

Midwest & Northeast Edition



Midwest Dive News



October 2008

We Know Diving Cold...

**OUTRAGEOUS
ONTARIO**



**BOOMING WRECKS
THUNDER BAY
MICHIGAN**

**BONAIRE'S
WILDSIDE**



Volume 4 Issue 10
\$1.95 US/\$2.25 Canada

10 Divers seek the Star - Graceful lines of the *Star of the Sea* bewitched its owners with dreams of keeping the schooner afloat. Now Long Island, N.Y., divers dream of finding the vessel so its artifacts can be appreciated topside once again.

12 Queene Anne's Revenge: A Pirate adventure - Sport divers dive alongside science divers on the archaeological site believed to be Blackbeard the pirate's flagship through an educational program at Beaufort, N.C.

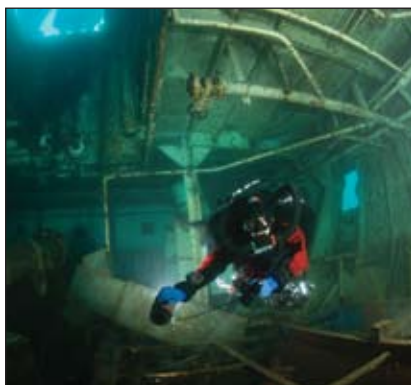
16 Outrageous Ontario - Considered by many as one of the historical wreck diving meccas in the world, Ontario Canada offers as beautiful topside scenery above the water as below. Follow NE/MW Dive News Publisher, Rick Stratton, on a tour as he reveals some of the best sites.

20 Thunder Bay - A New England diver decides to add a little pleasure to a business trip and discovers the real joy of diving in Thunder Bay - great wrecks and you don't have to rinse salt out of your gear.

24 Bonaire's Wildside - Known for it's gentle dives amid lush sea life, Bonaire has a wildside that is oft overlooked, and its well worth braving the feral power of the sea to explore it.

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ABOUT THE COVER

◀ **Cover Photo by Tom Wilson.**
 Name: *Niagara II*
 Location: Tobermory, Ontario, Canada, Lake Huron
 Depth: 45'-97'
 Length: 182'
 Built: 1930
 Sunk: May 15, 1999
 (intentionally as a dive site)
 Level: Beginner to advanced
 The *Niagara II* was acquired at great cost by the tiny Tobermory Maritime Association

(approximately \$100,000 to purchase, clean, & tow) and sunk just outside of the famous Fathom Five National Marine Park in Tobermory, Ontario, Canada's first national marine park. Be prepared for coolish water on the *Niagara* - at the bottom even in the height of summer it can still be in the low 40's with water near the surface reaching mid-60's.
 Nikon D200 in Aquatica housing with dual Ikelite SS200 strobes
 Model: Valada Dekina wearing a Halcyon RB80 rebreather.

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Dive News Magazine is committed to promoting the sport of scuba diving in the Northeast and Midwest. We will present a practical, unbiased point of view regarding all aspects of the sport of scuba diving. Topics covered will include information on current events, dive sites, dive training, dive safety, boat diving, dive buddy network and the personal experiences of our readers.

The Dive News Magazine believes in honesty and integrity in business and will support all efforts related to this. We encourage readers to participate in determining the content of this publication by giving us their opinions on the types of articles they would like to see. We invite letters to the editor, manuscripts and photographs related to diving or diving-related business. Send us your stories and photos!

IMPORTANT NOTICE

The Dive News Magazine reserves the right to refuse service to anyone it chooses. The contents of Northeast and Midwest Dive News are opinions of individual writers and do not necessarily reflect the views of the publisher, editor or any of its staff. The publishers and contributors assume no responsibility for any mishap claimed to be a result of use of this material. Diving is an adventure sport and contains inherent risks. Improper use of diving equipment or improper diving techniques may result in serious injury or death. Readers are advised to use their own best judgment in each individual situation.

MOVING?

In order to continue receiving your magazine uninterrupted, please notify Northeast Dive News when you change your mailing address. To ensure uninterrupted service, please contact us six to eight weeks before the change of address occurs. You can call us at 360-240-1874 PST or email us at *nediver@nedivenews.com* or mail at:

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NO TRICKS, DIVING'S A TREAT



For all of its haunted house events, creepy disguises, and people sneaking up behind you and shouting "BOO!" Halloween isn't really the scary part of October. Thoughts that we might not get in all the dives we wanted

to is what unnerves divers as the days grow short, temperatures drop and dive boats get pulled from the water for the season.

Oh sure. With a drysuit and an ice saw it is possible to dive year-round up north, but the challenge of finding willing buddies will be much greater as roads become snarled with snow instead of beach traffic. So the challenge this month is to get out and log as much bottom time as possible while the diving is good. Water along the Eastern Seaboard is still plenty warm, thanks to the Gulf Current. And although Midwest waters are getting

nippy, the cooler temperature is knocking off microscopic organisms that had been suspended in the water, thereby improving the visibility. It is a great time to appreciate how seeing the 75 percent of the earth that's under water has expanded our perspective of the world. Canadians especially can celebrate this on the second Monday of the month when they can gather for a Thanksgiving Day dive under a rising full harvest moon.

A chance to glimpse at how diving may be even better next year will draw thousands to the Diving Equipment & Marketing Association's expo this month in Las Vegas. We'll be there talking with industry leaders about new directions in diving and taking notes to share with you readers, who through these pages form the region's biggest dive club.

Bob Sterner

INCOMING MAIL

DEAR MR. STERNER,

Thank you for reviewing Tony Groom's "Diver" book in your Book Log column. You did mention Sheridan House as the publisher, but you provided the ISBN and Web site of the British publisher, not the U.S. arm. Your U.S. readers would be better served by seeking the book with an ISBN of 978-1-57409-269-1 or looking for information at www.sheridanhouse.com.

Janine Simon, Editor
Sheridan House Inc.
Dobbs Ferry, N.Y.
(received via e-mail to *nediver@sternereditorial.com*.)

HELLO JANINE,

Thank you for calling this to my attention. The errors are entirely my fault. The copy of the book I'd read was from a British print run that wasn't intended for distribution here in the U.S. Your suggested corrections already have been made to Book Log on-line at www.sternereditorial.com. Hopefully this reply will help print edition readers find this fascinating book by the former member of a Royal Navy ordnance-clearing team who now is a commercial diving professional.

Bob Sterner

NORTH CAROLINA'S LOST SHIP A QUEST FOR PIRATE TREASURE

Story and photos by
Michael Salvatore & Christopher P. Weaver

The North Carolina coast curves eastward into the Atlantic Ocean and is fringed by thin sandy barrier islands called the Outer Banks. This stretch of real estate is as well known for its violent storms as it is for its lovely beaches.

The Outer Banks shape creates dangerous shoals and shifting sands that have claimed many ships, galvanizing its reputation as the Graveyard of the Atlantic. Recently, a ship that resurfaced after nearly three centuries beneath shifting sands of Beaufort Inlet, N.C., is believed to be the remains of a long-lost pirate ship. The *Queen Anne's Revenge*, the flagship of Blackbeard's pirate fleet, has presumably been discovered in 24 feet of murky water within sight of a nearby beach. It is being meticulously studied, recovered and restored by teams of highly trained divers, archaeologists and scientists working for the North Carolina Department of Cultural Resources, the Maritime Research Institute and licensed by the State of North Carolina.

The wreck site – designated OSA site #31CR3 – is off limits to anyone without proper permits. Fortunately, the North Carolina Archaeology Branch of Cultural Resources in partnership with Carteret County Dive Operators offer an educational

program that runs several times a year to inform the public about this historic wreck and to provide scuba access to small groups of recreational divers.

In November 1717 English pirates captured the French slave-ship *La Concorde* near Martinique. Led by Blackbeard, the pirates converted *La Concorde* into their flagship and renamed the vessel *Queen Anne's Revenge*. After spending the winter attacking vessels in the Caribbean the pirate fleet consisting of the *Queen Anne's Revenge* and three smaller sloops, blockaded the port of Charleston in May 1718. Afterward, Blackbeard continued up the coast. He lost his flagship while attempting to enter Beaufort Inlet. Five months later he was killed in a bloody battle at Ocracoke.

The *Queen Anne's Revenge* ran aground on a sandbar just off Beaufort Inlet, and disappeared into the shifting sands. The wreck has eluded searchers ever since. Then, on Nov. 22, 1996, Intersal, a private salvage firm, stumbled upon wreckage while searching for a long-lost sunken Spanish fleet. The wreck was identifiable only by an anchor fluke protruding above the seabed. Subsequent excavations revealed many cannons, anchors and other artifacts, and the identity of the wreck began to take shape.

Although a single, definitive piece of evidence has yet to be found that identifies

the wreck as that of the *Queen Anne's Revenge*, hundreds of thousands of pieces of evidence and painstaking research suggest that it is. Nothing found contradicts this theory so the wreck is generally presumed to be that of the infamous pirate ship. If so it would be only the second pirate shipwreck ever located; the first being the wreck of the *Whydah* off Cape Cod, Mass.

"Dive Down" was conceived to provide a limited number of recreational divers access to this truly historic site. The two-day program is a fascinating immersion into underwater archaeology, marine geology, salvage, restoration and maritime history. Students learn how the shifting coastline off Beaufort Inlet can account for the wreck being more than a mile offshore when in 1717 the ship wrecked close to shore. Students also learn how evidence is piling up in favor of this wreck being that of the *Queen Anne's Revenge*. Archaeologists and historians feel they could "win a conviction in court" despite the lack of an artifact to identify the wreck beyond any doubt.

The program combines a classroom lecture, student participation and diving. Students even sift through sediment from the wreck site in search of lead shot, flakes



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BREAKING NEWS: ANNOUNCEMENT!



To all retailers in Northeast and Midwest U.S.A.:
Kurt Sjoblom, President of Poseidon Diving Systems of Gothenburg, Sweden announced today the appointment of American Divers, Ltd. of Alexandria Bay, NY as its new distributor for products and parts effective October 1, 2008.

Jack Bohmrich, President of American Divers, Ltd. will be at Poseidon's DEMA booth No. 7925 to meet with all Poseidon dealers to discuss Poseidon's plans for their area. The states covered by American Divers, Ltd. include: NY, PA, VT, NH, ME, MA, CT, RI, NJ, DE, MD, VA, WV, OH, KY, IN, MI, IL, & WI.

Contact Information for American Divers, Ltd.:
P.O. Box 126, Alexandria Bay, N.Y. 13607
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of gold and other interesting items. The culmination is an actual dive on the site.

Although only 24 feet deep, the shallowness should not be taken lightly! Because of its close proximity to shore, bottom conditions can be extremely poor and at times a bit dangerous with stiff currents and heavy surges. Surges are the key concern. If not careful, divers can get bumped around and even hurt when rolling swells propel them into sharp edges of the wreckage or into the hundreds of sea urchins that inhabit the sea floor.

The encrusted wreckage transports divers back 300 years. They soon see that this is truly a working archaeological site. Accordingly, great care must be taken not to disturb the survey lines that scientists and recovery divers use to orient themselves on the wreck.

Divers are escorted to the main survey line called the baseline. From here they are taken

to the main archaeological pile, consisting of three anchors (Anchor 1, Anchor 2, and the Grapnel Anchor) and ballast rocks. If they are lucky, divers will also be able to see cannons buried under centuries of encrustation. What battles did these cannons engage in? How many people met their demise at the hands of these weapons? Following the baseline north, divers encounter the ghostly silhouette of "Anchor 3" protruding from the sand. At the south to the end of the line divers can actually dig for buried cannons!

The Dive Down program gives participants a genuine appreciation of the wreck and provides a rare opportunity to visit a unique piece of maritime history. In addition to the classroom experiences, hands on participation and the actual dives, students receive a PADI "Heritage Awareness" distinctive specialty certification.


Blackbeard was a very colorful historical

figure. Little is known of this man some call Edward Teach, but his real name and much of his background are in doubt. His fearsome reputation, however, has persisted to this day and in many ways he was truly the iconic pirate. The fact that his long-lost flagship is likely now been recovered gives everyone a chance to learn more about pirate life in the 1700s and to connect with this period of American history. And what better addition to a diver's logbook is there than a dive to an authentic pirate shipwreck from the 1700s? To learn about the QAR Project and the Dive Down Program at www.qaronline.org. ■

Michael Salvatore and Christopher P. Weaver have documented a world of adventure topside and underwater through their Long Island, N.Y.-based business Eco-Photo Explorers. Learn more at www.ecophotoexplorers.com.

WIN!

JEFFREY GALLANT'S DIVING ALMANAC & YEARBOOK 2008



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