

The Craftsman

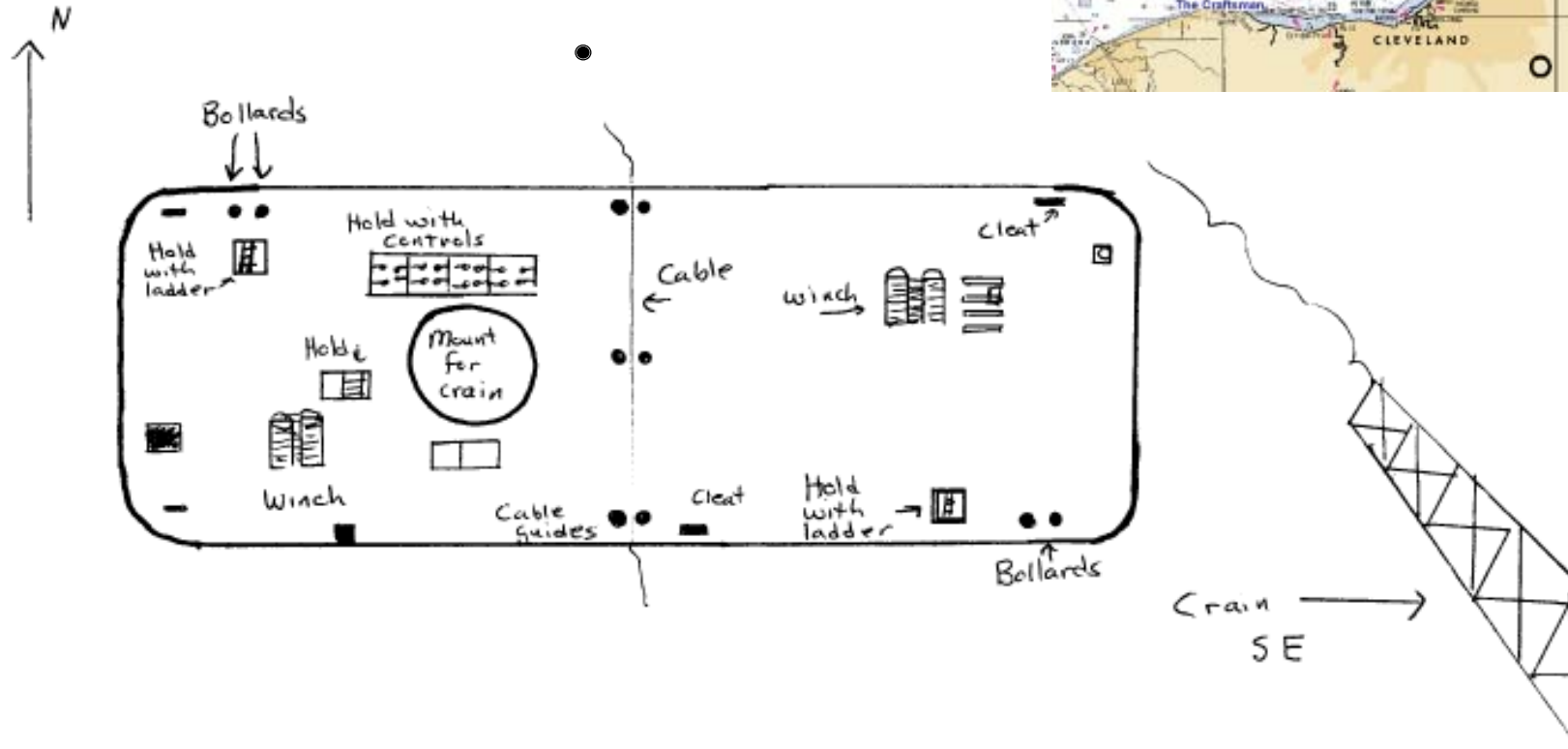
Built: 1921 at Lorain, OH

Foundered Tuesday, June 3, 1958

Dimensions: 90'1" x 28'1" x 8'3"

Coordinates: 41 31.942 82 00.375

Approximate Depth: 40 feet



The Wreck Today:

The barge lays upright on a hard bottom with the bow pointing west. She is approximately one mile north of Avon Lake, 10 miles at 69° True from the east Lorain Harbor entrance. There are a couple winches on deck and hatches leading into a mud filled interior. More than one diver has been lost and disoriented inside this wreck. Penetration is not advised. Cable leads off the wreck. A guide line leads from the NE corner of the barge to the center of the crane, about 100 feet east of the barge. Many fishermen frequent this area.

The Craftsman's Story

The Craftsman was originally built as a yard barge for the American Shipbuilding Company in Lorain, Ohio. Her dimensions were 83'6" x 28'1" x 8' 2" & 163 gross tons. In 1946 she was acquired by Reed Wrecking Company and rebuilt as a dredge barge. At that time she was lengthened to 90'1".

The Craftsman had recently completed work on a gas line being laid under the Huron River at Huron, Ohio. She was being towed back to Cleveland by the tug *Toledo* and was just off of Avon Point when the 90 foot barge began to founder. The two crewmen aboard struggled for an hour to keep the barge afloat.

The *Toledo* radioed for help about 7 p.m. Coast Guard Station Lorain responded and called station Cleveland for additional assistance as their 40 foot patrol boat headed out into 5 to 6 foot waves and 20-25 mph winds. Coast Guard Station Cleveland dispatched the cutter *Kaw* and a 40 foot escort vessel to the scene. As Coastguardsmen approached the *The Craftsman*, they observed her roll on her side and then turn over. Two crewmen, John Hendrickson and Lester Young, were pitched into the water as the barge capsized. They fought to stay afloat as a strong current tried to pull them under. Life buoys were thrown to them by the onrushing Coast Guard patrol boat from Lorain. According to Hendrickson, "We'd have gone down if the Coast Guard hadn't thrown that life preserver to us. I could feel the pull of the water as the scow went down when I reached for the buoy. The Coast Guard made a very nice pickup."

Both crewmen were treated for exposure at Saint Joseph's Hospital, Lorain, Ohio.



Information from **Erie Wrecks West**
by Georgann and Michael Wachter.
www.eriwrecks.com ISBN: 0966131223

About MAST

MAST, the Maritime Archaeological Survey Team is a nonprofit avocational group dedicated to the documentation of Ohio's underwater historic resources. Formed in March of 2000, MAST is composed of volunteer individuals who support and participate in research, documentation, underwater archaeological surveys, and educational workshops.

MAST's ongoing commitment to education includes training new members on skills and techniques used for shipwrecks research, measuring, mapping and plotting. In addition, MAST works to educate our community in our historic underwater resources.

MAST's shipwreck surveys have resulted in the several technical reports including the Adventure, the Hanna, the F.H.Prince, as well as the registration of these shipwrecks as official archaeological sites with the State of Ohio. MAST has produced underwater slates for the sites surveyed, provided permanent shipwreck moorings, and advanced diver and archaeologist access to shipwrecks of the Great Lakes

How can I Help?

Your participation and your contributions are needed. To join MAST or to donate funds for continuing operations, Please contact us through:

Archaeological Director
Peachman Lake Erie Shipwreck Research Center
Great Lakes Historical Society
440-967-3467 ext. 6
shipwreck@inlandseas.org

Using The Moorings

Attach a line to your starboard bow cleat. Run the free end of that line through the eye on the mooring float line, then connect the free end of your line to the port bow cleat of your boat as pictured below.



Use at your own risk

There is a permanent mooring on this wreck site during the dive season. You are advised that **all vessels use this mooring at their own risk**. While the mooring was placed with all concern for safety and security, MAST can not assure that the moorings will be secure on your arrival. Divers should inspect the mooring on their first decent.

The mooring provide a 1.5 to 1 scope. Additional scope is required to provide a good anchorage. Use line from your vessel to provide the recommended scope of from 3 or 5 to 1.

Ohio Mooring Project

Permitted moorings are being placed on six shipwrecks located in the Ohio waters of Lake Erie. Each represents a specific genre of shipping in Lake Erie's rich maritime history. Moorings are on:

- Admiral – Steel tug
lost December 1942
- Craftsman – steel barge
lost June 1958
- Dundee – wood schooner
lost September 1900
- Morning Star – Sidewheel steamer
lost June 1868
- Queen of the West – wood propeller
lost August 1903
- Sand Merchant – steel sandsucker
lost October 1936

This project was made possible by the financial assistance of Ohio Coastal Management Program, administered by the Ohio Department of Natural Resources, Office of Coastal Management and the Lake Erie Commission

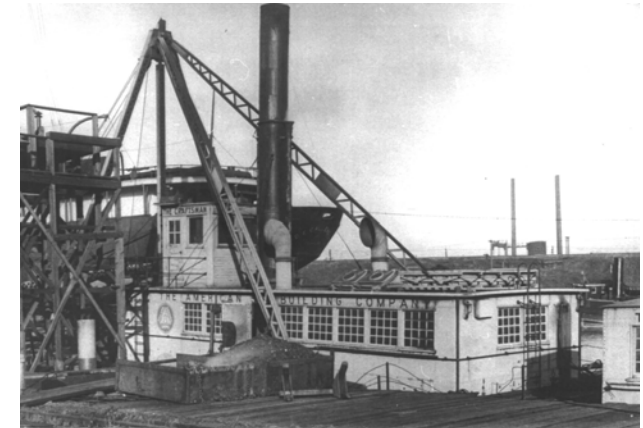


OHIO
DEPARTMENT
of NATURAL
RESOURCES



Preserving Great Lakes History one shipwreck at a time.

Shipwreck Enthusiast's Guide to



The Craftsman

Please preserve our maritime history, take only picture and leave only bubbles.