiberglass and fitted with an auxiliary diesel engine and electronic navigation equipment, today's Providence still relies on sails and carries twelve five-pound cannons. The crew all wear the authentic uniform of the Continental Navy and the ship is detailed to the original Providence of two hundred years ago.

A visit to the Providence during her stay in Port Clinton will recall the words of John Paul Jones, "Give me a fast ship for I intend to travel in harm's way." Port Clinton is located off of Route 2 between Sandusky and Toledo and is approximately fifteen minutes north of Ohio Turnpike Exit 6. For further information, contact the Port Clinton Area Chamber of Commerce at 419/732-2029.

—Fred L. Snyder

Volunteers To Help Lake Erie Boaters/Fishermen

Three Ohio Sea Grant coordinated projects are being initiated in 1984 with the assistance of selected local volunteers. Each of the following projects has the potential to greatly benefit the Lake Erie recreational boater and angler: 1) MAREPS, short for Marine Reports, is a new mariner weather reporting program; 2) Smallmouth Bass Angler Diary Program will collect information on Lake Erie smallmouth bass fishing; and, 3) Salmon Feeding Study will provide information necessary for salmonid stocking and management decision making.

In each program, selected trained volunteers will provide key information to fishery managers and National Weather Service professionals. The information will be utilized to help improve angler success and boater safety on Lake Erie.

Ohio Sea Grant is cooperating with the National Weather Service and other agencies to implement a new program of marine weather reports. "MAREPS" is a new program for Lake Erie designed to provide the National Weather Service with accurate, timely, on-the-water observations of Lake Erie's weather conditions.

Boaters selected and trained for this program will report current on-the-water weather information via marine radio to shore stations. These stations will then relay the information to the National Weather Service in Cleveland. The NWS will then disseminate to mariners. The actual on-the-water reports of wave heights and other data should improve the forecast accuracy and storm warning ability of the NWS. Improved weather reports will increase boater safety and aid recreational boating activities on the Lake. This will assist Lake Erie boaters and anglers in maximizing the recreational potential of Lake Erie.

The program is being started on a pilot basis this spring. Professionals from the National Weather Service in Cleveland will provide the training. Successful MAREPS programs have been conducted in New England and Alaska.

Smallmouth Bass Angler Diary Program will aid in supplying ODNR Division of Wildlife with data on the Lake Erie smallmouth bass fishery. Key selected anglers from the western basin of Lake Erie will participate in the program. They will be trained by ODNR Division of Wildlife fishery biologists to collect essential data on their fishing. They will record numbers of smallmouth caught and released and number of hours fished. On fish kept, they will record fish length and collect scale samples and other data. This information will help access the catch and effort ratio and the growth rates of the species. The information will be valuable to the ODNR in evaluating its management of this popular Lake Erie sport fish.

The Salmon Feeding Study may help answer some questions about the long-term stability of the Lake Erie salmonid predator-prey system. In this project, Sea Grant researchers will analyze the food habits of salmon and trout in Lake Erie. They may also evaluate the geographical variation in salmon feeding by sampling a variety of locations. They may also evaluate the salmonid feeding habits in Lake Erie as compared to the other Great Lakes. The project's findings can be utilized by management agencies to improve Lake Erie salmonid stocking programs.

This project requires that salmon and trout stomachs be analyzed for their food content. Volunteer anglers will aid Sea Grant in the study by supplying the stomachs for analysis from their sport catch. Selected volunteers will be trained in salmonid identification, record-keeping procedures and the techniques of stomach extraction and preservation. The preserved stomachs will be collected by the District Specialists, Sea Grant and taken to Ohio State University for analysis. Labels, jars, and preservatives will be supplied by Sea Grant. Additional knowledge of the food habits of the salmon will aid anglers fishing for these fish and assist managers in making management decisions.

Each of the above projects has the potential to provide real benefits to Lake Erie resource users at a minimum cost. Volunteers are the key to the success of the projects. Ohio Sea Grant will utilize its expertise in working with interested volunteers to aid them in their efforts.

—Frank R. Lichtkoppler

CHANGE OF ADDRESS

The Twine Line mailing list is growing at a rapid rate. In just the past year, the mailing list has grown from 7,400 to well over 11,000. Help us keep track of you by notifying the Sea Grant office if you have a change of address. Peel off an old label from a previous Twine Line Newsletter and send it to us with your new address. Your label has an identification number on it and without that number, we are unable to track down your address in the computer. Send your change of address to the Communicator, Ohio Sea Grant Program, 484 West Twelfth Avenue, Columbus, Ohio 43210.

Estuaries and adjacent wetlands provide as much organic matter to the first 15 kilometers of coastal waters as is produced by photosynthesis, according to Sea Grant research in Georgia. The research into the contribution of estuarine detritus to the coastal marine food chain indicates that wetlands not only play an important role as a nursery for valuable fisheries but also serve as a primary source of energy for these fisheries.
THE GREAT LAKES HISTORICAL SOCIETY MUSEUM
A TRIP INTO THE PAST

On the morning of September 10, 1813 Mr. Levi Johnson and his hired hands were building a house in Cleveland when a noise of thunder was heard in the distance; no clouds, however, were seen on the western horizon. "Boys, it's Perry's guns, he's fighting the British," exclaimed Mr. Johnson. The battle for Lake Erie carried on with cannon volleys that was heard as far away as Erie, Pennsylvania.

Perry's Battle for Lake Erie is one of many exhibits that can be seen at the Great Lakes Historical Society Museum. The Museum is located at 480 Main Street in Vermilion, Ohio and is north of U.S. Route 6 and Ohio Route 2 on the south shore of Lake Erie. Dockage is within walking distance and is available on the Vermilion River for individuals with pleasure crafts. The Museum is open daily from 10:00 a.m. to 5:00 p.m. (except during the winter where weekend hours are observed). Admission is $2.00 for adults and 75¢ for children with special rates available for groups. Membership in the Great Lakes Historical Society is also available and offers many museum privileges. Further information can be obtained by writing to the above address or by calling the business office at 216/967-3467.

The museum contains an unparalleled collection of exhibits dealing with all aspects of Great Lakes history including ship models, marine relics and artifacts, paintings, photographs and special exhibits from shipwrecks and lighthouses, historical navigation equipment, and Great Lakes shipping. The museum also offers an excellent library with hundreds of volumes relating to Great Lakes history, technical papers, monographs and shipwreck data. The collection of photographs of lake vessels and other related items the museum has is the largest in the Great Lakes region. A museum store stocking governmental navigation charts and charts of shipwrecks for scuba divers also carries the largest listing of books related to the lakes and offers souvenirs from the lake region. The Society hosts many special programs and activities throughout the year and maintains a number of traveling exhibits which they make available to schools, libraries, shopping centers and other educational institutions.

The Great Lakes region is one of the most fascinating areas in the world. Historical events of adventure, daring and determination have shaped the history of both the United States and Canada. Take an educational trip into the past and visit the Great Lakes Historical Society Museum—you may even hear Commodore Perry's cannon volleys to the west or see Perry host the famous Blue Barge stating, "Don't give up the ship," on the ragged mast of the dying Lawrence.

—Dave Kelch

Sea Grant Advisory Service Helps Initiate Fisheries Research

The Ohio Department of Natural Resources has agreed to study the salmonid fisheries potential of Lake Erie's central basin at the request of State Senator Robert Boggs, D-18, Jefferson. Under current administrative authority, ODNR will commit the resources needed for research into the economic, biological and environmental impacts of the salmonid fishery in Lake Erie.

"We will do whatever it takes to find out what Lake Erie's capabilities are for supporting salmon," stated Tom Sherman, Deputy Director of Resource Management for the ODNR. "We will also be looking at the possibility of Ohio's potential to raise more salmon should the Lake be capable of supporting the fish," Sherman added. Results of the research could be available as early as July 1985. Funding for the research will come from the State Wildlife fund.

The concept of exporting trophy salmon and trout and importing recreational dollars into northeast Ohio was articulated at the 24th Ohio Fish and Wildlife Conference in February 1984 by Frank Lichtkopplar, District Extension Specialist, Sea Grant. Other extension educational efforts on this topic included news releases, talks to the Lake Erie Charter Boat Association, and talks to sportmen. As a result, fishery managers and sportmen were educated to the idea of developing northeast Ohio's recreational sportfishery as an export industry.

Sportsmen's groups and the northeast Ohio's Sea Grant Extension Advisory Committee were led by Lake County News Herald outdoor writer and Sea Grant Extension Committee member, Jeff Frischkorn. They requested that wildlife funds be allocated to study and answer the questions raised concerning the development of a trophy salmonid fishery in northeast Ohio. State Senator Boggs worked with local anglers and the ODNR to develop a plan whereby the ODNR would research the potential for exporting salmon and importing recreation dollars into Ohio. Such research will assist the ODNR in insuring the maximum wise utilization of Lake Erie's central basin recreational potential.

—Frank Lichtkopplar

Stone Lab Students Receive Pepsi Scholarship

If you're a college student, finding the money to spend a summer studying at a field research station can be difficult. Tuition and fees are substantial and the study schedule precludes much hope for part-time employment.

A couple of students who will attend the F.T. Stone Laboratory on Gibraltar Island this summer will find the tuition considerably easier to pay thanks to scholarships provided by the Pepsi-Cola General Cinema Corporation.

For the second year in a row, Pepsi has raised money through their promotional display at the Cleveland Sports, Vacation and Travel Show and has donated the proceeds to Sea Grant's Stone Lab Scholarship Endowment Fund. Through this fund, the donations are invested and scholarships are awarded from the fund's annual earnings, which thus allows the original donations to remain intact to generate future scholarships.

The promotional display used at the Cleveland shows was conceived by Don J. McDaniels, Special Events Manager at Pepsi's Cleveland office. The display consists of a booth ringed by large aquariums each containing several soft drink cans with elevated ring tabs. For a modest entry fee, contestants could "fish" by hook and line and try to catch a can by its ring tab. Prizes of soft drinks or fishing tackle were awarded according to numbers printed on the bottoms of the cans.

—Fred L. Snyder
Walleye Scholarship Derby Repeated

WOSE Radio (94 FM) and Clinton Reef Marina in Port Clinton have announced that a repeat of their Lake Erie Walleye Scholarship Derby will be held on July 14, 1984. Fifteen contestant teams entered the first derby on August 20, 1983 and competed for the 1st prize—a 14 foot aluminum boat. The contest, with the help of Sea Grant personnel, resulted in a $250.00 scholarship for a student at F.T. Stone Laboratory on Gibraltar Island.

According to WOSE station owner Bob Tripplett, "The 1984 derby will feature larger prizes and will receive lots of advance promotion to attract a larger field of contestants." The walleye scholarship derby is a first-of-a-kind event for Lake Erie. The outstanding walleye fishing we enjoy today is a result of sound research which provided a basis for effective management decisions. Most of last year's contestants strongly supported the objectives of a scholarship derby and viewed it as an investment in tomorrow's fishery management.

The 1984 contest is being designed as a fun and affordable way to experience competitive fishing on Lake Erie. The entry fee is comparatively low and contestants will vie for the first prize—a 17-foot fishing boat. Entry information is available from the Sea Grant Extension Office, Building 3, Room 12, Camp Perry, Port Clinton, Ohio 43452 or by calling 419/635-0417.

Our thanks go to WOSE and Clinton Reef Marina for their contributions to Stone Lab and aquatic education.

Tournament Will Launch Sea Camp For Kids

Can young kids, say ages eight through thirteen, be taught fishing, tackle making, boating skills and water safety while learning the need to protect the Lake Erie environment? Of course they can, but that's a tall order when you consider all the time, patience and opportunity that must be involved.

It will be a lot easier for kids to gain these skills next year because the Anchor Pointe Walleye Tournament, sponsored by Great Lakes Distributors and Toledo's WTGV-TV on June 16, will play a key role in launching a new opportunity for youth—a 4-H Sea Camp. The Sea Camp concept has been proposed by District Sea Grant Specialists Fred Snyder and Dave Kelch who have previously worked with the Cooperative Extension Service's existing 4-H camp on Kelley's Island. The Kelley's Island camp has given kids the chance to see the Lake Erie environment for many years but could not provide in-depth training in outdoor and marine skills because of a lack of equipment and technical specialists.

The tournament sponsors have pledged a portion of the tournament entry fees to get the Sea Camp concept afloat. This contribution will be secured in an account in The Ohio State University Development Fund and will then be disbursed to purchase rowboats, oars, safety gear and fishing tackle materials for Sea Camp. Technical training at camp will be provided by the District Sea Grant Specialists.

It is hoped that Sea Camp will be fully prepared to offer a new realm of aquatic training to eager kids by next summer. The intended outcome will be a corps of youth with the skills needed to fully appreciate Lake Erie and a concern for the preservation and wise use of the Great Lake that has made our region famous.

Our hats are off to the tournament sponsors and contestants whose generosity and foresightfulness will make Sea Camp a success.

—Fred L. Snyder

Look Out For Flags While Boating

Scuba divers are required to fly the "Diver Down" flag when engaged in either sport or commercial diving. The new unified Rules of the Road (U.S. Coast Guard) require all divers, both in inland, ocean or international waters, to display the INTERNATIONAL ALPHA FLAG (Swallowtail) indicating, "I have a diver down; keep well clear at slow speed." The diver's flag used in the past, U.S. DIVER'S FLAG, may still be seen in use by unknowledgeable divers. Divers who are concerned about unknowledgeable boaters may also fly both flags. Know both flags well and do not approach a vessel displaying either or both flags—a diver's life may depend on it.

CORRECTION

Some confusion has arisen concerning the article, "Booking A Lake Erie Charter Trip: What To Ask And What To Expect," in the April 1984 issue of Twine Line. Half-day charters were defined as "7 hours dock-to-dock" such as "leaving the dock at 6:00 a.m. and returning at 1:00 p.m.," and full day charters were defined as "leaving early in the morning and returning mid to late evening." To clarify, half-day charters and full-day charters may be the same in duration—7 hours dock-to-dock. Half-day charters, however, may indicate one of two things: the captain may run one trip in the morning and one trip in the afternoon; or the captain is restricted to running either an a.m. or p.m. trip due to a conflict with a work schedule for his full-time job. In both cases, there may be a definite time limit for the charter due to other time or job conflicts.

A full-day charter may also be 7 hours dock-to-dock. However, the captain may leave at 9 a.m. and return at 4 p.m. The full-day captain may not have a time conflict and may be willing to extend the trip time if fishing is good or he may choose to stick to his policy and return, regardless of the circumstances, at the end of the allotted time.

Whether you select a charter for the a.m., p.m., or one that includes both, you can be assured that 7 to 8 hours on the water is the same no matter what the time of day. And most individuals will agree that regardless of the time of day, 8 hours of work, regardless of the profession, still equals 8 hours of work. The Twine Line staff regrets any confusion concerning this issue.

—Dave Kelch

International ALPHA FLAG NEW - Required by U.S. Coast Guard for all Scuba divers, commercial or sport.

U.S. DIVER'S FLAG OLD - Obsolete diver down flag. Still may be seen in use.

—Dave Kelch
Beneficial Uses of Dredged Material

Sometimes materials dredged for harbor maintenance can be utilized for beneficial uses and not merely dumped into the open waters of Lake Erie. Such beneficial uses may include recreational beach nourishment, industrial and commercial development, waterway and port development, land reclamation and wildlife habitat development.

Direct beneficial use of clean dredged material is dependent upon many factors. These factors include environmental acceptability, engineering and technical considerations and cost effectiveness.

The Sea Grant Extension efforts to encourage the wise utilization of clean sand dredged from the Fairport Harbor entrance channel were described in the October 1982 issue of “Twine Line.” These efforts are beginning to pay off.

The Great Lakes Water Quality Board’s 1983 Dredging Subcommittee Report to the International Joint Commission outlines the cost-benefits of the 1983 Fairport Harbor dredging as follows:

“In 1983, 55,810 cubic metres of sand were placed near the shoreline at Fairport Harbor, Ohio to replenish sand to the littoral system. Erosion along the southern shoreline has caused property owners to lose a significant portion of beach front property, partially due to a lack of littoral transport of materials. Hopefully, dredged sand placed back into the system will help replenish material due to the shoreline placement. The total dredging project cost was estimated at $175,000.”

Private property owners in the vicinity of Fairport Harbor who wish to replenish their beach through the purchase of commercial sand can expect to pay from $6.80 per cubic metre for sand containing a significant portion of fines to $19.60 per cubic metre for high grade material. If all material used for beach nourishment ends up on private property, potential savings to the private sector could be in excess of $380,000.”

The Corps of Engineers plans to continue to place sand dredged from the Fairport Harbor entrance channel in the nearshore disposal area for beach nourishment in 1984. Preliminary research by Ohio Geological Survey indicates that the sand placed in 30’ of water is remaining in place. This indicates that the dredged sand may have to be placed in shallower water in order to build up the beach. Efforts to have this done are in progress.

—Frank Lichtkoppler

McDonald’s Scholarships

On June 1, the McDonald’s Corporation generously contributed $5,000 to the Stone Laboratory Scholarship Endowment Fund. The interest generated by this fund will be used for McDonald’s Scholarships for Stone Laboratory students in the future. “This contribution is in recognition of the efforts of Dr. Jeff Reutter and Ms. Sandra Herdendorf in helping us prepare our new picnic area and nature walk at our new restaurant on the Cedar Point Causeway,” said Thomas Doran, Jr., Regional Manager, McDonald’s Corporation. “It is in keeping with McDonald’s commitment to education and improving Lake Erie.”

If you’re in the Sandusky area this summer, be sure to stop by and see the nature walk and read the educational posters along the shoreline; and if you have the time, thank the store manager, Bill Kilroy, for McDonald’s support.

—Dr. Jeffrey M. Reutter

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