

L a k e E r i e
SHIPWRECKS

& MARITIME TALES

EXPLORE SHIPWRECKS AND
MARITIME HERITAGE ALONG THE
LAKE ERIE COASTAL OHIO TRAIL



COME CLOSER. EXPERIENCE THE
GREAT LAKES ALONG AN AMERICA'S BYWAY®





L a k e E r i e

S H I P W R E C K S

& MARITIME TALES
OF THE
LAKE ERIE COASTAL OHIO TRAIL

“Erie, and Ontario, and Huron, and Superior, and Michigan... they are swept by blasts as direful as any that lash the salted wave; they know what shipwrecks are, they have drowned full many a midnight ship with all its shrieking crew.”

- Herman Melville, “Moby Dick,” 1851

Lake Erie is the shallowest of the Great Lakes, averaging just 62 feet compared to the dark and murky 483-foot average depths of Lake Superior. These shallow waters, along with the lake’s elaborate network of shoals and reefs, make navigation a challenge in the best of weather conditions. Shallow depth, as well as Lake Erie’s narrow shape, funnels wind and water, stirring up storms and choppy waters with little warning.

More than 1,700 shipwrecks lie at the bottom of Lake Erie. Of those, only 277 have been found. Increased water clarity has improved visibility for divers, and the Great Lakes’ fresh water delays corrosion allowing for more pristine shipwreck conditions. This creates an adventurous and rewarding experience for divers.

The following shipwrecks and their stories are recommendations from an advisory committee of local scuba divers and dive clubs, professional dive guides, and maritime heritage experts.



ERIE ISLANDS



Lake Erie Islands Region

1 F.H. Prince

During routine sand dredging on Aug. 8, 1911, an engine aboard the F.H. Prince burst into flames.

The captain ran the vessel aground east of Kelleys Island. Four other sandsuckers tried in vain to save the vessel by dousing it with water pumped through their vessels. On Aug. 14, the smoldering wreck ignited again and was lost. The captain and his crew of 18 survived.

Latitude: 41 36.240

Longitude: 82 40.520

Dimensions: 240-foot length, 42-foot beam, 25-foot depth

Type of Vessel: Propeller steamer converted to a sand dredge in 1910

Year Built/Location: 1890, Detroit, Michigan

Cargo: Gravel and sand

Diving Specifics: The *F.H. Prince* lies approximately a half mile east of Kelleys Island Airport in 16-18 feet of water. You can view the keel and keelson, as well as ribs, planking, and engine components. Good diving for novice scuba divers and snorklers. The site has plenty of fish life. This shipwreck is scheduled for mooring buoy placement by MAST.



2 Adventure

On Oct. 7, 1903, the *Adventure* sailed from Sandusky to Kelleys Island to load limestone. While crew loaded its cargo, the *Adventure* caught fire. The captain, his wife, and daughter escaped. A tugboat towed the burning *Adventure* approximately 200 feet from the dock, saving the island's wooden dock and another schooner docked nearby.

Latitude: 41 37.088

Longitude: 82 40.871

Dimensions: 108-foot length, 24-foot beam, 8-foot depth

Type of Vessel: Originally a schooner built of white oak, the *Adventure* was converted to a propeller in 1897.

Year Built/Location: 1875, Detroit, Michigan

Cargo: Limestone in wooden barrels



Diving Specifics: The *Adventure* lies in 5-7 feet of water, parallel to the Kelleys Island shoreline. Remains include burned timbers, planking, a frame, centerboard trunk, amidships winch, propeller, and some machinery. Its proximity to the *W.R. Hanna* allows divers and snorkelers to visit two wreck sites from one anchor point. Divers removed the propeller in 1964, but returned the artifact to the wreck site in 1997, the first time a major artifact was replaced to a site of origin in Lake Erie. This is an excellent site for novice scuba divers and a popular snorkeling site with plenty of fish life.

3 W.R. Hanna



Nearly 1,700 limestone blocks obscure this wreck, as the *W.R. Hanna* was delivering rectangular limestone blocks from Kelleys Island to Detroit when it encountered gale-force winds on Oct. 14, 1886. The storm pounded the vessel to pieces, and she was lost north of Kelleys Island. No crew was lost.

Latitude: 41 39.03

Longitude: 82 41.06

Dimensions: 86.2-foot length, 22.4-foot beam, 6-foot depth

Type of Vessel: Single-decked scow schooner with two masts and a square bow and stern

Year Built/Location: 1857, Sandusky, Ohio

Cargo: Limestone blocks

Diving Specifics: The wreckage is located in 3-8 feet of water. Stone cargo obscures most of the shipwreck. The dive slate for this wreck helps identify specific features.

4 Success

Mystery shrouds this vessel's colorful history. Built for the British, this vessel was thought to have served the silk and emigrant trade. From 1857 to 1869, the Victorian Government used the vessel to house prisoners in Geelong, Australia, because a labor shortage during the gold rush prevented construction of a new prison. In 1910, *Success* was converted to a tourist attraction, advertised as a "convict ship."

Success spent the next 29 years touring the world, including 20 years in North American waters. A Port Clinton businessman purchased the *Success* and ran her aground while towing her from Cleveland to Port Clinton. Vandals set her on fire July 4, 1946.

Latitude: 41 31.319

Longitude: 82 54.703

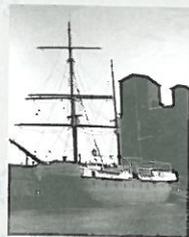
Dimensions: 135-foot length, 30-foot beam, 14-foot depth

Type of Vessel: Three-masted teak barkentine sailing ship

Year Built/Location: 1840, Moulmein, India

Cargo: Prison and museum ship

Diving Specifics: This wreck is in 8-10 feet of water about a half mile offshore the Port Clinton beach. Divers can see the keel, ribs, planking, metal parts, and plenty of fish.



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5 Isabella J. Boyce

Isabella J. Boyce grounded herself on East Point Reef, just off Middle Bass Island, on June 6, 1917. She caught fire and now lies scattered in 10 feet of water. The *Boyce* began life as a Great Lakes bulk freighter. At the turn of the century, she joined other outdated vessels converting to sandsuckers. Lake Erie sand was in demand by the construction industry, as well as for the process of molding engine blocks. Sandsucker vessels dropped anchor and sucked sand through a suction pipe. The sand was filtered onboard and then transferred to a waiting customer.

Latitude: 41 41.831

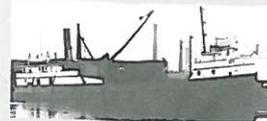
Longitude: 82 46.507

Dimensions: 138-foot length, 29-foot beam, 11-foot depth

Type of Vessel: Originally a bulk freighter, but converted to a sandsucker in 1915

Year Built/Location: 1889, Manitowoc, Wisconsin

Diving Specifics: This wreck is very broken and widely scattered among rocks in waters that average 5-10 feet. Study navigation charts, as a rocky reef area is close to wreck site.



PLESRC

Lorain and Vermilion Region

6 City of Concord

This vessel had a lifetime of mishaps. Built in 1868 as a passenger steamer, the two-deck wooden steamer ran several routes, including Chicago to Buffalo. She survived at least four collisions, seven groundings, and three onboard fires. With each calamity, her condition deteriorated. On Sept. 29, 1906, *City of Concord* left Cleveland loaded with coal for St. Clair, Michigan when she encountered gale-force winds west of Huron. She sprang a leak at 8:30 p.m., and the pumps could no longer keep up with the flooding. A yawl boat was lowered and the crew commanded to abandon ship. Two crew members refused to abandon the vessel and perished in the storm.

Latitude: 41 32.730

Longitude: 82 32.808

Dimensions: 135-foot length, 26-foot beam, 11-foot depth

Type of Vessel: Built as a wood passenger steamer. When she sank, the *City of Concord* served as a bulk freighter.

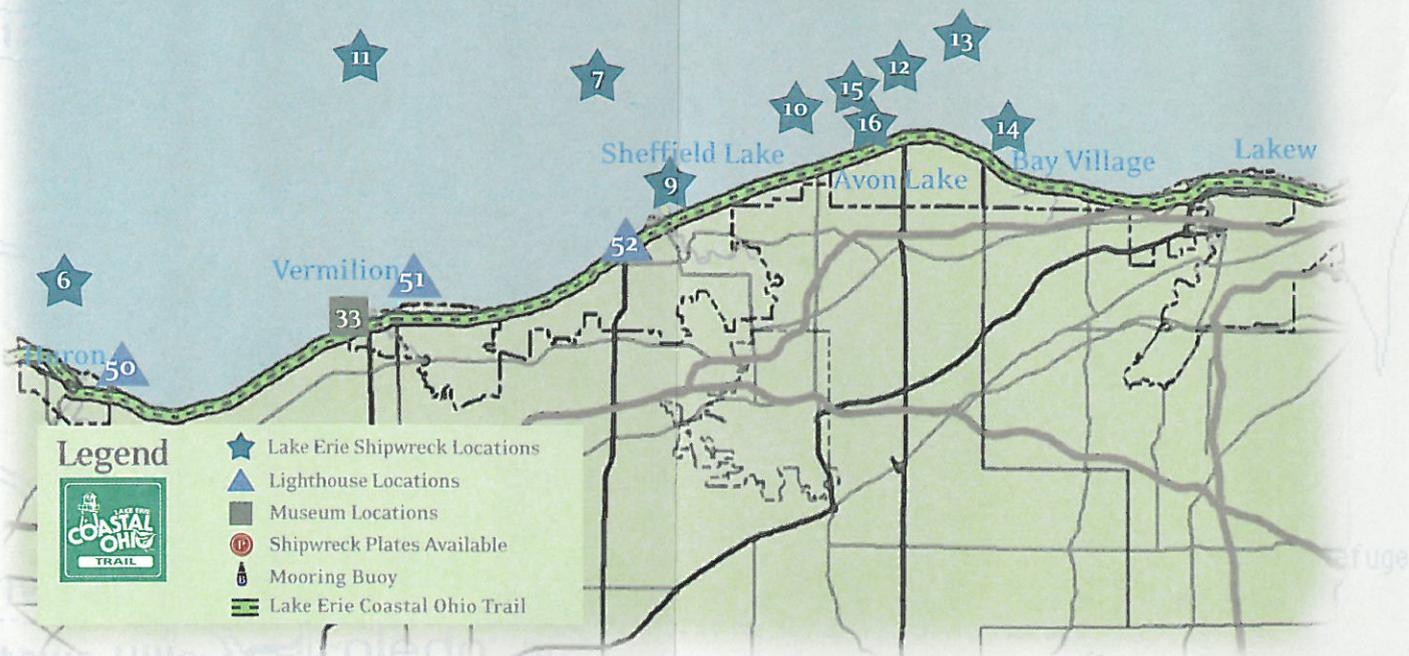
Year Built/Location: 1868, Cleveland, Ohio

Cargo: Coal

Diving Specifics: The *City of Concord* lies upright in approximately 40-45 feet of water. You can view a rudder, engine, boiler, windlass, chain, decking, and a relatively intact hull. A future mooring buoy is being planned by MAST.



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Legend



- ★ Lake Erie Shipwreck Locations
- ▲ Lighthouse Locations
- Museum Locations
- Ⓟ Shipwreck Plates Available
- Ⓡ Mooring Buoy
- ▬ Lake Erie Coastal Ohio Trail

7 Morning Star

Morning Star was enroute from Cleveland to Detroit when it collided with the bark Cortland on Saturday, June 20, 1868. Both vessels sank, the Morning Star plummeting within 15 minutes. The hurricane deck of the vessel tore from the Morning Star as it sank. At least 14 of the ship's passengers and the captain clung to this floating deck until help arrived. Around 3 a.m., the R.N. Rice, a sister ship from the same shipping line, arrived on the scene and rescued passengers and crew from both ships. A reported 30-45 lives were lost on the Morning Star, as well as five crew from the Cortland. That summer, Morning Star was raised with the intention to tow her to shore for repairs. After traveling 8-10 miles, however, she sank to her final resting place approximately eight miles north of Lorain.

Latitude: 41 36.812

Longitude: 82 12.53

Dimensions: 243-foot length, 34-foot beam, 14-foot depth, 38-foot paddlewheels

Type of Vessel: Side-wheel steamer

Year Built/Location: 1862, Trenton, Michigan

Cargo: A passenger and packaged freight vessel, the *Morning Star* carried 44 first-class passengers; 38 crew members; approximately 33 other immigrants and second-class passengers; pig iron; kegs of nails; boxes of glass, stone, and cheese; barrels of oil; and mowing machinery at her demise.



8 Cortland

See specifics regarding the accident under Morning Star account. The wooden bark carried bulk freight when it sank approximately an hour or two after the collision. Some reports say the collision occurred because the green navigation lantern on the Cortland was removed for cleaning. The first mate was replacing the lantern just as the Morning Star collided on the starboard side. It is located approximately sixteen miles north of Lorain.



PLESRC

Latitude and Longitude: Because this shipwreck was just discovered in 2005, archaeological research teams are surveying the site. Additional information will be available once research is completed.

Dimensions: 174-foot length, 34-foot beam, 14-foot depth

Type of Vessel: Wooden barkentine, three-masted

Year Built/Location: 1867, Sheboygan, Wisconsin

Cargo: Bulk freight

Diving Specifics: Shipwreck researchers from Cleveland Underwater Explorers (CLUE), in cooperation with the Great Lakes Historical Society and the Peachman Lake Erie Shipwreck Center, announced discovery of the *Cortland* in 2005. The *Cortland* bell was recovered and is on display at the Inland Seas Maritime Museum while conservation work is being done. Please visit the Lake Erie Shipwrecks and Maritime Tales web site for a detailed description of the diving by a CLUE diver.

9 Sarah E. Sheldon

On Sept. 17, 1905, Capt. James Garant ran the steamer aground on Lake Huron. Assuming no further damage, Garant instructed his crew to lighten the load. On Thursday, Oct. 19, just before midnight (Garant was superstitious and didn't begin any voyage on a Friday), the coal-laden Sheldon left Cleveland headed for Huron. Midway between Rocky River and Avon Point, winds increased, and the chief engineer reported the vessel was "leaking worse than usual," indicating that damage had probably occurred earlier with the Lake Huron incident. Seeking safe harbor, the steamer headed for the closest shore and struck an offshore sandbar about 1,000 feet from the beach and four miles east of Lorain. The bow plunged into the sand, while the storm twisted and turned the stern. Attempting to reach help, Garant tied the whistle cord so it would continuously blow and hoisted a red tablecloth on the mast. Crew members clung to the mast after the vessel's lifesaving yawl, along with two crew members, was lost in the storm. Remaining crew members were rescued six hours later by the Cleveland Lifesaving Station and the tug Kunkle Brothers.



Latitude: 41 29.737

Longitude: 82 06.676

Dimensions: 184-foot length, 32-foot beam, 14-foot depth

Type of Vessel: Propeller driven wooden bulk freighter with three masts and one deck

Year Built/Location: 1872, Lorain, Ohio

Cargo: Coal

Diving Specifics: The wreck rests on a rock bed bottom, less than a half-mile from Sheffield Lake. The rock bottom is flat, so it can be difficult to anchor. The ship is quite broken, but is a popular site for novice divers and snorkelers. There is abundant fish life.

10 Hickory Stick

Wind gusts of 75 mph and 15-foot waves caused the ultimate sinking of the 110-foot Hickory Stick. This barge sank near Avon Point on Nov. 29, 1958. Owned by the Dyche Salvage Company of Lakewood, the barge carried a crane at the time of its demise.

Latitude: 41 32.299

Longitude: 82 06.241

Dimensions: 110-foot length, 30-foot beam, 8-foot depth

Type of Vessel: Salvage derrick barge

Year Built/Location: 1944, New Rochelle, New York

Cargo: Crane, generators, winches, and pumps

Diving Specifics: Divers can find the crane, boiler and hull, although most of the wreck is scattered. MAST is planning to place a mooring buoy in the future at this site.

11 Anthony Wayne

One of the oldest shipwrecks on Lake Erie, Anthony Wayne was built in 1837, just 19 years after the first steamer, Walk-in-the-Water, traveled upon Lake Erie waters.



The ship left Toledo on April 27, 1850 bound for Buffalo. It picked up passengers and cargo in Sandusky and headed toward Cleveland. On April 28, approximately eight miles offshore Vermilion, two starboard boilers exploded just past midnight. The vessel, which carried approximately 80-100 passengers and crew, sank bow first in 15 minutes. Eleven passengers and crew escaped in a yawl boat to Vermilion, where they were able to secure a schooner to return to the site to assist those passengers still adrift. An estimated 38 passengers lost their lives.

Latitude & Longitude: Because this shipwreck was just discovered during the spring of 2007, archaeological research teams are surveying the site. Additional information will be available once research is completed.

Dimensions: 156-foot length, 26-foot beam, 10-foot depth

Type of Vessel: Side-wheel steamer passenger

Year Built/Location: 1837, Perrysburg, Ohio

Cargo: Anthony Wayne carried approximately 100 passengers and crew, locally-made wine, and cattle when it sank.

Diving Specifics: Shipwreck researchers from CLUE, in cooperation with the Great Lakes Historical Society and the Peachman Lake Erie Shipwreck Center, announced discovery of the Anthony Wayne in April 2007. Please visit the Lake Erie Shipwrecks and Maritime Tales web site for a detailed CLUE diver's description of the diving experience.

12 The Craftsman

Crew aboard the The Craftsman returned to port June 3, 1958 after installing a gas line near Huron. While being towed by a tugboat to Cleveland the 88-foot derrick barge began sinking. Crew members attempted to keep the barge afloat for about an hour before abandoning ship. They were later rescued by the U.S. Coast Guard.

Latitude: 41 31.938

Longitude: 82 00.370

Dimensions: 90-foot length, 28-foot beam, 8-foot depth

Type of Vessel: Steel derrick barge, rebuilt in 1946 to a derrick scow

Year Built/Location: 1921, Cleveland, Ohio

Cargo: Steam-powered crane

Diving Specifics: The Craftsman lies upright upon a rocky bottom, approximately one mile north of Avon Lake in 42 feet of water. Winches, steel cable coils, and deck hatches are visible. A crane lies approximately 100 feet southeast of the barge. Wreck penetration is not recommended.

13 Sand Merchant

Built as a sandsucker in 1927, the Sand Merchant departed Windsor, Ontario on Friday, Oct. 16, 1936 and headed to sand pumping grounds near Pelee Point. She began sucking the Lake Erie sand at 2:30 a.m. on Oct. 17, and finishing the job, headed toward Cleveland at about 2 p.m. That evening, a northwest wind howled. The ship began listing to port. The captain ordered the lifeboats launched, and the crew burned mattresses on the deck to get the attention of those on land, as the boat was nearing Cleveland. As the crew lowered the port lifeboat, the Sand Merchant's coal bunkers shifted and the vessel sank. Two vessels, which had just departed Cleveland, encountered two capsized lifeboats on Sunday, Oct. 18 with seven surviving crew members. Eighteen crew members and one passenger did not survive.

Latitude: 41 34.431

Longitude: 81 57.520

Dimensions: 252-foot length, 44-foot beam, 20-foot depth

Type of Vessel: Steel bulk freighter, sandsucker, with a steam engine

Year Built/Location: 1927, Collinwood, Ontario, Canada

Cargo: Sand and gravel

Diving Specifics: The shipwreck lies upside down in approximately 60 feet of water. Debris, two deck cranes, and other items are scattered around the wreck. The wreck offers plenty to see, yet it is for advanced divers. Penetrating the wreck is dangerous and is not recommended.



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14 Two Fannies

Eight crewmen and a cat barely escaped the ship's strong suction when the Two Fannies sank Aug. 10, 1890. She carried iron ore from Escanaba when strong northwest winds created heavy chop. At 10:30 p.m., a crew member reported a leak in the hold. The captain ordered everyone to abandon ship and boarded a yawl. They traveled approximately 15 miles before being rescued the next morning by the steamer City of Detroit and the tug James Amedeus. No crew was lost.

Latitude: 41 33.850

Longitude: 81 55.280

Dimensions: 152-foot length, 33-foot beam, 12-foot depth

Type of Vessel: Three-masted wooden barkentine

Year Built/Location: 1862, Pishtigo, Wisconsin

Cargo: Iron ore

Diving Specifics: Two Fannies lies approximately five miles north of Bay Village in 60 feet of water. Divers can view her rudder and rudder post at the stern, plus the bow offers views of her capstan, windlass, and chain. Another capstan and a winch are at midship.

15 Ivanhoe

Bound from Cleveland to Mackinaw, the Ivanhoe carried 300 tons of coal when it collided with another schooner (Arab) on Oct. 4, 1855. The collision occurred at night, about 3.5 miles north of Avon Lake. Eleven crew and passengers were rescued by the propeller Ohio.

Latitude: 41 33.312

Longitude: 82 02.824

Dimensions: 110-foot length, 26-foot beam, 9-foot depth

Type of Vessel: Wooden schooner

Year Built/Location: 1848, Irving, New York

Cargo: Bulk ore, coal

Diving Specifics: Survey work by MAST began in 2007. Jack Papes, wreck diver, photographer, and MAST member, provides an extensive description of the shipwreck today at the Lake Erie Shipwrecks and Maritime Tales website. Highlights include the following: the samson post, a very large pawl bit, windlass, huge timbers, deck beams and the centerboard. Port and starboard railings are intact. Coal is abundant.



PLESRC

16 Alva B.

The Alva B. provided tugboat services on Lake Erie and had been used in search missions for crew members of Lake Erie shipwreck disasters. The Alva B. sank Nov. 1, 1917 off Avon Lake. Like many shipwrecks, the cause is not clear. Speculations include running aground in shallow waters after her crew mistook amusement park lights for Cleveland, as well as being forced to beach after having sprung a leak traveling from Sandusky to Cleveland.

Latitude: 41 30.769

Longitude: 82 01.923

Dimensions: 73.5-foot length, 18.4-foot beam, 10.5-foot depth

Type of Vessel: Wooden tugboat, steamer

Year Built/Location: 1890, Buffalo, New York

Cargo: Tugboat

Diving Specifics: Waves and ice scour have taken their toll over the years. Scattered remains, including some timbers, planking, the steam boiler and other various engine parts, lie in 10-12 feet of water on a bottom of mostly sand, rock, and gravel. The boiler can be a navigation hazard when water levels are low. This is yet another interesting wreck for novice divers and snorkelers, as visibility is usually fair to good. Plenty of fish life.



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CLEVELAND REGION



Cleveland Region

17 Dundee



Built in 1893, the *Dundee* was enroute from Duluth to Ashtabula with a load of iron ore. It was in tow of the steamer John H. Glidden. Gale-force winds caused the tow ship to free the *Dundee* in order to save itself. After losing the ship's rudder, the captain and crew climbed onto the rigging and lashed themselves onto the masts. The ship's cook was lost. The remaining six crew members were rescued.

Latitude: 41 41.333

Longitude: 81 50.632

Dimensions: 211-foot length, 35-foot beam, 16-foot depth

Type of Vessel: Two-deck schooner barge

Year Built/Location: 1893, West Bay City, Michigan

Cargo: Iron ore, coal, and lumber

Diving Specifics: The *Dundee* sits upright in approximately 68 feet of water about 14 miles north-northwest of Cleveland. This is one of the most complete shipwrecks in the central basin of Lake Erie with much of her hull and decking intact, with cargo hatches open and often entered by divers (use extreme caution, however). Considered one of the most popular among Lake Erie wreck divers, it is an advanced diver wreck.

18 Pridgeon, Jr.

While carrying a cargo of lumber, the *Pridgeon, Jr.* capsized in heavy seas on Sept. 18, 1909 just off Cleveland. The steamer *Maryland* picked up the crew of the lost ship.

Latitude: 41 35.316

Longitude: 81 58.597

Dimensions: 221-foot length, 36-foot beam, 14-foot depth

Type of Vessel: Propeller bulk freighter

Year Built/Location: 1875, Detroit, Michigan

Cargo: Lumber

Diving Specifics: The wreck lies on its port side with the stern almost upside-down. Divers can view much of its lumber cargo, a huge propeller, and engine. This wreck is for advanced divers.



19 Cleveco

Built for the Standard Oil Company, the Cleveco sank Dec. 2, 1942 approximately nine miles off Euclid Beach. All 18 crew members were lost. At the time, Cleveco was being towed by the tugboat Admiral. For an account of the disaster, please refer to the listing for Admiral.

Latitude: 41 41.468

Longitude: 81 36.006

Dimensions: 260-foot length, 43-foot beam, 25-foot depth

Type of Vessel: Built as a sail barge. Converted to a steel tanker barge towed by a tugboat.

Year Built/Location: 1913, Lorain, Ohio

Cargo: Fuel and crude oil

Diving Specifics: A favorite shipwreck among advanced Lake Erie shipwreck divers, Cleveco lies upside down in Lake Erie's mud and silt bottom in 78 feet of water, approximately 14 miles north of Euclid, Ohio. Cleveco's hull rises up and out of the bottom to a height of approximately 13-15 feet. Sealed valves along her keel are visible from efforts to salvage the oil from her tanks.

20 Mecosta

Older and outdated vessels were sometimes purposely sunk when their usability ended. Built as a bulk freighter, the wooden Mecosta converted to an automobile carrier in 1919. In 1922, the vessel's machinery was removed in Cleveland before she was scuttled in 48 feet of water.

Latitude: 41 31.854

Longitude: 81 52.998

Dimensions: 281-foot length, 40-foot beam, 20-foot depth

Type of Vessel: Wooden propeller steamer

Year Built/Location: 1888, West Bay City, Michigan

Cargo: Freight and automobiles

Diving Specifics: This wreck is in the midst of a heavy boating area. Divers can view a Victorian bathtub.



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21 Duke Luedtke

The 1917 tug Duke Luedtke sprang a leak on Sept. 21, 1993, as it traveled from West Harbor to Ashtabula, Ohio. Twenty-year-old Seaman Michael O'Neil was one of two U.S. Coast Guardsmen responding to the distress call and was below deck the Duke Luedtke when the tugboat capsized and sank off Avon Lake. O'Neil lost his life when he became trapped within the engine room.

Latitude: 41 41.628

Longitude: 81 57.654

Dimensions: 68.7-foot length, 17-foot beam, 11-foot depth

Type of Vessel: Tugboat

Year Built/Location: 1917, Cleveland, Ohio



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Diving Specifics: This wreck is intact, and the open pilothouse door allows penetration, yet use caution. This is a wreck for advanced divers only. A plaque, commemorating the loss of U.S. Coast Guardsman Petty Officer 3rd Class Michael E. O'Neil during the attempt to rescue the crew of the Duke Luedtke, is attached to the wreck.

22 Stephen F. Gale

The captain of the Charles Crawford arrived in Cleveland in December 1876 stating that he had passed the masts of a sunken vessel. About a week later, books from the Stephen F. Gale washed ashore near Fairport. The ill-fated Gale had been traveling to Erie with a load of stone from Kelleys Island. All crew members were lost.

Latitude: 41 44.451

Longitude: 81 52.919

Dimensions: 123-foot length, 24-foot beam, 10-foot depth

Type of Vessel: Wooden schooner

Year Built/Location: 1847, Chicago, Illinois

Cargo: Stone

Diving Specifics: View a stove, mast, railings, pump, winch, windlass, and ladder.

23 Admiral

The tugboat Admiral left Toledo Harbor towing the tanker-barge Cleveco on Dec. 1, 1942. The Cleveco carried a wartime supply of crude oil. Just after midnight, temperatures dropped below freezing. Visibility became so poor, that crewmen from the Cleveco could no longer see the Admiral. At 4 a.m. on Dec. 2, Cleveco crewman noted that the towline linking the barge to the tugboat was coming straight from the bottom of the lake. Left without any power of its own, the Cleveco called for help. When tugboats arrived to assist, the Cleveco could not be found. Fourteen lives were lost on the Admiral, while 18 were lost on the Cleveco.

Latitude: 41 38.243

Longitude: 81 54.198

Dimensions: 68.7-foot length, 17-foot beam, 11-foot depth

Type of Vessel: Tugboat

Year Built/Location: 1907, Manitowoc, Wisconsin

Diving Specifics: The stern is partially buried under silt and mud, with the smokestack along the port side in the muddy bottom. Although the pilothouse and engine room are diver accessible, experienced divers caution against penetrating the wreck without training and preparedness. Some artifacts removed from the Admiral prior to the 1991 Ohio Shipwreck Protection Act are on display at the Inland Seas Maritime Museum in Vermilion, Ohio.



PLESRC

Lake Erie

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Conneaut

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North Kingsville

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Ashtabula

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Geneva-on-the-Lake

North Perry

Fairport Harbor

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Mentor-on-the-Lake

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Eastlake

Willowick

Legend



- ★ Lake Erie Shipwreck Locations
- ▲ Lighthouse Locations
- Museum Locations
- Ⓟ Shipwreck Plates Available
- Ⓡ Mooring Buoy
- ▬ Lake Erie Coastal Ohio Trail

Fairport and Ashtabula Region

24 Queen of the West



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Carrying a load of iron ore from Escanaba, Michigan, the Queen of the West was traveling to Erie, Pennsylvania when she began taking on heavy water. A distress signal was launched and the crew began boarding a lifeboat. The waves were so rough, that the lifeboat overturned. Just minutes before the Queen of the West sank, the steamer Codorus arrived and saved all but one of the crew members and passengers.

Latitude: 41 50.769

Longitude: 81 23.133

Dimensions: 215-foot length, 33-foot beam, 16-foot depth

Type of Vessel: Wooden steamer propeller

Year Built/Location: 1881, West Bay City, Michigan

Cargo: Bulk freight, including iron ore, coal, and grain

Diving Specifics: This deep wreck, settled at 71 feet, is recommended for advanced divers. The bow is the most intact structure. Divers find a huge engine, boiler, winches, chain, and the bow windlass. The midsection decking of the wreck is gone, leaving the hull open. This popular shipwreck is scheduled for mooring buoy placement by MAST.

25 North Carolina



PLESRC

Built in 1908 as the L.C. Sabin by J.S. Dunham of Chicago, this 81-foot propeller vessel served as a diesel tug. When it sank Dec. 9, 1968, it was owned by Great Lakes Towing Company. Enroute from Buffalo to Cleveland, the tug sprung a leak within its engine room and began flooding. The North Carolina sank in 32 feet of water about two miles north of Mentor-on-the-Lake. Members of the U.S. Coast Guard rescued the captain and two crew members.

Latitude: 41 43.810

Longitude: 81 22.888

Dimensions: 81-foot length, 20-foot beam, 12-foot depth

Type of Vessel: Tugboat

Year Built/Location: 1908, Chicago, Illinois

Diving Specifics: A fairly shallow wreck (38-40 feet), this is a good site for the novice open-water diver. Visible are the ship's rudder, smokestack, propeller, and boiler.

26 John B. Lyon

On Sept. 12, 1900, the John B. Lyon encountered the remnants of a hurricane that had already destroyed Galveston, Texas, the same storm that sank the Dundee. Years of collisions and groundings had weakened the vessel, and the 60 mph westerly winds dealt the Lyon its final blow. Built to haul grain, the Lyon launched in 1881. On her final trip, the Lyon loaded iron ore in Marquette and headed for Cleveland, where she was to transfer her load for coal. Thirteen crew members, as well as the steward's wife were aboard. She stopped at Ashtabula to deliver the barge F. A. Georger, who had made the trip south with the Lyon. Needing fuel, she headed to Erie, Pennsylvania when she encountered the storm. While the crew was below fixing a leak, a massive wave mounted the stern. The weight of the water, as well as the iron ore, cracked the vessel and she sank quickly, leaving no time to launch lifeboats. Nine crew members were lost.

Latitude: 42 02.369

Longitude: 80 33.757

Dimensions: 256-foot length, 39-foot beam, 20-foot depth

Type of Vessel: Bulk freighter, steamer

Year Built/Location: 1881, Cleveland, Ohio

Cargo: Iron Ore

Diving Specifics: Lying in 48-50 feet, the *Lyon* features two boilers and a four-bladed propeller. Novice divers may want to dive this wreck with an advanced diver or guide. The ship's huge anchor, salvaged by divers prior to the 1991 Ohio Shipwreck Protection Act, is on display at Conneaut's Lakeshore Park as a memorial to those lost on Lake Erie.



Year Built/Location: 1905, Cleveland, Ohio

Cargo: Railroad cars

28 James Hay Reed

To meet demands of World War II, ships loaded iron ore in upper Michigan, unloaded iron ore along the southern shore of Lake Erie, and returned to Michigan with cargoes of coal or grain. Vessels began running in the early spring. The James Hay Reed, built in 1903 in Wyandotte, Michigan, sank on April 27, 1944, on such a run. Hindered by fog, she collided with another vessel about 20 miles north of Conneaut. Twelve lives were lost, as the ship quickly sank in 66 feet of water. Among those lost was the ship's cook, choosing to go down with the ship because his wife, who was also onboard, could not swim.

Latitude: 42 16.172

Longitude: 80 47.777

Dimensions: 448-foot length, 52-foot beam, 29-foot depth

Type of Vessel: Steel propeller, steamer

Year Built/Location: 1903, Wyandotte, Michigan

Cargo: Iron ore

Diving Specifics: Recommended for the advanced diver, as she lies in 70-72 feet of water. Although dynamited for overhead shipping clearance shortly after the incident, there is quite a bit remaining to explore.



27 Marquette & Bessemer No. 2 (Ghost Ship)

Of the more than 1,700 shipwrecks reported to have found their final resting place at the bottom of Lake Erie, only 277 have been discovered. Puzzling reports are linked to a few of these missing vessels, including the Marquette & Bessemer No. 2. She sank December 1909, just four years after her launch bound from Conneaut, Ohio to Port Stanley, Ontario. This massive and powerful ship carried more than 30 railroad cars. These cars were loaded directly into her stern, so the vessel did not have an enclosed stern. The captain had complained about the lack of a stern gate and said the ship often took on water when she sank into a wave trough. With winds in excess of 70 mph on the day she departed Conneaut, it is likely that the pumps and her crew simply could not keep up with the water rushing onboard. Her entire crew of 33 and one passenger were lost, most from Conneaut. It is unknown whether she is lying in Canadian or United States waters, as her debris and crew washed up on both shores for weeks. A few days after she went missing, a lifeboat was found containing nine frozen crew members. Rumors in Conneaut state that if you stand on the lakefront, especially in December, you still hear her distress whistle.

Latitude and Longitude: Between Conneaut and Port Stanley.

Dimensions: 338-foot length, 54-foot beam, 19-foot depth

Type of Vessel: Steel twin propeller steamer

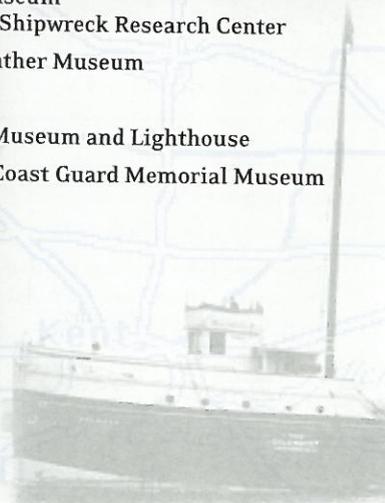


Explore Lake Erie's Lighthouses and Maritime Heritage Museums

The Lake Erie Coastal Ohio Trail national scenic byway offers a map linking 31 lighthouses and maritime museums. To receive a copy, visit www.coastalohio.com or email info@coastalohio.com.

Maritime Museums

29. S.S. Willis B. Boyer Museum Ship
30. Ottawa County Historical Society Museum
31. Lake Erie Islands Historical Society Museum
32. Maritime Museum of Sandusky
33. Inland Seas Maritime Museum and Peachman Lake Erie Shipwreck Research Center
34. Steamship William G. Mather Museum
35. U.S.S. Cod
36. Fairport Harbor Marine Museum and Lighthouse
37. Great Lakes Marine and Coast Guard Memorial Museum



Lighthouses

- 38-39. Manhattan Range Lights
40. Turtle Island Lighthouse
41. Toledo Harbor Lighthouse
42. West Sister Island Lighthouse
43. Port Clinton Lighthouse
44. Green Island Lighthouse
45. South Bass Island Lighthouse
46. Perry's Victory & International Peace Memorial
47. Wolcott Keeper's House
48. Marblehead Lighthouse State Park
49. Cedar Point Lighthouse
50. Huron Harbor Lighthouse
51. Vermilion Lighthouse
52. Lorain Breakwater Lighthouse
53. Cleveland West Breakwater Lighthouse
54. Great Lakes Science Center
55. Cleveland East Pierhead Lighthouse
56. Cleveland Harbor East Entrance Lighthouse
57. Fairport Harbor West Breakwater Lighthouse
58. Ashtabula Harbor Lighthouse
59. Conneaut Harbor Lighthouse

Visitor Information:

Lake Erie Coastal Ohio Trail National Scenic Byway
www.coastalohio.com

Greater Toledo Convention & Visitors Bureau
(800) 243-4667 www.dotoledo.org

Ottawa County Visitors Bureau
(800) 441-1271 www.shoresandislands.com

Sandusky/Erie County Visitors & Convention Bureau
(800) 255-ERIE www.shoresandislands.com

Lorain County Visitors Bureau
(800) 334-1673 www.visitloraincounty.com

Positively Cleveland
(800) 321-1001 www.positivelycleveland.com

Lake County Visitors Bureau
(800) 368-LAKE www.lakevisit.com

Ashtabula County Convention & Visitors Bureau
(800) 337-6746 www.visitashtabulacounty.com



Mooring buoys have been placed on seven Lake Erie shipwrecks by the Maritime Archaeological Survey Team (MAST).

Three additional sites are in the planning stages. Shipwreck mooring buoys are removed in the fall and winter months. For information, visit www.OhioMAST.org.



Ohio Sea Grant has created underwater guides for three shipwrecks: the Adventure, W. R. Hanna, and F. H. Prince, developed in partnership with MAST. Packaged as a set, each plastic waterproof slate measures 9.5" x 6.25" and features a site map, schematic diagram, diving information, vessel data, and ship history. To order, contact (614) 292-8949 or www.ohioseagrant.osu.edu.

For detailed shipwreck information, photographs, and underwater videos, visit www.ohioshipwrecks.org.

Latitude and longitude locations provided are to the best of our knowledge, yet are approximate. These coordinates should not be used for navigation. Coordinates may vary because GPS instruments may perform slightly different from each other.

Our sources for historical shipwreck information, photographs, and locations include file data from the Peachman Lake Erie Shipwreck Research Center, "The Great Lakes Diving Guide" by Chris Kohl, MAST, CLUE, local dive centers, private divers, and scuba clubs.

If you plan to explore Lake Erie's wealth of shipwrecks, make sure you have the proper training provided by certified scuba instructors at reputable dive centers.

If you plan to visit one of the shipwreck sites specifically for scuba diving purposes, contact a dive center or one of the following for more up-to-date information:

Maritime Archaeological Survey Team (MAST)
www.ohiomast.org

Cleveland Underwater Explorers (CLUE)
www.clueshipwrecks.org

Great Lakes Historical Society, Peachman Lake Erie Shipwreck Research Center
www.inlandseas.org/plesrc/index.html

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Get more information about more than 300 historical sites and natural areas, by visiting the web site for the Lake Erie Coastal Ohio Trail at www.coastalohio.com and more detailed shipwreck information by visiting Ohio Sea Grant's www.ohioshipwrecks.org.



L A K E E R I E

SHIPWRECKS





Capt. Russ MacNeal

David Kelch

MAST

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