

flock here. The water was 68-70 degrees (plenty warm with a wetsuit) and the six wrecks we dove in three days were unique. Three were old 19th century wooden schooners, which normally disintegrate by this time in salt water, but the cold, fresh water has preserved remarkably well. Even the metal freighters we dove were old (all pre WWI, I think). Everything we dove were real wrecks after they struck a shoal. You can see the damage on the wrecks and the results of the not so graceful sinkings. Water had 40 feet of visibility, thanks to the gazillions of zebra mussels (which are on everything!). Some bass, sunfish/brim, walleyes, and a few other species, many of which were not shy about checking us out. The current was pretty strong, but not out of control (did have to go up and down the anchor line -- hanging like a flag!). One dive we drop in, and fly by the wall/wreck and rapidly go downstream until we run out of air, where boat picks you up). Some dives required "advanced" certification (maybe three of six). We stayed at a fishing lodge close to where the 1000 Island bridge crosses over the river from US. Two days we cast off from a park in a west edge of Brockville. The third, we cast off from our own dock where we were staying. We also went to visit the "castle" on Heart Island across the river in NY (impressive!). The last wreck we dove was in NY waters (had to go through customs at Heart Island before we went there -- which was kind of funny). Went into Brockville proper a few times to poke around and eat — seems like a nice, quiet town. We did hear some freighters out in the shipping lane underwater

while we were diving -- they make a ton of noise!

Limestone Divers, July 2005, Paul Williams (pwwdiver@yahoo.com), Madison Township, PA. Experience: Over 1000 dives. Vis: 35 to 50 Feet. Water: 50 to 60 F, calm. The Cap'n would rather dive than drive the boat. His love of the lake and history are right out there. His knowledge of diving the wrecks goes back decades. The boat is a fast, all-aluminum inboard with an all-important head. It is not strictly dry suit diving, but if you wear a wetsuit, you'll be sorry. Our five days we covered most of the most interesting wrecks. They treated us as responsible adults regarding depth and time. The captain denied us one distant wreck due to deteriorating conditions. Safety and enjoyment were paramount. Oxygen on board. Stop at a supermarket and bring lunch. The drive to the first site is 30 minutes. Kingston is a picturesque college town. The downtown area offers much in the way of food from sidewalk cafes to pubs to ice cream vendors. Strolling to walk off a meal was a distinct pleasure.

CROATIA

Diving Center Shark, Medulin, September 2005, David Schwab (schwabd@bunt.com). Experience: 251-500 dives. Vis: 10 to 20 Meters. Water: 16 to 23 Celsius, calm, no currents. 3* hotel was inexpensive, but good. Diving was expensive, also good. . . not so much for the life in the water, but for the great wrecks and services provided by the dive center. We must have arrived at the low season, because

there were few divers in the area. Dive sites were determined based on weather and the desires of the divers. Wrecks are in good shape, easily reached by shot-lines, and well described by the guides before the dive. Dive center's website (www.diving-shark.hr). All dives were relatively deep (30-45 metres), which might restrict beginners. Wrecks were a haven for u/w photographers. Medulin, Croatia (on the Istrian Peninsula) is kind of far away, even for Europeans. Can be reached by car via Austria and Slovenia, by ferry from Venice, or by air via Pula.

CYPRUS

Sun Fish Dive Shop, August 2004, Lisa Vignerot (lvignerot@hotmail.com), Stafford, VA. Experience: 26-50 dives. Vis: 75 to 100 Feet. Water: 78 to 80 F, calm, no currents. Went to Cyprus for work, and ended up diving with someone in the office who uses the dive shop. Overall, good group, good dive master and professional service. We started at the shop, had about a 35-minute car ride to the dock, and then loaded up the boat (everyone helped load/unload/pack/unpack). After a 5-minute cruise, we were at the Zenobia. We could see the ferry from the boat. Water was crystal clear. The dive boat accommodated several different dive shops, but it was not crowded and we all got in easily off the stern. The first dive was a deep dive of the rear of the ferry (110 ft). This boat was huge! There were lots of ways into the boat, but it is a dangerous penetration dive with all the loose cars, trucks, and other tractor-trailers whose chains are

starting to rust through. There wasn't much life around the ferry, but we did see a few sea cucumbers and other plant life, but there was so much to see on the ferry, it didn't matter. Some groups only did one dive, and some people had to get new tanks. After 1/2 hour, the boat left dock again and we went back out to the site. The second dive was toward the front of the boat, where we did penetrate the cafeteria and the pilothouse. Again, there was a lot to see on this dive. After we finished our dives, we started to go back to dock, but lost the engines, so we sat adrift for a while. Good thing I brought my own drinks and snacks (nothing was provided by the dive shop, which wasn't a problem since they mentioned that when I first talked to them). After they got one engine working, we limped into dock and had to get assisted in docking. After hitting the 'helper' boat and making him do an "abandon ship" and running over his boat, a bigger boat came to the rescue and got us into the slip (only after we hit the bow of the boat next to us trying to get in). We got the stuff unloaded and started back to the shop. We did stop at the bakery on the way home, which was heavenly. Overall, it was a professional group. They were informative about the dives. They kept a good eye on us and felt safe. The equipment was in good shape, and they were inexpensive compared with the other operations around Larnarca (\$115 for two dives and equipment).

SOUTH AFRICA

Sodwana Bay Lodge, August 2004, Nancy Aberg, Greenview, CA. Experi-