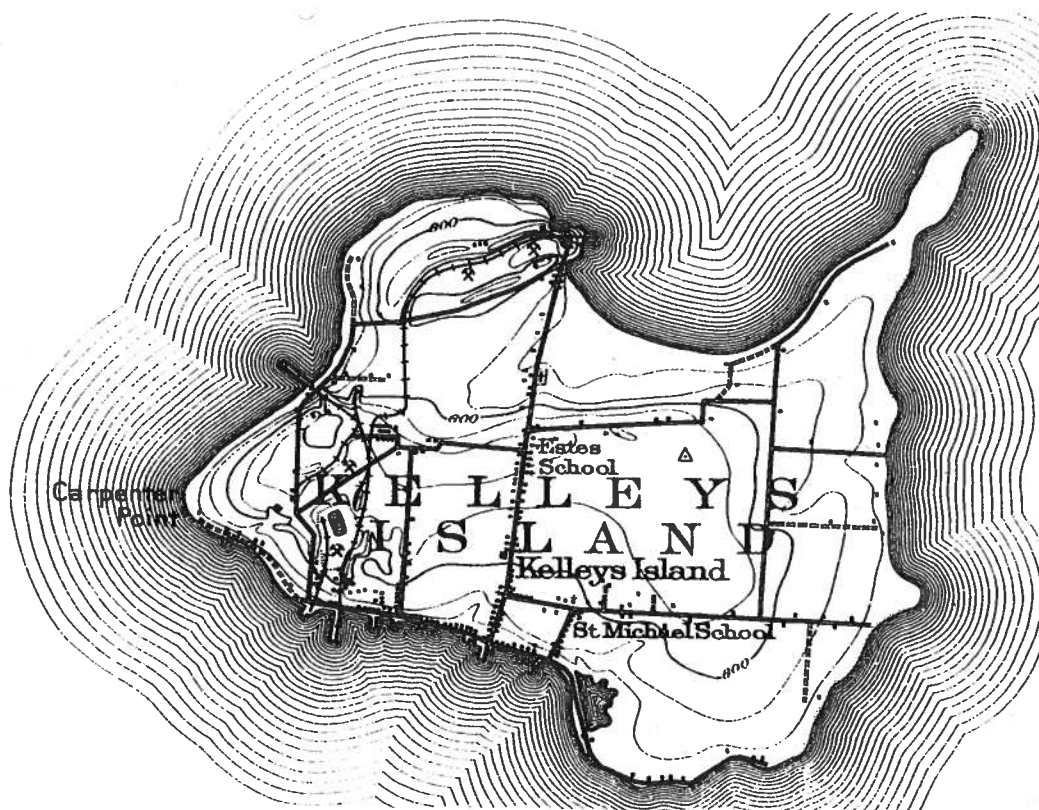


SHIPWRECKS OF LAKE ERIE'S ISLAND REGION PART 1-KELLEYS ISLAND

A PROFILE OF SHIPWRECKS, WRECKING EVENTS, AND NATURAL UNDERWATER FEATURES

by
Charles E. Herdendorf
and
Linda L. Pansing



Great Lakes Historical Society
Peachman Lake Erie Shipwreck Research Center
Technical Report No. 4

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Vermilion, Ohio

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February 2005

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Charles E. Herdendorf and Linda L. Pansing

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The Peachman Lake Erie Shipwreck Research Center (PLESRC), located on the grounds of the Inland Seas Maritime Museum in Vermilion, Ohio, is a component of the Great Lakes Historical Society. The PLESRC vision is to be the most comprehensive source of shipwreck information for Lake Erie and its environs.

Dr. Charles E. Herdendorf
Coordinator, PLESRC

Capt. Wayne E. Bratton
Chair, PLESRC Subcommittee

Cover Illustration:

Topographic Map of Kelleys Island. U.S. Geological Survey, *Kelleys Island Quadrangle*, 1916.



**Peachman
Lake Erie Shipwreck**



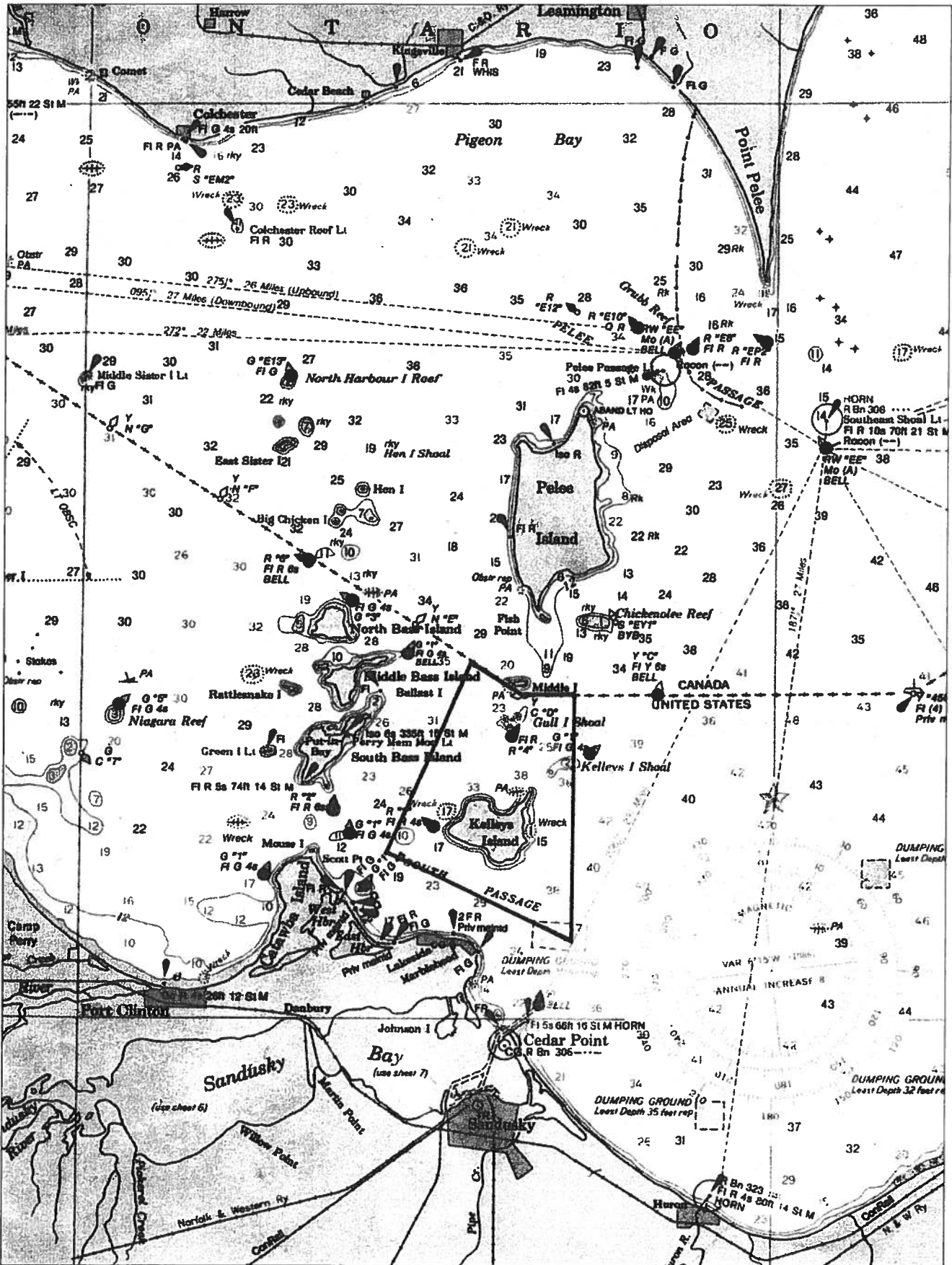
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Lake Erie's Island Region showing boundary of Kelleys Island Port Authority (base map from NOAA chart no. 14842).

SHIPWRECKS OF LAKE ERIE'S ISLAND REGION

PART 1—KELLEYS ISLAND

A PROFILE OF SHIPWRECKS, WRECKING EVENTS, AND NATURAL UNDERWATER FEATURES

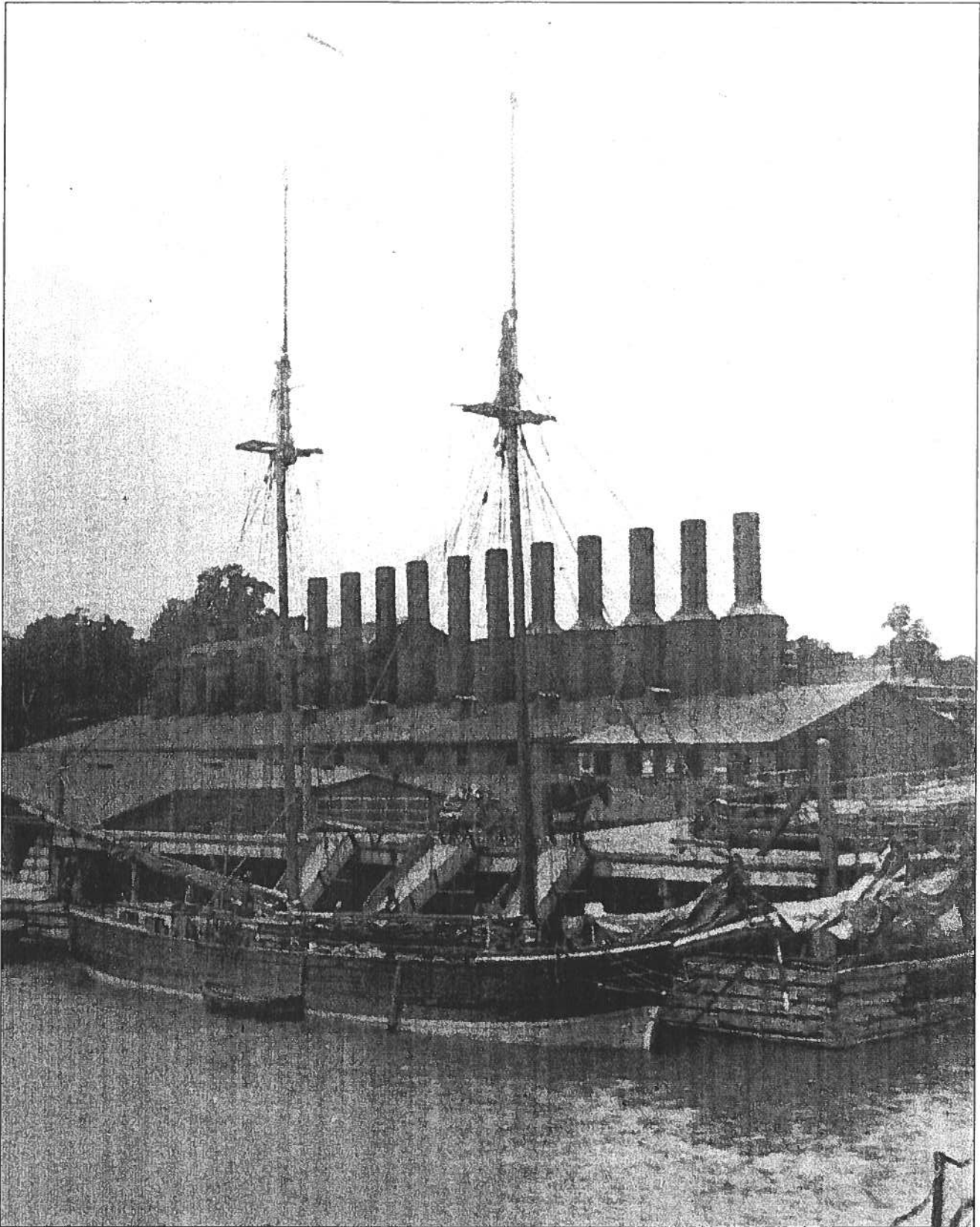
by Charles E. Herdendorf, Department of Geological Sciences, The Ohio State University and
Linda L. Pansing, Peachman Lake Erie Shipwreck Research Center, Great Lakes Historical Society

INTRODUCTION

In 1991 the Ohio Legislature passed, and the Governor signed, the Ohio Submerged Lands Act (House Bill 264). Known as the "Ohio Shipwreck Law," the provisions of this act took effect on March 2, 1992. The law provides for the joint management of sunken ships and aircraft in Lake Erie, as well as submerged Native American artifacts, by the Ohio Department of Natural Resources and the Ohio Historical Society. The management goals of these organizations as mandated by the law are to (1) inventory and evaluate the abandoned ships in Lake Erie, (2) protect shipwrecks from unauthorized recovery or damage, (3) provide for the recreational appreciation and enjoyment of sunken resources, (4) designate underwater preserves, and (5) establish an advisory body, appointed by the Governor, to assist the agencies in fulfilling the provisions of the law.

Underwater exploration has become a popular sport for local divers as well as attracting the attention of the diving community throughout the Great Lakes and beyond. The lure of the hundreds of shipwrecks, many of them yet to be explored, has heightened the participation in Lake Erie diving. Exploring a shipwreck can be captivating, as the present is left behind a diver can literally touch history. Sixty shipwrecks have been reported for the waters within or adjacent to Kelleys Island, but only 10 of these have been confirmed. Thus, opportunities abound to discover, explore, and learn the stories of a diverse suite of wrecks—schooners, brigs, barks, scows, propeller steamers, steam barges, sidewheel steamers, tugs, and barges.

This manual is designed to give divers and others interested in maritime history a brief profile of the shipwrecks which have been reported for the waters surrounding Kelleys Island. Details on the fascinating physical and biotic nature of the Lake Erie surrounding Kelleys Island are also presented, as well as where additional information on Lake Erie's maritime heritage can be obtained. The authors hope this manual will enhance the enjoyment of the Island Region by divers and non-divers alike by promoting an appreciation of our maritime heritage and by fostering a greater awareness of the maritime history that was so important to the early development and economy of Ohio.



*Schooner TRUMAN MOSS (?) at North Bay lime kiln dock, Kelleys Island, Ohio, circa 1890
(Capt. Frank E. Hamilton Albums, Charles E. Frohman Collection, Rutherford B. Hayes Presidential Center).*

PROFILE OF LAKE ERIE SHIPWRECKS IN THE VICINITY OF KELLEYS ISLAND, OHIO

ADVENTURE

TYPE: Schooner converted to propeller steamer (steam barge); Official No. 105567

BUILT: Detroit, Michigan in 1875 by John Oades (two-masted schooner with straight stem and a square transom stern; rebuilt as a steam barge in 1897 at Sandusky, Ohio by Henry D. Root of Lorain, Ohio for J. M. Robinson and Frederick Groch of Sandusky, Ohio)

SPECS: 108' length x 24' breadth of beam x 8.3' depth of hold; 141 gross and 95 net tons; reconstruction to a steam barge included a curved stern to accommodate propeller and rudder and installation of boiler from the tug *MYRTLE* and steam engine from the steam barge *HANDY BOY*; propeller 1,600 lb., 4 blades; centerboard trunk 33' long

LOST: October 7, 1903 (Wednesday)

LOCATION: 41°37.085'N, 82°40.867'W (DGPS); North Bay of Kelleys Island; State of Ohio Archaeological Site No. 33ER481

REASON: Caught fire at the North Bay Dock of Kelleys Island (Kelley Island Lime & Transport Co. facility); towed to E side of North Bay off Long Point by steam tug *L. P. SMITH* (Capt. Regan) where she burned to the water line and sank in 15' of water

LIFE LOST: None; captain, his wife & young daughter, and crew escaped; belongings lost

CARGO: Lime stored in wooden barrels; archaeological survey of site in 1997 yielded an estimate of 900 barrels (none remain at the site)

MASTER: Capt. John Lowes

OWNER: Charles Beyschlag, Joseph Lowes, and Jno. Beyschlag, Jr. of St. Clair Shores, Michigan (1901 enrollment); Beyschlag, Schlinkert and Lowes of St. Clair (*Cleveland Plain Dealer*, October 8, 1903)

WRECK: Sand and boulder bottom over rock; depth 10 to 15'; burned timbers (planking & frame); centerboard trunk; winch midship on starboard side; some machinery in place; propeller removed in 1960 and replaced October 1997

REMARKS: Vessel valued at \$2,500 and cargo \$1,000; no insurance

SOURCE: Hamilton et al. 1966 (101); Labadie and Herdendorf 1998; Swayze 2001 (35)

AMARETTA MOSHER

TYPE: Schooner; Official No. 389

BUILT: Ashtabula, Ohio in 1867 by Gershom A. or Richard Thayer

SPECS: 134.9' length x 24'8" breadth of beam x 10'9" depth of hold; 300.91 gross and 285.87 net tons; wood hull; 3 masts (changed from 2 masts to 3 masts in 1885)

LOST: November 23, 1902 (Saturday)

LOCATION: 41°36.79'N, 82°48.86'W (approximate); Starve Island Reef, WSW of reef crest

REASON: Storm; steam tug *D. F. ROSE* was towing *AMARETTA MOSHER*, *WAWANOSH*, and *LYMAN CASEY* when she encountered heavy seas; *AMARETTA MOSHER* was stranded on Starve Island Reef and *D. F. ROSE* was beached on South Bass Island after being damaged on reef; other tows proceeded to Port Huron under own sail; wreck of *AMARETTA MOSHER* was abandoned, slid off into deeper water, and broke into pieces; in spring 1903 U.S. Inspection Boat visited the wreck site and determined it not to be an obstruction to navigation

LIFE LOST: None

CARGO: Coal; bound from Huron, Ohio to Port Huron, Michigan

MASTER:

OWNER: J. M. Shackel of Marine City, Michigan and Capt. David Hutchinson of Port Huron, Michigan

WRECK: Rocky bottom, depth 15 to 25'; bow toward SW, wreck badly broken and scattered

REMARKS: Vessel named for Miss Amaretta Mosher (age 9) who died of pneumonia on September 13, 1867, she was the daughter of a prominent Lake County, Ohio farmer and shipper, Levi Mosher; rebuilt in 1885, rigging changed from 2 masts to 3 masts; owners fined \$30 for not having tonnage number carved into her main beam after the rebuild; served primarily in the lumber trade

SOURCE: Hamilton et al. 1966 (197); Greenwood 1987:229; Swayze 2001 (2027), Wachter and Wachter 2001 (91)

AMERICAN EAGLE

TYPE: Propeller steamer (passenger packet); tug; Official No. 105936

BUILT: Sandusky, Ohio in 1880 by John Monk for Andrew Wehrle of Middle Bass Island

SPECS: 144'8" length x 24'4" breadth of beam x 9' depth of hold; 161.24 gross and 81 net tons; wood hull sheathed with heavy boiler plate for ice breaking

LOST: May 18, 1882; repaired and placed back in service

LOCATION: 41°36.0'N, 82°46.0'W (estimated); off Kelleys Island

REASON: Boiler exploded while racing with *JAY COOKE* off Kelleys Island; 6 killed in the explosion

LIFE LOST: 6, including Chief Engineer J. W. Johnson (1882)

CARGO: Passengers

MASTER: Capt. Magle (1882)

OWNER: Andrew Wehrle of Middle Bass Island, Ohio (1882)

WRECK: Recovered; continued in service until 1908

REMARKS: Vessel gave her name to "American Eagle Reef" which she was the first to find by hitting it, 1.7 miles E of Carpenter Point, Kelleys Island; December 21, 1908 she burned at Maumee, Ohio and abandoned at Wallaceburg, Ontario (L. S. Sullivan of Toledo owner)

SOURCE: Rap 1953:141-143; Wendt 1984:46-48; Swayze 2001 (110)



ARGO

TYPE: Barge; oil-tanker

BUILT: 1911

SPECS: 125' in length; 421 tons

LOST: October 20, 1937

LOCATION: 41°41.5'N, 82°37.3'W (estimated); E of Middle Island (4 miles NE of Kelleys Island Shoal in 40' of water); 3 miles off Pelee Island

REASON: Foundered in storm

LIFE LOST: None

CARGO: 200,000 gallons of oil (benzol)

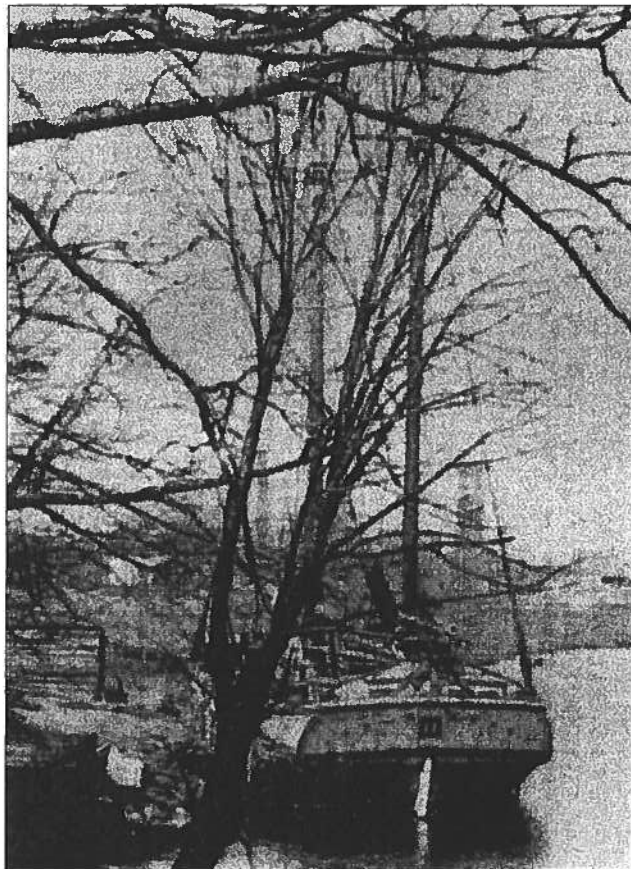
MASTER:

OWNER:

WRECK: Thin oil slicks have been reported from the wreck

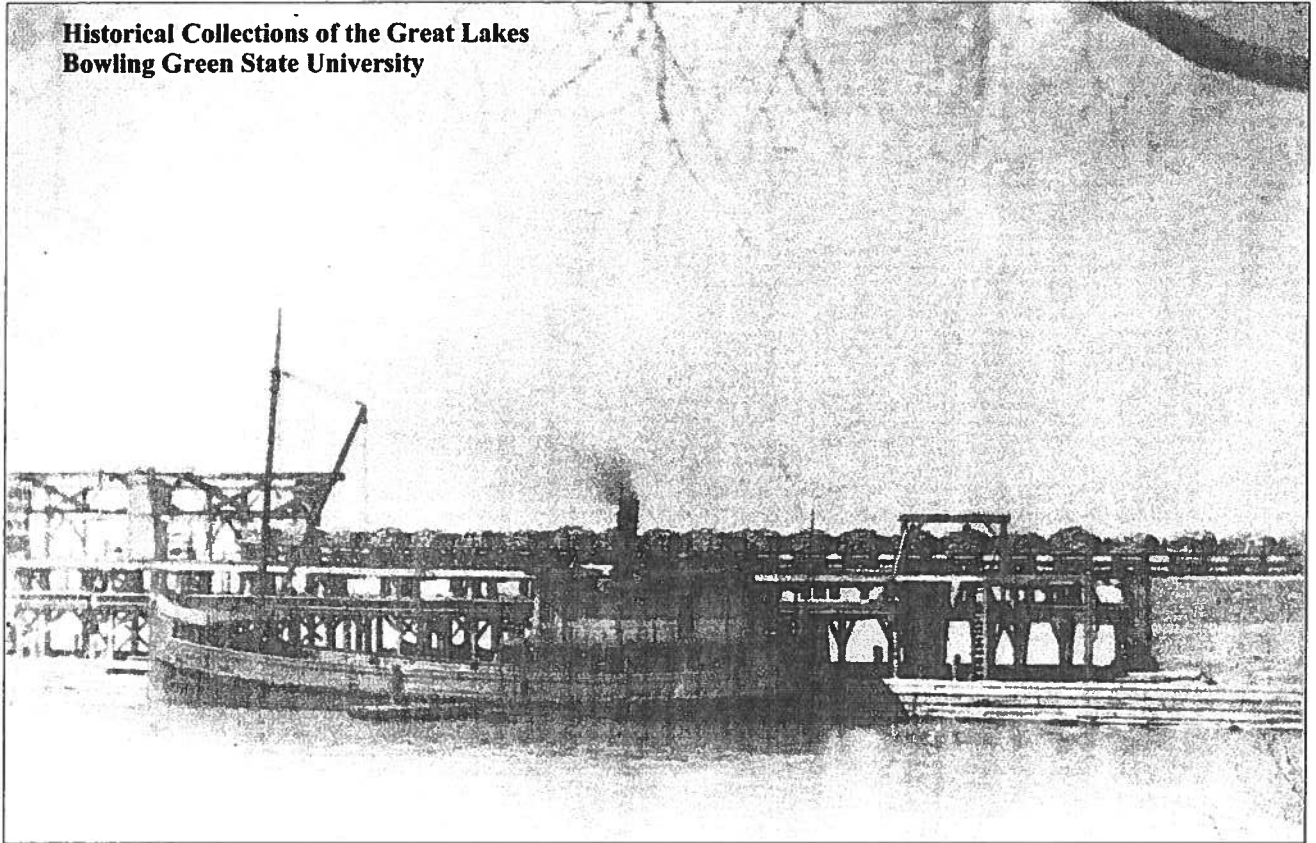
REMARKS: In tow of tug *SYGSSET*; tug rescued her 2 crewman after a two-hour search

SOURCE: Hamilton et al. 1966 (114); Swayze 2001 (155)

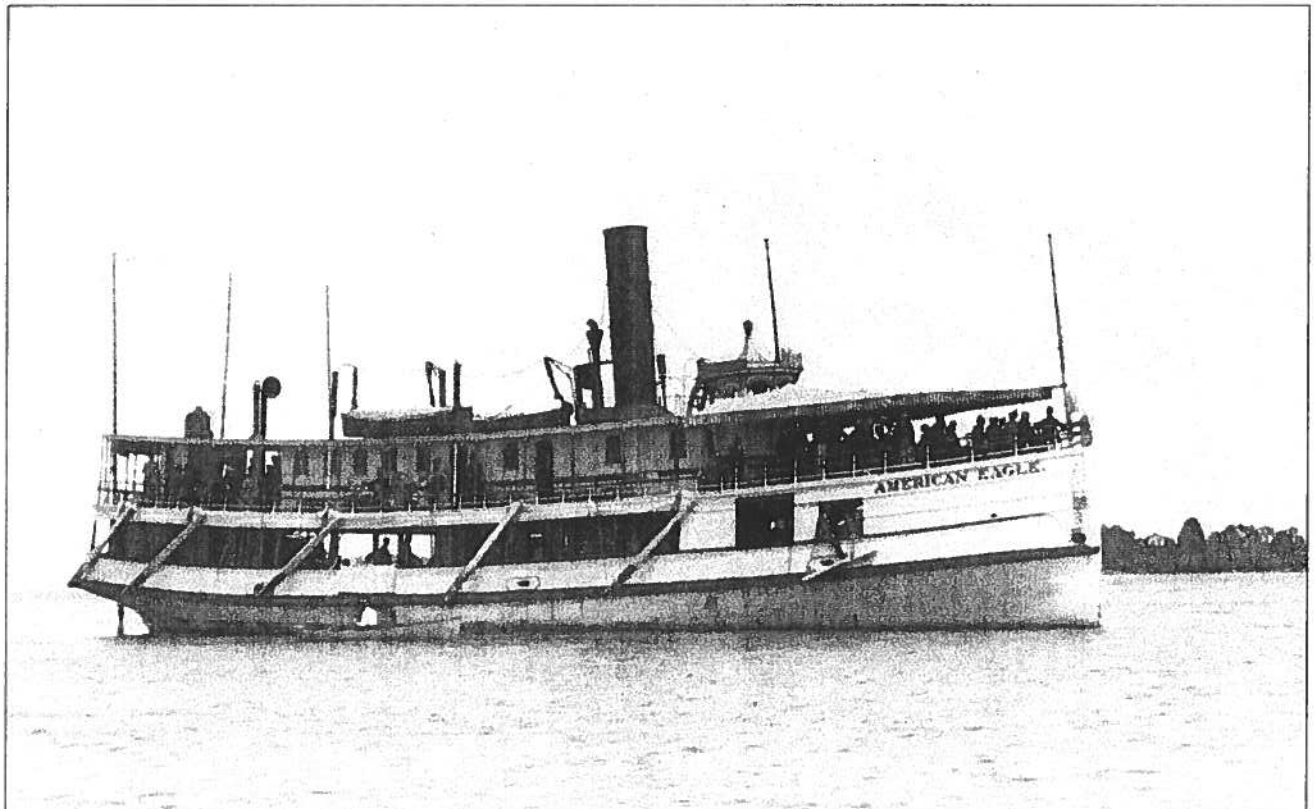


*Schooner AMARETTA MOSHER
(Rev. Edward J. Dowling Collection,
University of Detroit-Mercy).*

Historical Collections of the Great Lakes
Bowling Green State University



Steam Barge ADVENTURE at Kelleys Island south dock, circa 1903.



*Propeller Steamer AMERICAN EAGLE in Put-in-Bay Harbor
(Historical Collections of the Great Lakes, Bowling Green State University).*

ASHTABULA

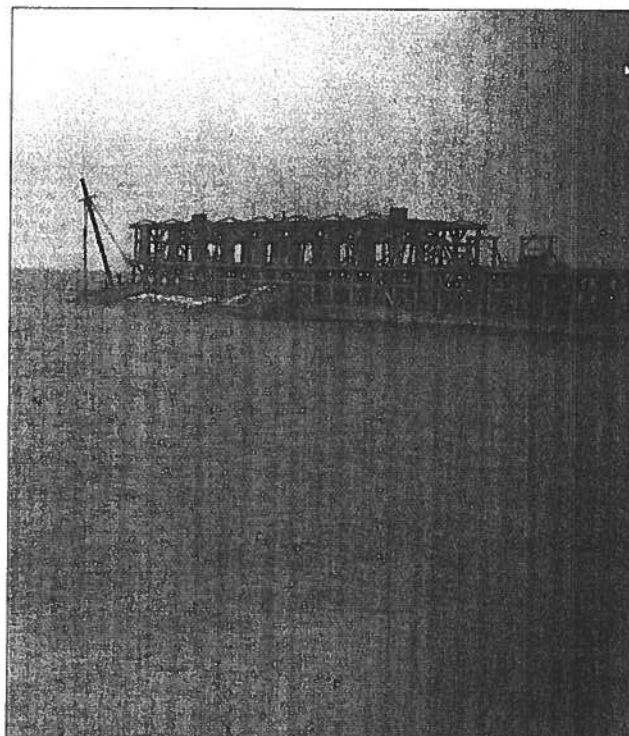
TYPE: Schooner
BUILT: :
SPECS
LOST: June 20, 1848
LOCATION: Near Kelleys Island
REASON: Foundered; capsized:
CARGO:
WRECK: Not located; recovered (?)
REMARKS: Possibly 90' schooner built in Ashtabula, Ohio by George Thayer and sank off Milwaukee, Wisconsin in 1883
SOURCE: Mansfield 1899:793; Wright 1978:3; Swayze 2001 (3907)

C. H. PLUMMER

TYPE: Schooner-barge; Official No. 126494
BUILT: Sandusky, Ohio in 1888 by John Monk; boss carpenter William Haddock, caulkers George Capman and Joe Bickly
SPECS: 116'5" length x 28'3" breadth of beam x 8'2" depth of hold; 219.43 tons; wood hull
LOST: November 6 or 21, 1888
LOCATION: 41°35.7'N, 82°43.8'W (estimated); S side of Kelleys Island, off Capt. Frank Hamilton's house
REASON: Burned and sank; total loss
LIFE LOST: None
CARGO: Stone; bound from Kelleys Island to Cleveland, Ohio
MASTER: Capt. A. T. Helbig of Sandusky, Ohio
OWNER: Sandusky Coal Company
WRECK: Not located
REMARKS: When launched (June 19, 1888) vessel was owned by Sandusky Coal Company to run in the stone and coal trade, commanded by Capt. A. T. Helbig; her first trip was to East Saginaw, Michigan with 50 cords of stone; she burned to a total loss in her first year of service, she was ready to depart for Cleveland when she caught fire; vessel also referred to as *C. H. PALMER*
SOURCE: Hamilton et al. 1966 (96); Wendt 1984:33,48,65; Swayze 2001 (2398)

CLEVELAND

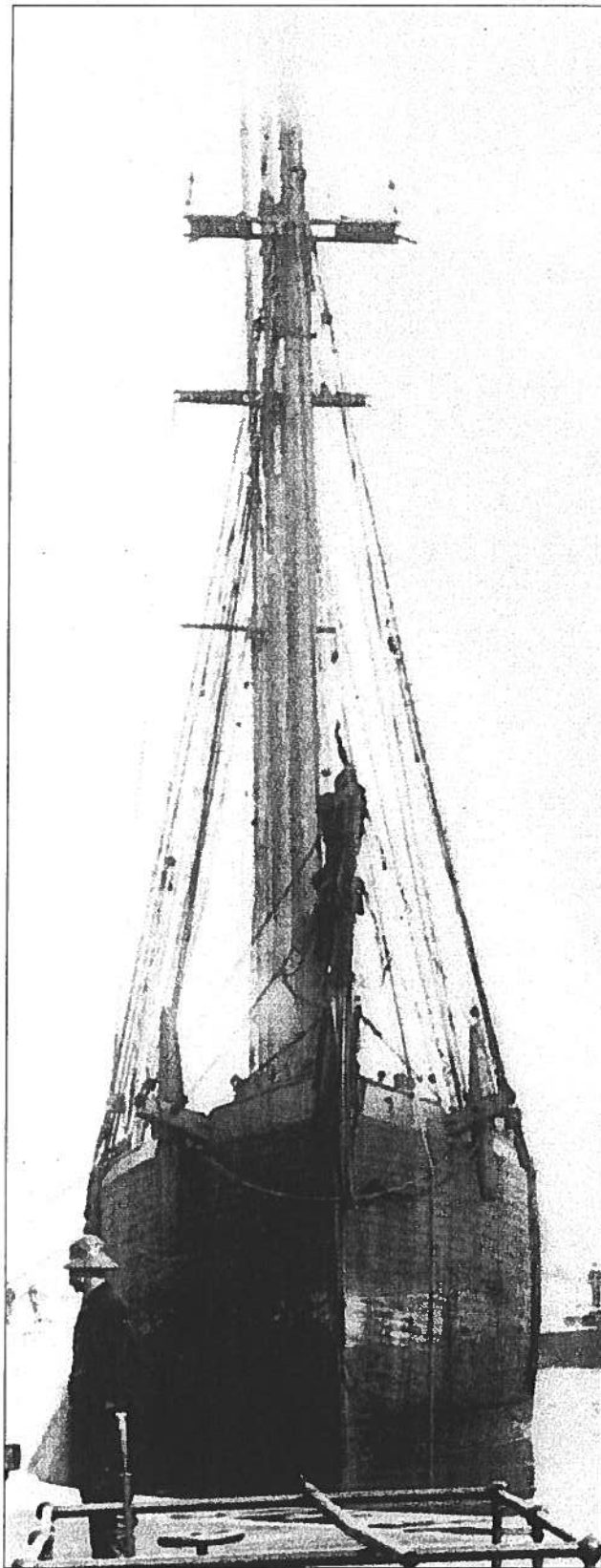
TYPE: Schooner
BUILT: 1833
SPECS: 120 tons
LOST: June 7, 1844
LOCATION: Near Kelleys Island after taking on load of stone
REASON: Sank in storm
LIFE LOST: Initially reported as entire crew lost (5); later reported Capt. Lumm and crew safely made it to Kelleys Island
CARGO: Stone
MASTER: Capt. Lumm
WRECK: Not located; reported as total loss; sails and some gear recovered
SOURCE: Mansfield 1899:808; C. P. Labadie Collection



Wreck of the Schooner CONSTITUTION at West Bay dock of Kelleys Island in 1906 (Capt. Frank E. Hamilton Albums, Charles E. Frohman Collection, Rutherford B. Hayes Presidential Center at Fremont, Ohio).

CONSTITUTION

- TYPE:** Schooner (originally rigged as a bark); Official No. 4568
- BUILT:** Milwaukee, Wisconsin in 1861 by Benjamin B. Jones
- SPECS:** 145' length x 32' breadth of beam x 12' depth of hold; tonnage: 562 (1863), 488.73 (1874), 422 (1900), 422 gross and 401 net tons (1905); wood hull; 3 masts
- LOST:** September 20, 1906
- LOCATION:** 41°36.6'N, 82°43.2'W (estimated); near end of West Bay dock, Kelleys Island
- REASON:** Overloaded and sank on S side of West Bay dock; as she settled and nearly capsized, crew jumped to dock (*Cleveland Plain Dealer*, September 21, 1906)
- LIFE LOST:** None; crew of 6 saved
- CARGO:** Stone
- MASTER:**
- OWNER:** Norris & Paige of Milwaukee (1861); H. E. Runnels of Port Huron, Michigan (1900); L. P. Smith and J. A. Smith of Cleveland, Ohio (1904); Runnels & Sinclair of Port Huron (1906)
- WRECK:** Stone cargo recovered; wreck dynamited to clear waterway
- REMARKS:** Value \$23,000 in 1863, Class A1 (*Board of Lake Underwriter's Marine Register*); value \$6,000 in 1900, Class A2 and \$4,000 in 1904, Class A2^{1/2}, lumber deck load 12' (*Inland Lloyds Vessel Register*)
- SOURCE:** Hamilton et al. 1966 (100); Bowling Green State University, Historical Collections of the Great Lakes; Peachman Lake Erie Shipwreck Research Center, Great Lakes Historical Society



*Schooner CONSTITUTION
(Historical Collections of the Great Lakes,
Bowling Green State University).*

CONSUELO

- TYPE:** Schooner; Official No. 4572
- BUILT:** Cleveland, Ohio in 1851 by R. Calkins
- SPECS:** 103' length; 142 gross and 132 net tons; 195 tons (1864); wood hull
- LOST:** May 1, 1875 (off Marblehead, Ohio); raised in October 1875; sank again summer 1880 (near Kelleys Island); raised, major salvage effort; damaged in collision at Sandusky in 1883
- LOCATION:** 2 miles N of Marblehead, Ohio (1875); near Kelleys Island (1880)
- REASON:** Foundered; fierce gale 12 miles from Sandusky and 3 miles N of rocky shores of Marblehead, blocks shifted and ship lurched and capsized (1875)
- LIFE LOST:** 5 lost: captain, 3 men, and cook; 2 saved: Mate Donahue and 1 sailor lived by clinging to rigging (1875); men rescued by Capt. Lucien M. Clemons and his brothers Ai and Hubbard



Captain Lucien M. Clemons, received first U. S. Life Saving medal for rescue of two seamen from schooner *Consuelo*, sunk May 1st, 1875.



Gold Medal awarded to the Clemons Brothers for rescuing seamen from the Schooner *CONSUELO* (courtesy of Great Lakes Historical Society).

of the Marblehead Life-Saving Station by rowing a 12' skiff through mountainous seas, after taking the surviving seamen aboard the skiff they attempted to reach Kelleys Island, but after struggling for an hour all were taken aboard the tug *WINSLOW* from Kelleys Island. For their heroic act of bravery the Clemons brothers were notified in a letter dated June 30, 1876 from Charles T. Conant, Acting Secretary of the U.S. Treasury, that they had been awarded the first U.S. Life-Saving Medal; Conant wrote "I have the honor to transmit herewith a life saving medal of the first class...for the extreme and heroic daring manifest by you in the rescue, under circumstances of peculiar peril and difficulty of two men from the wreck of the schooner *CONSUELO* near Marblehead, Ohio on the 1st of May 1875." The letter went on to say the department was gratified that the first medal should commemorate an action of such distinguished gallantry [U.S. Congress voted to honor lifesavers by such a medal on June 20, 1874]. The brilliant gold medal 4 1/4" in diameter, depicts a lifesaving scene with wrecked vessel in the background and 3 men rescuing a seaman in the foreground. The top edge reads in bold Roman letters "LIFE SAVING MEDAL OF THE FIRST CLASS," and the bottom edge "UNITED STATES OF AMERICA." The reverse side shows a figure holding a laurel wreath standing near a monument; on the center of the monument is engraved, "Lucien M. Clemons, Wreck of the *CONSUELO* on Lake Erie, May 1, 1875." In 1960 Miss Effie L. Clemons, daughter of Lucien, placed the medal on display at the Inland Seas Maritime Museum of the Great Lakes Historical Society in Vermilion, Ohio.

- CARGO:** Heavily laden with block stone; bound from Cleveland to Toledo, Ohio
- MASTER:**
- OWNER:** O. Neil & Co., Cleveland, Ohio (1864)
- WRECK:** Recovered; continued in service until 1887
- REMARKS:** Major repairs 1861, 1869, and 1882; insurance value \$3,500 in 1864; vessel lost for final time on November 9, 1887 near harbor at Port Hope, Michigan when driven ashore by gale and abandoned by her crew in a yawl; broke up on shore over the next few days
- SOURCE:** Mansfield 1899:741; Wolcott 1960:269; Swayze 2001 (649)



EAGLE

TYPE: Scow schooner
BUILT:
SPECS:
LOST: 1867
LOCATION: At Kelleys Island, Ohio
REASON: Aground; total loss
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK:
REMARKS: Wrecked and recorded as a total loss at Sandusky Ohio in 1852
SOURCE: Mansfield 1899:818; C. P. Labadie Collection

**EMORY FLETCHER**

TYPE: Schooner
BUILT:
SPECS:
LOST: April 30, 1850
LOCATION: 41°37.4'N, 82°41.1'W (estimated); at North Bay, Kelleys Island, Ohio
REASON: Ashore in gale
LIFE LOST: None
CARGO: Stone (?)
MASTER: Capt. Porter
OWNER:
WRECK: Not located; recovered (?)
REMARKS: Vessel was getting away from the wharf on the N side of Kelleys Island just as a gale commenced from the NW, struck a rock breaking her rudder and stern post; being unmanageable drifted ashore on the W side of the NE point of the island; thought to be a total wreck; partially insured by North-Western Insurance Co. (*Sandusky Clarion* May 2, 1850)
SOURCE: Peachman Lake Erie Shipwreck Research Center, Great Lakes Historical Society

**EMPIRE**

TYPE: Bark
BUILT: Niagara, Ontario in 1847
SPECS: 350 tons; wood hull; 3 or 4 masts
LOST: May 4, 1857
LOCATION: 41°32.7'N, 82°41.8'W (estimated); off Marblehead lighthouse, near Sandusky, Ohio
REASON: Storm
LIFE LOST: 11 crew lost (first mate Thomas Marsh, second mate Alexander McLane, steward James Adams, seamen John Maloy, John Albert, George Peacock, John Skelton, Edward Macalay, William Irving, Patrick Flannery, and a young orphan boy named Thomas of Port Robinson); 2 rescued (Capt. Alexander Milligen and seaman Robert Moore who both clung to the rigging) and 1 horse that swam ashore
CARGO: Lumber, shaped timbers, shipped by J. W. Russell and consigned to Alexander Kent; 2 horses at the winch; bound from Toledo, Ohio to Tonawanda, New York
MASTER: Capt. Alexander Milligen
OWNER: Henry Waters of Chatham, Ontario; home port Port Dover, Ontario
WRECK: Not located
REMARKS: Vessel attempted to make lee of Kelleys Island in a heavy gale, broached to and went out of control after her sails were ripped off; she was driven on reef near shore, capsized, and broke up; crew took to her rigging after yawlboat was smashed; lighthouse keeper and volunteer crew rowed through the gale to reach the crew, but could only save 2; an aged winch horse, made it to the shore; damage to vessel and loss of cargo valued at \$8,000
SOURCE: Remick Collection (courtesy of Georgann Wachter); Mansfield 1899:822; Wolcott 1959:36-38; Wright 1978; Swayze 2001 (912)



ERIE

TYPE: Schooner (built as U.S. revenue cutter *LEWIS McLANE* or *LOUIS McLANE*); Official No. 7487

BUILT: Navy Yards at Erie, Pennsylvania in 1833 by J. Justus

SPECS: 84 gross and 63 net tons; wood hull; copper fasteners

LOST: September (or late August) 1872

LOCATION: 41°33.6'N, 82°41.0'W (estimated); at anchor off Marblehead, Ohio

REASON: Storm; foundered

LIFE LOST: None

CARGO: Coal

MASTER: John Andre

OWNER: Home port probably Toledo, Ohio

WRECK: Not located

REMARKS: Bound from Cleveland to Detroit she came to anchor off Marblehead where she was overtaken by a storm and foundered; at the time of her sinking, *ERIE* was reputedly the oldest working schooner on the Great Lakes; after a long career as a revenue cutter she went to Lake Michigan for use as a lumber schooner and later returned to Lake Erie home ports

SOURCE: Mansfield 1899:823; Hamilton et al. 1966 (93 and 204); Swayze 2001 (4156); James Paskert Collection



EXCHANGE

TYPE: Schooner; Official No. 7315

BUILT: Vermilion, Ohio in 1857 by Isaac W. Nicholas (Alva Bradley and Philip Minch also associated with Nicholas Boat Yard)

SPECS: 138' length x 26' breadth of beam x 11'8" depth of hold; 290⁷⁸/95 tons (1859), 292.04 tons (1873); wood hull; square stern; 2 masts

LOST: November 20, 1874

LOCATION: 41°35.643'N, 82°43.231'W (DGPS); S side of Kelleys Island about 200 feet offshore near westerly ferry dock

REASON: Main halyards gave way; aground in shoal water and wrecked; cabin furnishings and captain's belongings removed; wreck inspected and abandoned by insurance company on November 27, 1874; following spring (1875) tug *WINSLOW* with 6 steam pumps attempted to raise *EXCHANGE*, but damages too severe

LIFE LOST: None; captain and crew made it to safety on Kelleys Island

CARGO: Stone blocks, approximately 100 cords of surface limestone (1 cord equivalent to 5.5 tons); some stone removed from hold in an attempt to raise vessel (1875); bound from Kelleys Island, middle dock (south side) to Cleveland

MASTER: Capt. James Lawler

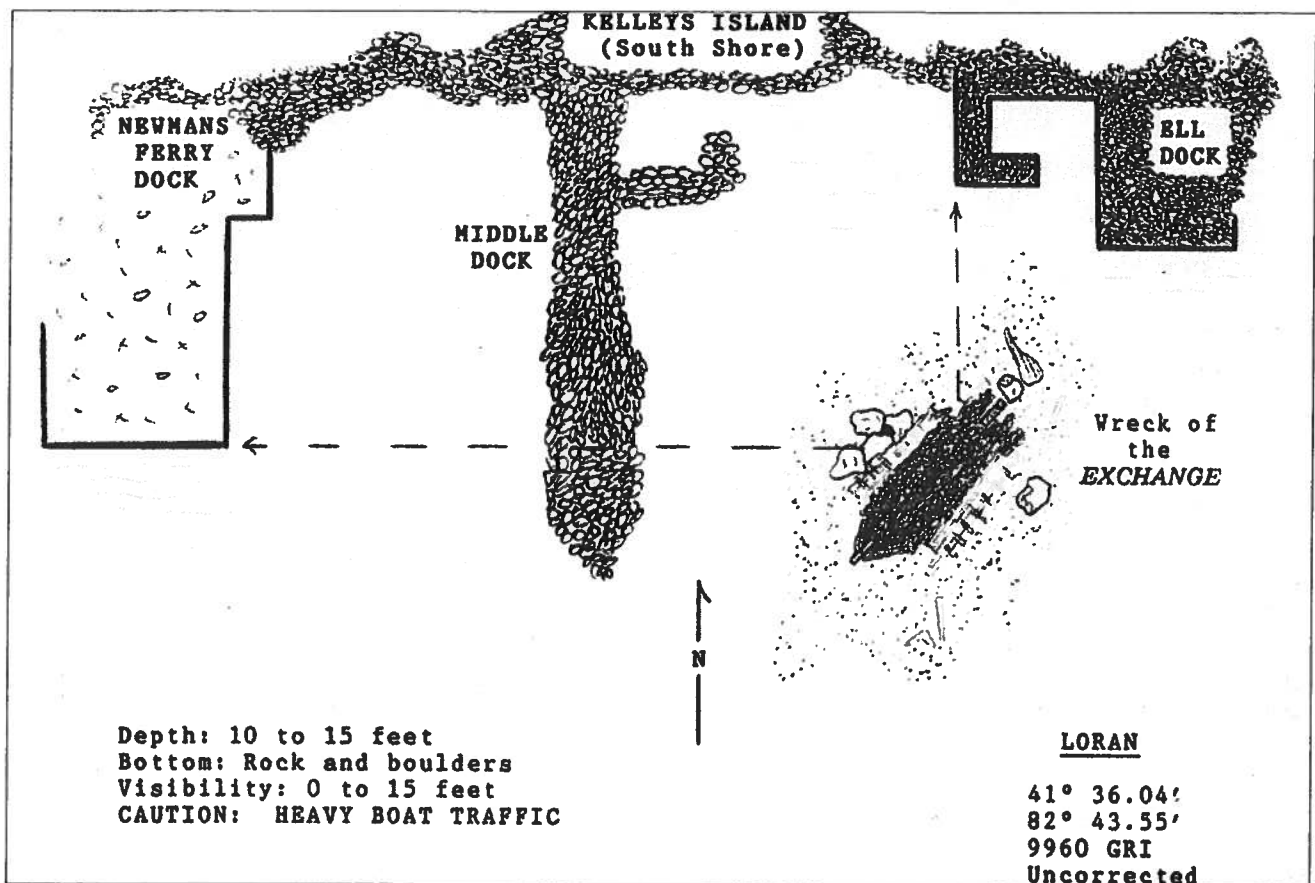
OWNER: James Lawler of Sandusky, Ohio (purchased from Alva Bradley of Cleveland, Ohio c. 1874)

WRECK: Rocky, weed-covered bottom, 10 to 15' deep; wreck scattered; timbers of frame and planking; centerboard trunk; rudder; anchor chain

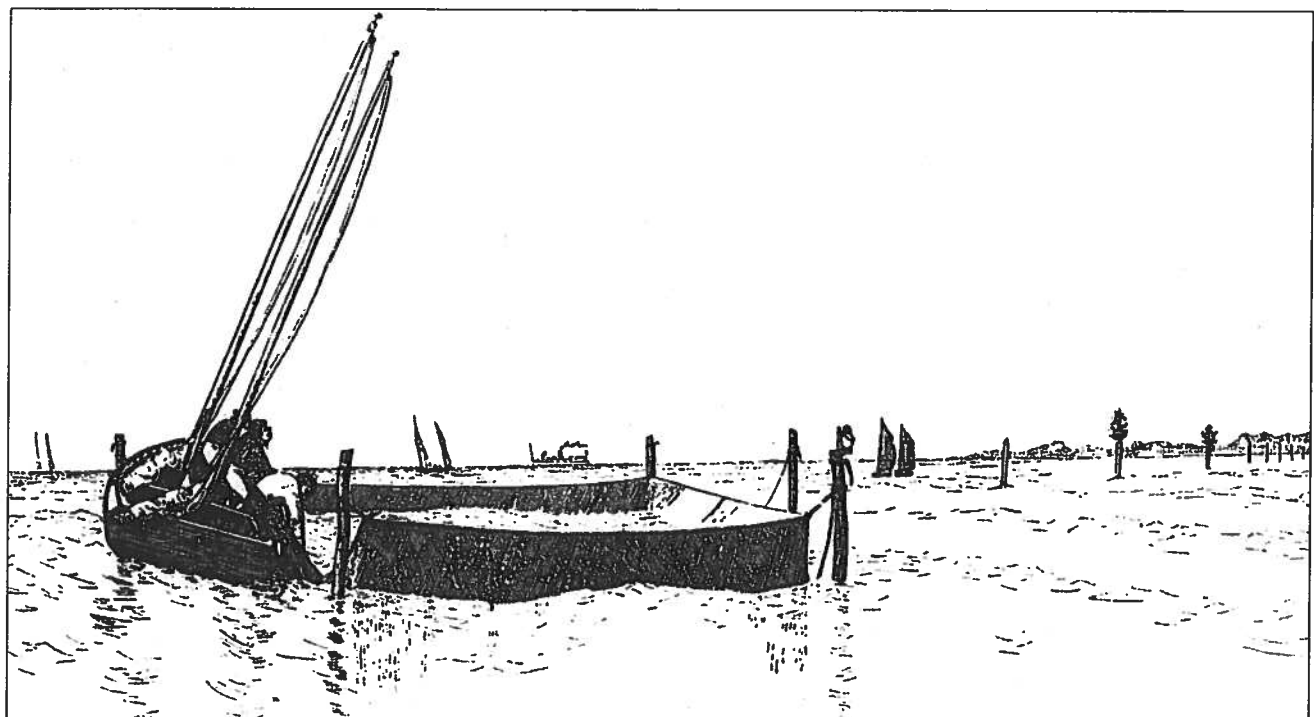
REMARKS: *EXCHANGE* and schooner *C. REEVE* collided in Lake Ontario (August 1862) with *C. REEVE* sinking in deepwater, a total loss; *EXCHANGE* went aground in St. Clair River in 1871; insurance value \$7,000 in 1871, \$12,000 in 1873 as result of major repairs in 1872, and \$10,000 in 1874; insured for \$6,700 (*Board of Lake Underwriter's Marine Register*); ice and storms submerged the wreck by 1884 when the steam barge *THRIO*, yacht *OLIVE*, barge *SCHNOOR*, and a scow struck it; wreck declared a "nuisance" by *Sandusky Daily Register* (May 27, 1884)

SOURCE: Hamilton et al. 1966 (95); Swayze 2001 (4179); Wachter and Wachter 2001 (89)





Location diagram for the Schooner EXCHANGE (courtesy of Richard James).



Typical Mackinaw-style fishing boat used at Kelleys Island in the 1880s, shown lifting the pod of a pound-net at Carpenter Point (U.S. Commission of Fish and Fisheries).

F. C. CLARK

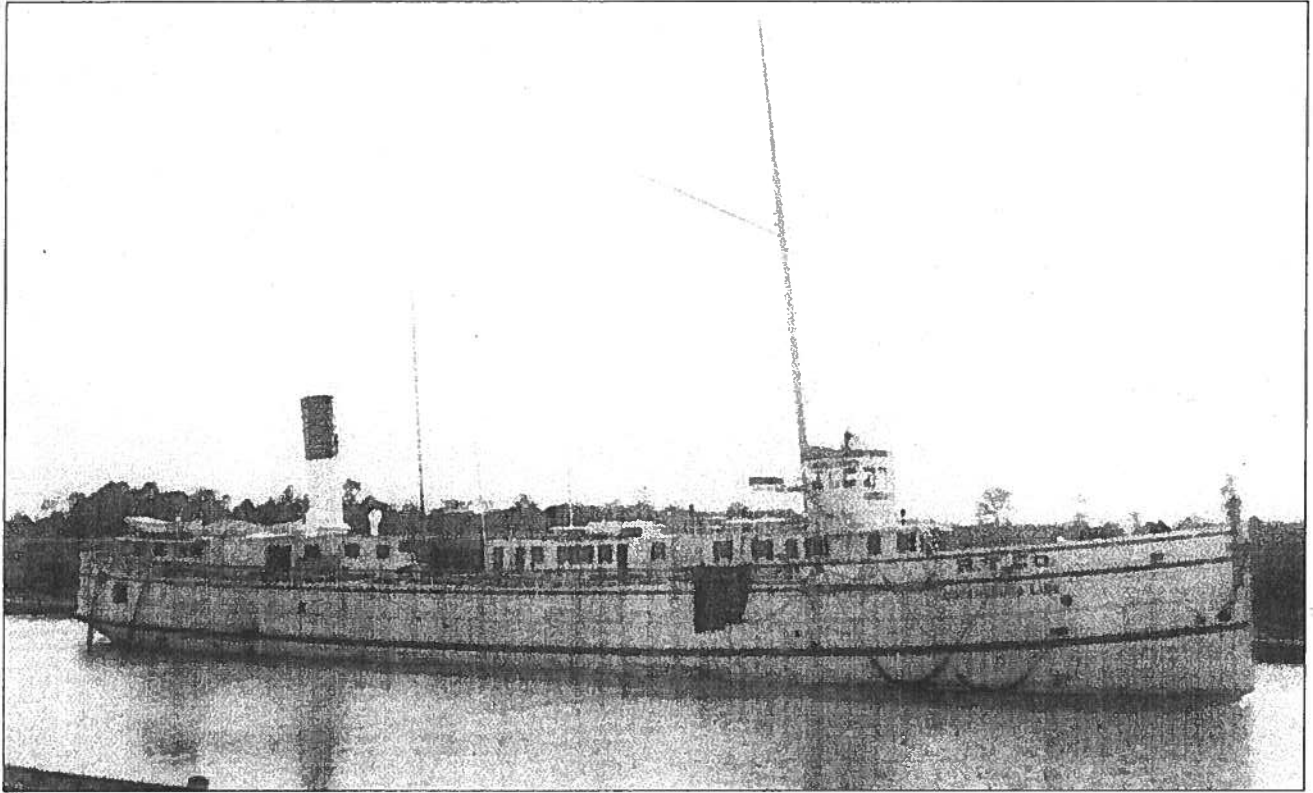
TYPE: Brig or schooner
BUILT: St. Clair River in 1849
SPECS: 120'2.5" length x 25' breadth of beam x 9'7.5" depth of hold; 266⁴⁹/₉₅ tons; wood hull; 2 masts
LOST: November 1852
LOCATION: 41°41.4'N, 82°39.8'W (estimated); ENE of Middle Island
REASON: Wrecked
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK: Not located; possibly recovered
REMARKS: Vessel with same name [probably the same vessel] wrecked by stranding in Lake Michigan near Manitowoc, Wisconsin in 1856, where it was stripped by steamer *TROY*, spring 1857
SOURCE: Mansfield 1899:808; Hamilton et al. 1966 (112); Swayze 2001 (3769)



F. H. PRINCE

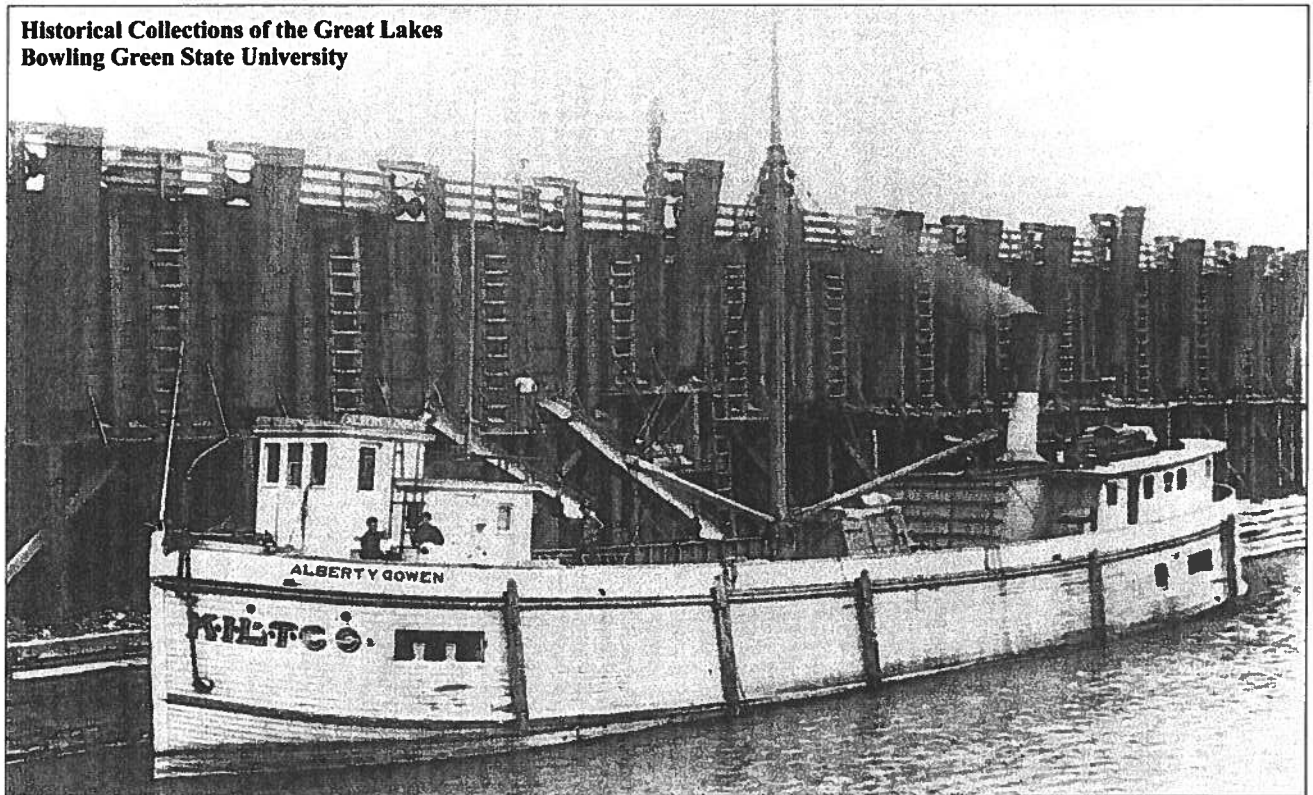
TYPE: Propeller steamer; package freighter converted to a sand dredge; Official No. 120797
BUILT: Wyandotte, Michigan in 1890 by Detroit Dry Dock Company (Wyandotte hull no. 102) for Rutland Transit Company; rebuilt as sand dredge in 1910
SPECS: 240' length x 42' breadth of beam x 23' depth of hold; 2,047 gross and 1,548 net tons; wood hull; fore and aft compound engine
LOST: August 8, 1911
LOCATION: 41°36.240'N, 82°40.520'W (DGPS); E side of Kelleys Island, 0.5 mile offshore; State of Ohio Archaeological Site No. 33ER496
REASON: Aground and burned; vessel was on a routine sand dredging run when high winds drove it aground E of Kelleys Island; ship caught fire quickly from ruptured engine room machinery; out-of-control engine-room fire destroyed vessel
LIFE LOST: None
CARGO: Sand
MASTER: Capt. H. H. Parsons
OWNER: Lake Erie Sand & Gravel Company
WRECK: Rocky bottom, depth 5 to 18 feet; framing and planking timbers; metal straps used to reinforce interior of hull; machinery at stern; engine and boilers removed in 1914; propeller and shaft recovered by salvage company and now on display at Neil Shrock Towing & Salvage, Inc. Marblehead, Ohio
REMARKS: Vessel named for Frederick Henry Prince (1859-1953) a successful financier who organized the Chicago Junction Railways and Union Stock Yards Company in 1890 with a \$13,000,000 syndicated offering; beached vessel caught fire the morning of August 8, 1911; steamer sandsuckers *ALBERT Y. GOWEN*, *MARY H.*, and *PROTECTION* attempted to save the ship by pumping water on her; her heavily damaged bow prevented the vessel from being removed; on August 14 fire again swept across her destroying what remained above the waterline
SOURCE: Hamilton et al. 1966 (103); Greenwood 1986:430; Swayze 2001 (2429); Wachter and Wachter 2001 (88)



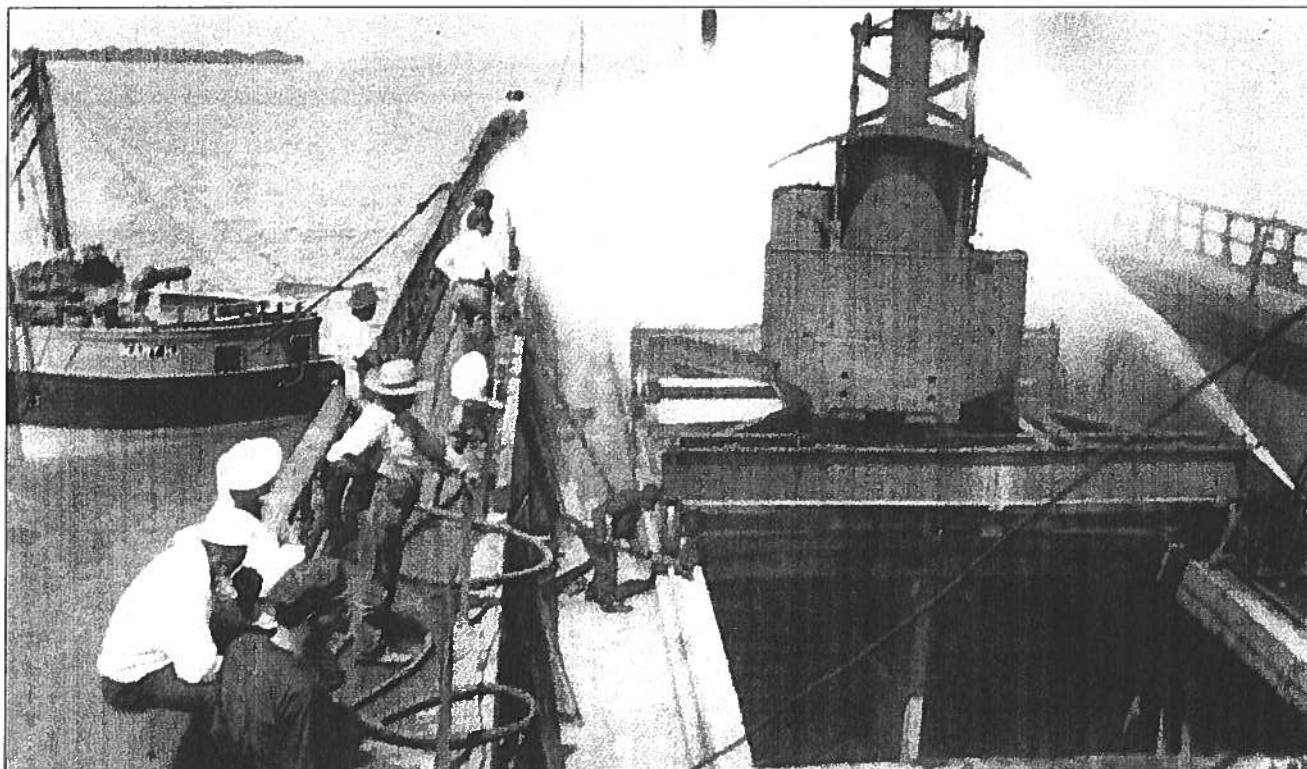


Steamer F. H. PRINCE (Historical Collections of the Great Lakes, Bowling Green State University).

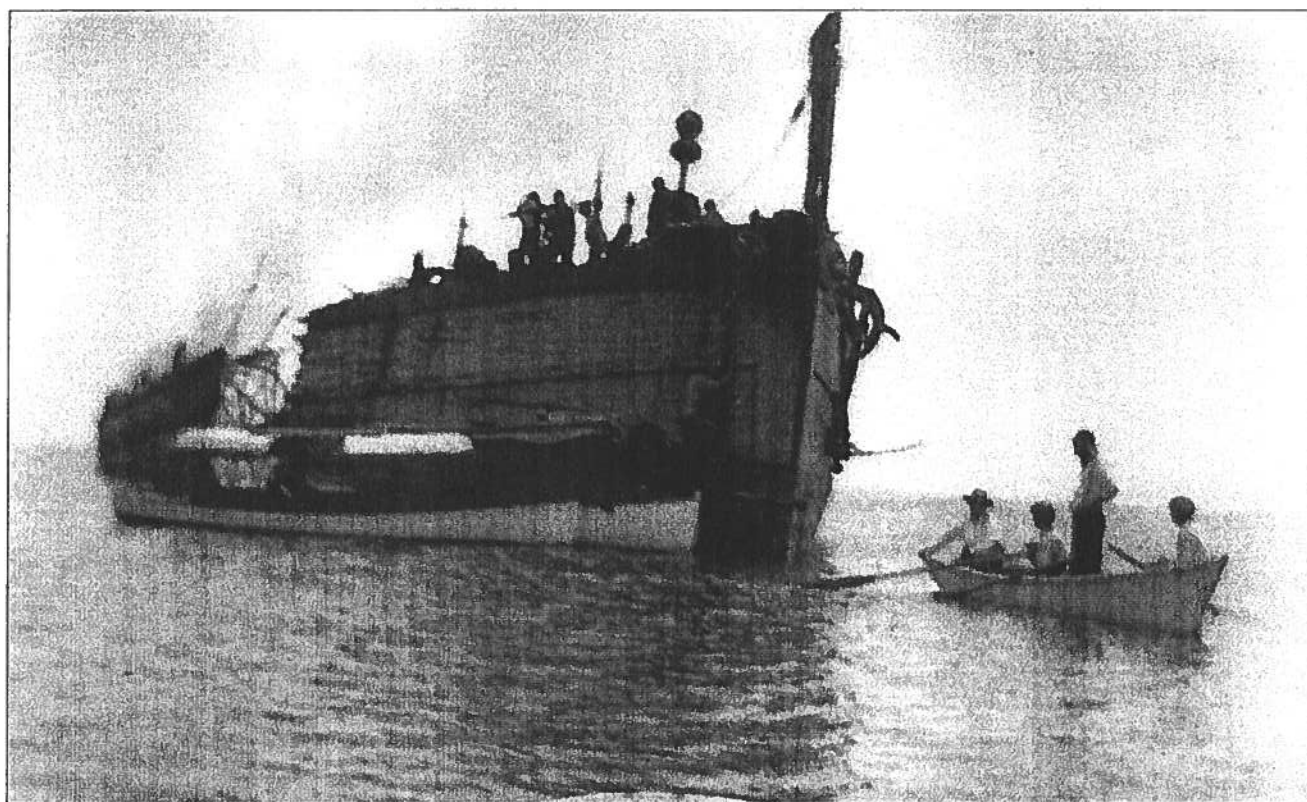
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Steamer ALBERT Y. GOWEN at Kelleys Island North Bay dock.



Sandsucker MARY H. fighting the fire onboard the Steamer F. H. PRINCE (Gordon Wendt Collection).



Wreck of the Steamer F. H. PRINCE east of Kelleys Island (Gordon Wendt Collection).

FAIRY

TYPE: Scow
BUILT: 1867
SPECS:
LOST:
LOCATION: Reported ashore at Kelleys Island
REASON: Ashore
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK: Not located
REMARKS:
SOURCE: C. P. Labadie Collection



FLORENCE

TYPE: Schooner
BUILT: Black River, Ohio [Lorain] in 1848
SPECS: 87'7" length x 19'9" breadth of beam x 7'7" depth of hold; 119 ⁴/₉₅ tons; wood hull; sail
LOST: December 5, 1854 (Tuesday)
LOCATION: 41°38.2'N, 82°39.7'W (estimated); reef between Kelleys Island and Put-in-Bay, Ohio
REASON: Wrecked; struck reef and went to pieces
LIFE LOST: All crew members saved
CARGO: Merchandise
MASTER: Capt. Evertson
OWNER: G. S. Lester of Detroit, Michigan
WRECK: Not located; recovered (?)
REMARKS: Vessel bound for Monroe, Michigan when it struck a reef; *FLORENCE* described as a "little" schooner by *The Democracy* (December 8, 1854)
SOURCE: Hamilton et al. 1966 (105); Peachman Lake Erie Shipwreck Research Center, Great Lakes Historical Society



GALLATIN

TYPE: Schooner; Official No. 10207
BUILT: Oswego, New York in 1863 by A. Miller
SPECS: 138' length x 26' breadth of beam x 13' depth of hold; 422 gross and 307.27 net tons; wood hull; 2 masts
LOST: April 23, 1882
LOCATION: 41°42.7'N, 82°37.4'W (estimated); Chickenolee Reef, 6 miles NE Kelleys Island, or between Middle Island and Fish Point of Pelee Island or SE of Point Pelee
REASON: Struck reef in storm, sprang leak and foundered in shallow water
LIFE LOST: None, crew of 8 saved from rigging by fishing sloop *LIZZIE*; the rescuing vessel had been lying on the bottom in Pelee Island harbor, but was quickly pumped out to effect the rescue
CARGO: Pig iron
MASTER:
OWNER: Finnie & Harding of Chicago, Illinois
WRECK: Not located
REMARKS: *GALLATIN* bound from St. Ignace, Michigan to Erie, Pennsylvania when she struck the reef; vessel name also seen as *GALATIN*; value of vessel \$11,000, value of cargo \$20,000
SOURCE: Hamilton et al. 1966 (118 and 202); Swayze 2001 (1113)



GEORGE DUNBAR

TYPE: Propeller steamer; steam barge, bulk freighter; Official No. 10890

BUILT: Allegan, Michigan in 1867 by A. McMillan or Alan Chaffee

SPECS: 133'5" length x 25'3" breadth of beam x 9'1" depth of hold; 238 gross and 191 net tons; wood hull (oak)

LOST: June 29, 1902 (Sunday)

LOCATION: 41°40.631'N, 82°33.893'W (DGPS); 8 miles NE of Kelleys Island on International Boundary

REASON: Foundered in storm; damaged by sudden squall and sank

LIFE LOST: 7 lost and 3 saved; 5 of crew elected to stay aboard while the captain, his wife and daughter, and 2 crew members made for shore in a yawl boat which capsized and crew members drowned—only captain and his family survived; other 5 perished on a makeshift raft; Fred Dishinger, his son Fred Jr. and mayor James Hamilton of Kelleys Island launched a skiff and rescued Capt. Little and his family; rescuers awarded a U. S. Government gold medal inscribed with name and statement: "For heroic daring in saving life, June 29, 1902"

CARGO: Coal; bound from Cleveland, Ohio to Alpena, Michigan

MASTER: Capt. John Little

OWNER: Saginaw Bay Transportation Company of Mentor, Ohio; home port Fairport, Ohio

WRECK: Mud bottom, 44' deep; bow toward SE; hull intact and upright; windlass, donkey boiler and machinery; stack 40' off stern

REMARKS: Vessel named for George Dunbar (1834-1902) early developer of Great Lakes shipping; the ship spent many of her early years in the lumber trade; converted from a steamer to a barge, then back to a steam barge; name board of *GEORGE DUNBAR* washed up on Kelleys Island and is now on display at the Inland Seas Maritime Museum in Vermilion, Ohio; wrecked cleared to a depth of 30' by E. J. Dodge of Put-in-Bay in October 1902

SOURCE: Hamilton et al. 1966 (108); Greenwood 1987:440; Swayze 2001 (842); Wachter and Wachter 2001 (70); Peachman Lake Erie Shipwreck Research Center, Great Lakes Historical Society; James Paskert Collection

GOVERNOR PORTER

TYPE: Schooner

BUILT: Pre 1849

SPECS: 37.22 tons; sail

LOST: June 21, 1853

LOCATION: Near Kelleys Island; off East Point [Long Point]

REASON: Sank

LIFE LOST:

CARGO: Stone

MASTER: Capt. Ames

OWNER: Owned in Sandusky District (1849)

WRECK: Not located

REMARKS: Total loss; value \$700

SOURCE: Hamilton 1985:272; C. P. Labadie Collection

GRAND ARMY OF THE REPUBLIC

TYPE: Scow schooner

BUILT:

SPECS: Sail

LOST: July 1, 1877 (Sunday)

LOCATION: 41°39.5'N, 82°41.7'W (estimated); near Kelleys Island

REASON: Capsized; scow upset on Sunday night between Kelleys Island and Middle Island

LIFE LOST: None; crew got ashore on Middle Island and was taken off July 2

CARGO: Wood

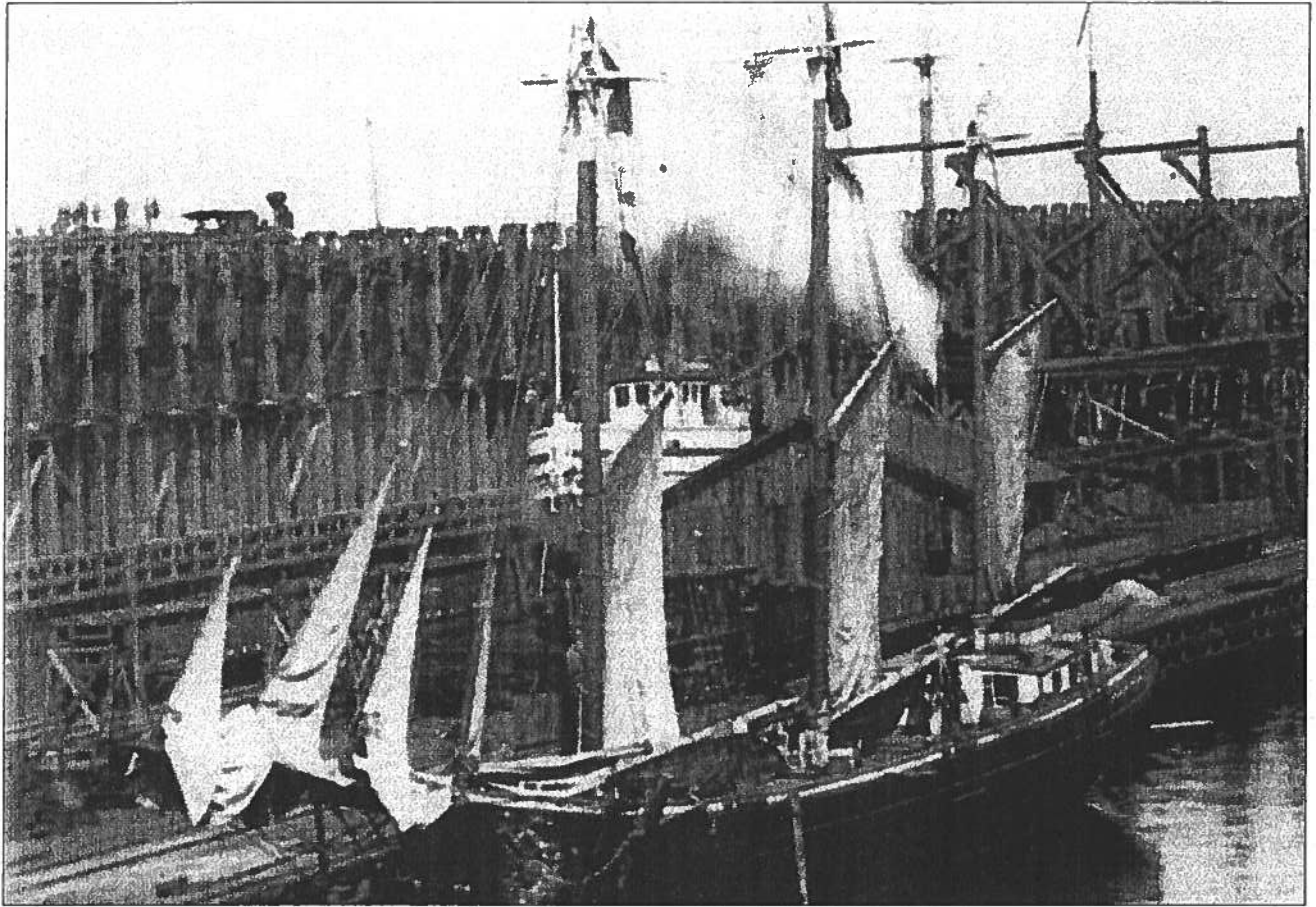
MASTER:

OWNER:

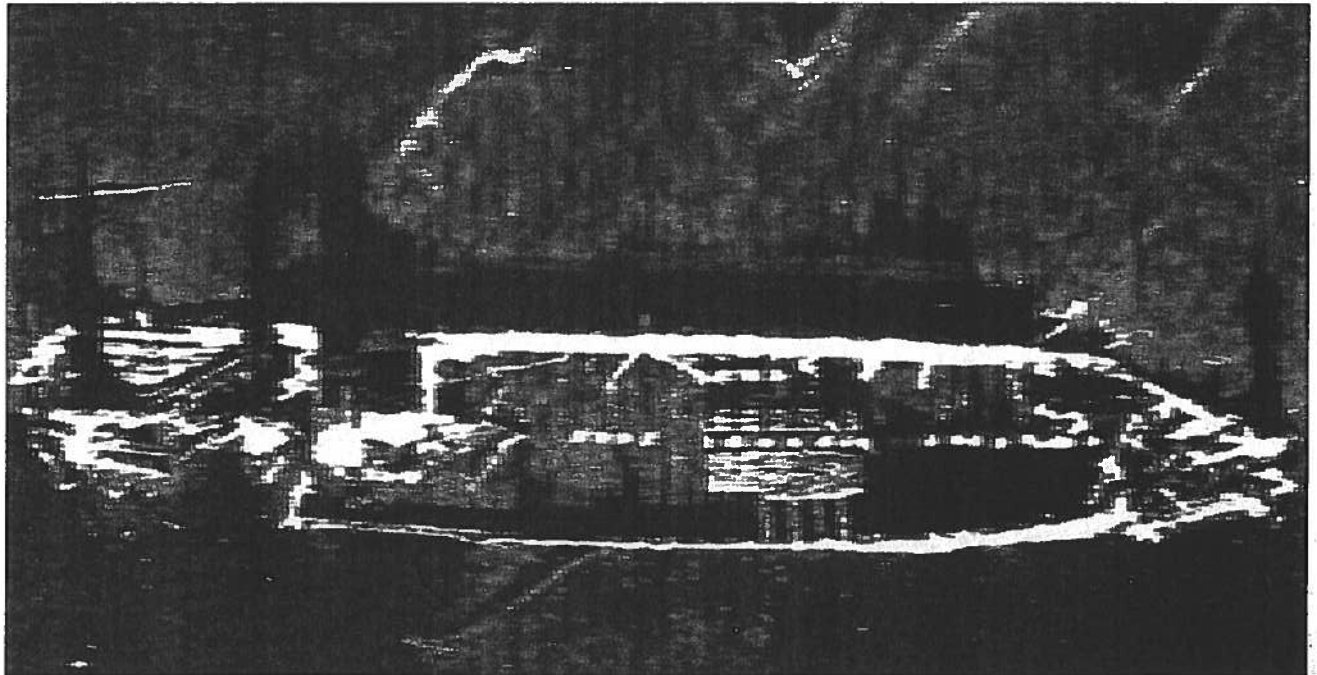
WRECK: Not located; recovered (?)

REMARKS: *Sandusky Daily Register* (July 3, 1877) reported "The scow was loaded with wood, and an effort will be made to right her."

SOURCE: Mansfield 1899:832; Wright 1978:6



Bow of Steamer GEORGE DUNBAR at Marquette, Michigan iron ore dock (John Greenwood Collection).



Side-scan image of GEORGE DUNBAR wreck (imaging by Gregory Millinger & Bill Kaman).

GRAY GHOST

TYPE: Rum runner
BUILT:
SPECS:
LOST: 1931
LOCATION: 41°41.0'N, 82°41.7'W (estimated); off Middle Island, approximately 6 miles N of Kelleys Island
REASON: Aground
LIFE LOST:
CARGO: Premium Canadian whiskey (estimated value in 1981, \$100,000)
MASTER:
OWNER:
WRECK: Not located
REMARKS: Smuggling whiskey during Prohibition
SOURCE: Maritime Research & Publishing Company 1981:10



H. D. ROOT

TYPE: Schooner; Official No. 11577
BUILT: Black River, Ohio [Lorain] in 1863 by Henry D. Root
SPECS: 116 gross tons; sail
LOST: April 3, 1894
LOCATION: 41°36.7'N, 82°46.3'W (estimated); SE off South Bass Island or off Peach Point Reef
REASON: Stranded on reef; foundered in 40-mile per hour squall
LIFE LOST: None; crew of 5 saved
CARGO: Bituminous coal (199 tons)
MASTER: William Faragher
OWNER: Harriet Faragher; home port Cleveland
WRECK: Not located; recovered (?)
REMARKS: Vessel named for Henry Dutton Root (born 1833) prominent shipbuilder from Lorain, Ohio; bound from Lorain to St. Clair, Michigan; ship sustained damages of \$1,000 in 1894 wrecking incident
SOURCE: Mansfield 1899:881; Hamilton et al. 1966 (64); Wright 1978:6; Remick Collection (courtesy of Georgann Wachter); James Paskert Collection



H. P. BALDWIN

TYPE: Schooner (built as a bark)
BUILT: Detroit, Michigan in 1866 by James M. Jones Shipyard
SPECS: 174'3" length x 33' breadth of beam x 12' depth of hold; 495 gross and 470 net tons; wood hull; 3 masts
LOST: 1883
LOCATION: At Kelleys Island
REASON: Sank due to fault of towing
LIFE LOST: None; 5 saved
CARGO: Stone; enroute from Kelleys Island to Cleveland, Ohio
MASTER: Capt. Cassidy (1881); Capt. Girard (1893)
OWNER: Great Lakes Dredge & Dock Company of Cleveland, Ohio
WRECK: Recovered; continued in service until 1908
REMARKS: Vessel named for Henry Potter Baldwin (1814-1893) Governor of Michigan and U.S. Senator; name of vessel also given as *HENRY P. BALDWIN*; May 1866 she collided with schooner *WINGS OF THE WIND* off Chicago; December 1881 sank off Cleveland with cargo of iron ore; rebuilt 1883; stranded at Marblehead November 1893; ashore on Kelleys Island, May 1904; final sinking August 1908, capsized on Lake Michigan
SOURCE: Mansfield 1899:794; Runge Shipwreck List, Maritime Collection, Milwaukee Public Library; Greenwood 1987:183; Heden 1993:111; Swayze 2001 (220)

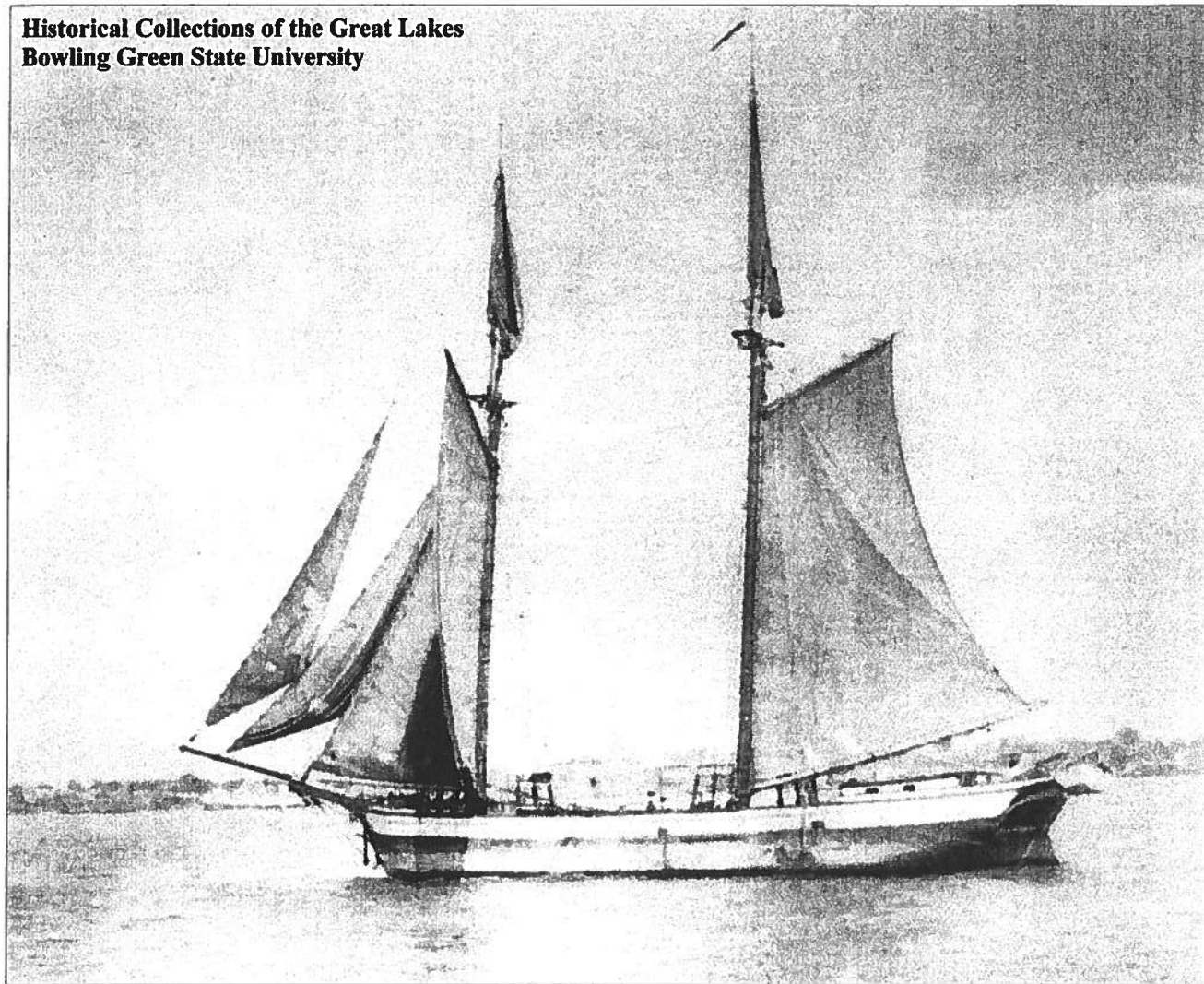


HOMEN or HOME

TYPE: Schooner
BUILT: Sandusky, Ohio in 1843 (?)
SPECS: 25.4 tons; sail
LOST: December 4, 1854
LOCATION: 41°37.5'N, 82°46.3'W (estimated); SE off South Bass Island
REASON: Stranded
WRECK: Not located
REMARKS: May be vessel *HOPE* in Wendt (1984:59)
SOURCE: Hamilton et al. 1966 (61); Wright 1978:7; C. P. Labadie Collection



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Schooner H. D. ROOT.

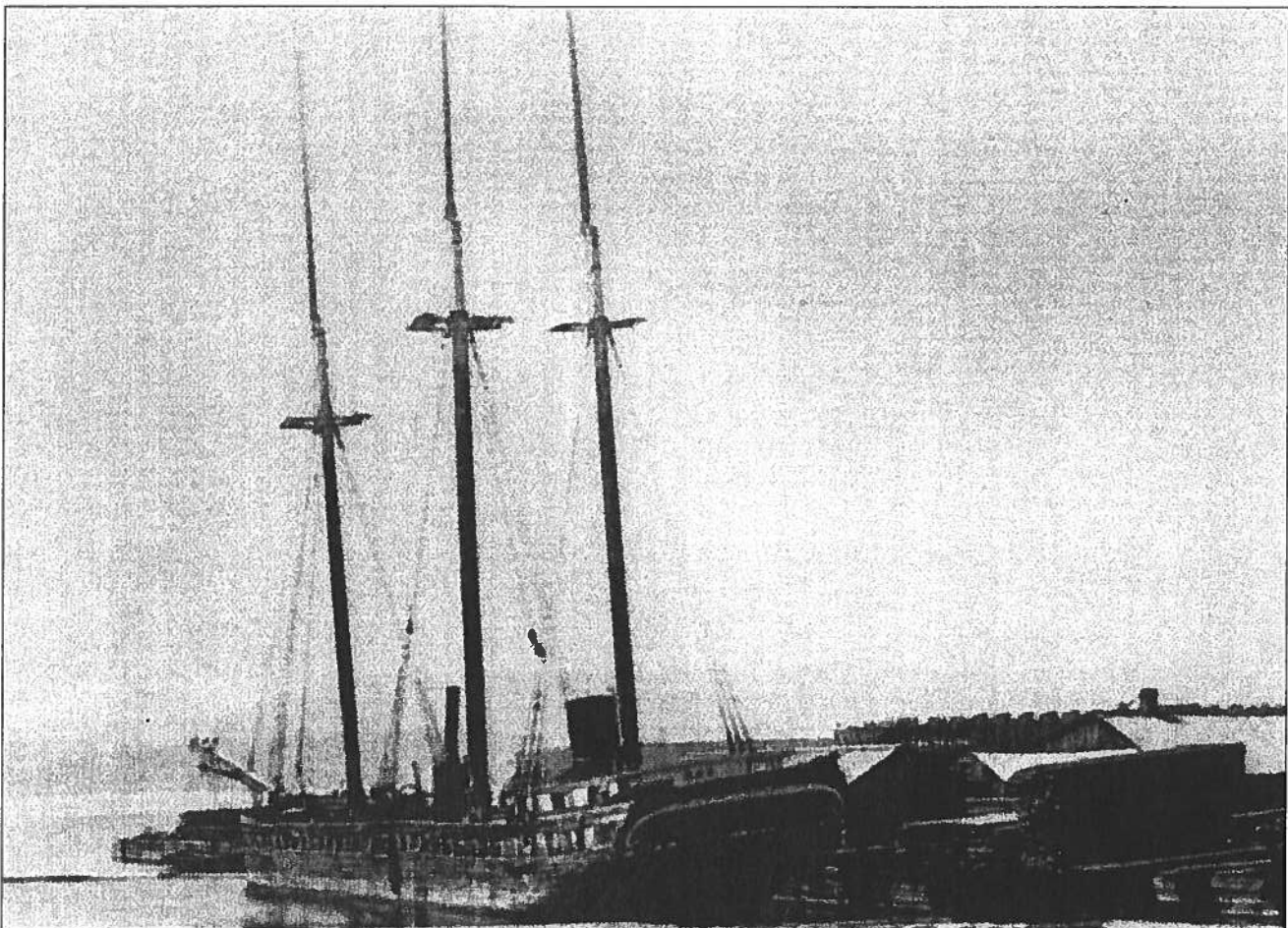
HUGH COYNE

TYPE: Scow schooner; Official No. 42160
BUILT: Toledo, Ohio in 1874
SPECS: 41°56.0'N, 82°51.0'W (estimated); 24.94 tons
LOST: May 6, 1877
LOCATION: North Harbour Reef
REASON: Sprank leak, went aground; pounded to pieces
LIFE LOST: ?; 3 men in crew
CARGO: Stone; bound from Kelleys Island to Detroit
MASTER:
OWNER:
WRECK: Not located; total loss
REMARKS: Vessel loss \$2,000; cargo loss \$200
SOURCE: James Paskert Collection



IRIS

TYPE: Schooner
BUILT:
SPECS: 82 tons; sail
LOST: 1869
LOCATION: At or near Kelleys Island
REASON: Aground
LIFE LOST:
CARGO:
MASTER:
OWNER: Owned in Port Huron District (1866)
WRECK: Not located
REMARKS: Total loss
SOURCE: Mansfield 1899:841; C. P. Labadie Collection



Schooner H. P. BALDWIN in 1905 (John Greenwood Collection).

ISABELLA J. BOYCE

TYPE: Steamer, sandsucker (built as a freighter); Official No. 10046

BUILT: Manitowoc, Wisconsin in 1889 by Burger and Burger

SPECS: 138' length x 29'6" breadth of beam x 11' depth of hold; 368.28 gross and 316.95 net tons; wood hull; 425 HP fore and aft compound engine, 19" cylinder, 32" x 26" stroke

LOST: June 6, 1917 (Wednesday)

LOCATION: 41°41.830'N; 82°46.505'W (DGPS); East Point Reef off Middle Bass Island

REASON: Grounded on reef and burned

LIFE LOST: None; 12 crewmen saved in lifeboat

CARGO: None; enroute from Cleveland to Point Pelee area to take on a load of sand


MASTER: Capt. William McFadden

OWNER: Interlake Sand & Gravel Company

WRECK: Rocky bottom, 4 to 10" deep; charred, broken and widely scattered remains of ship's timbers; engine flywheel; metal pipes; most of the machinery was purchased and salvaged by Sun Manufacturing Company, Buffalo, New York

REMARKS: Vessel named for Isabella Julia Boyce (1861-1935), wife of Jonathan Boyce owner of lumber operations and coal interests in western Michigan; after going aground in 1917, Capt. McFadden sent distress signals then went ashore in launch to summon help at Put-in-Bay; while the crew was attempting to free the vessel, fire started above the engine; U.S. Fish Hatchery Boat, *OLIVER PERRY* commanded by Capt. Pickforde, unsuccessfully attempted to quell the fire, but assisted in the rescue of the crew; November 17, 1911 schooner-barge *WILLIAM A. YOUNG* swamped and sank in a storm N of Thunder Bay Island, Michigan while being towed by the *ISABELLA J. BOYCE*; converted to a sandsucker in 1915 at Empire Shipbuilding Company, Buffalo, New York

SOURCE: Hamilton et al. 1966 (68); Greenwood 1986:253; Swayze 2001 (348); Wachter and Wachter 2001 (83)


ISLAND QUEEN

TYPE: Sidewheel steamer; Official No. 12097

BUILT: Kelleys Island, Ohio in 1854 at George Kelley's shore dock by Daniel Dibble; on January 7, 1855 she was towed to Sandusky by the steamer *ARIEL* where her machinery was installed; upright or "Sawgate" high-pressure engine; cost, \$18,000 when completed

SPECS: 122'6" length x 20'6" breadth of beam x 7' depth of hold; 168.5 gross tons; wood hull

LOST: September 19, 1864

LOCATION: Scuttled and set adrift half way between Middle Bass and Kelleys Island, drifted into 9' of water on Chickenlee Reef and sank

REASON: Confederate agents scuttled vessel by breaking a valve and allowed her to fill with water during an aborted attempt to free Civil War prisoners at held at Johnson Island

LIFE LOST: None

CARGO: Passengers


MASTER: Capt. George W. Orr

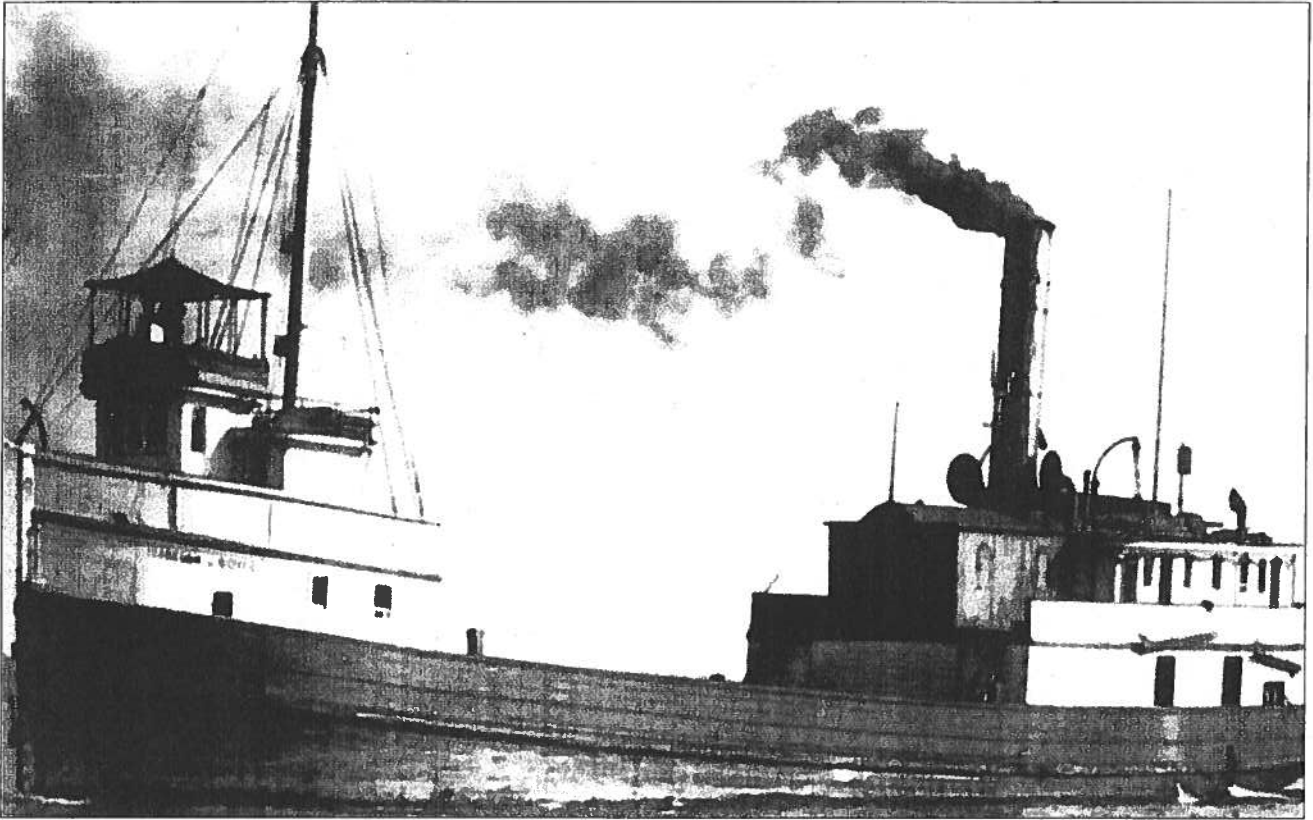
OWNER: Alfred Kelley, agent for a consortium of Erie Islands owners including José DeRivera St. Jurgo of Put-in-Bay

WRECK: Recovered; continued in service until 1876

REMARKS: *ISLAND QUEEN* was easily raised, repaired (broke a crankshaft), and resumed her inter-island runs less than a week later (Monday September 26, 1864); claims for \$2,000 were filed for this loss together with the *ALABAMA* claims, but the arbitration commission threw it out as "...not coming within the scope of the protocol"; reduced to barge at Detroit, Michigan June 1875; vessel was driven ashore N of Grand Haven, Michigan on October 9, 1876, a total loss, crew of 6 rescued

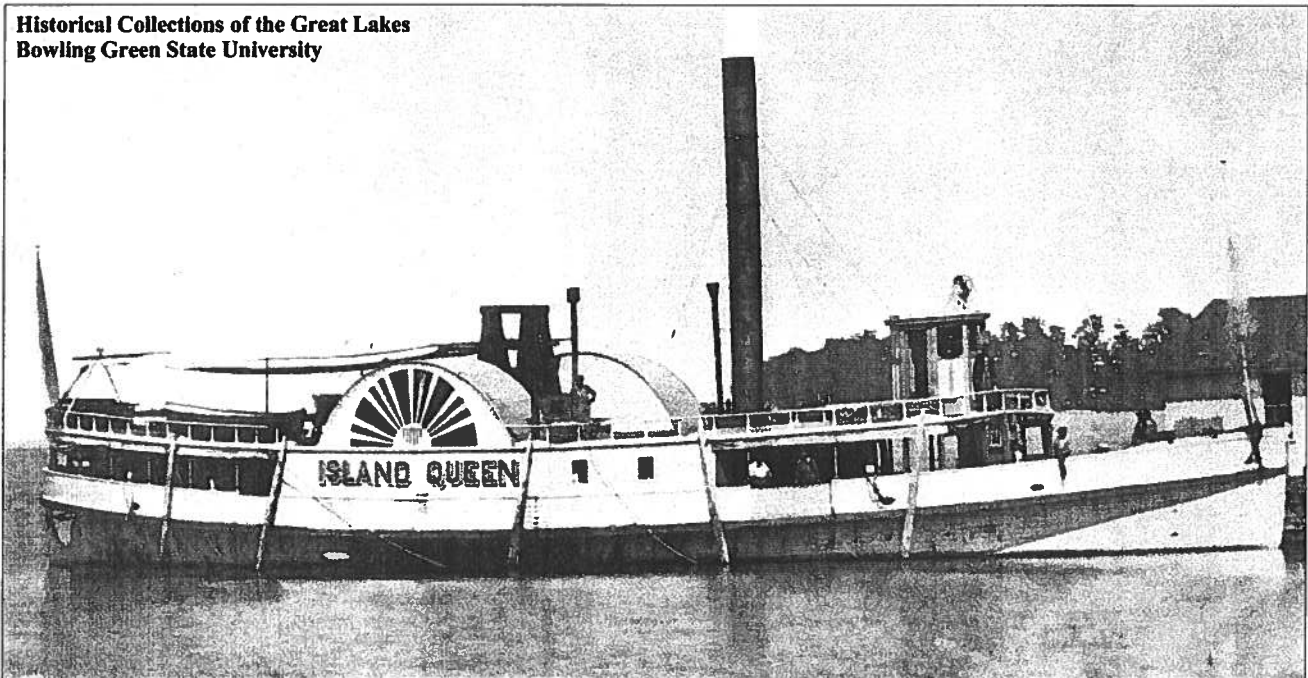
SOURCE: Hills 1925:134,135; Zornow 1949:42-47,101-105; Frohman 1965:77-81; Historical Collections of the Great Lakes, Bowling Green State University





Steamer ISABELLA J. BOYCE (John Greenwood Collection).

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Sidewheel Steamer ISLAND QUEEN, built on Kelleys Island in 1854.

JOHN A. SAUNDERS

TYPE: Scow schooner; Official No. 13748
BUILT: Mt. Clemens, Michigan in 1854 by John A. Saunders
SPECS: 73' length x 20' breadth of beam x 6' depth of hold; 66.69 tons; wood hull
LOST: November 19, 1879
LOCATION: 41°32.5'N, 82°40.6'W (estimated); off Marblehead
REASON: Stranded in a gale; enroute to Port Huron, Michigan
LIFE LOST: None; crew of 4 saved
CARGO: U.S. Customs Wreck Report indicates no cargo
MASTER:
OWNER:
WRECK: Not located; recovered
REMARKS: Value of vessel \$800; damage to vessel \$400
OTHER: Another shipwreck has been reported for the same area, the schooner *ACORN* (Official No. 1683), in South Passage, October 31, 1881; vessel enroute from Alpena, Michigan to Sandusky, Ohio when she collided with steamer *MONITOR* which had broken steering gear and went out of control; *ACORN* built in 1861, 316 tons; lumber cargo
SOURCE: Runge Shipwreck List, Maritime Collection, Milwaukee Public Library; Swayze 2001 (3589); James Paskert Collection



JOHN J. BARLUM

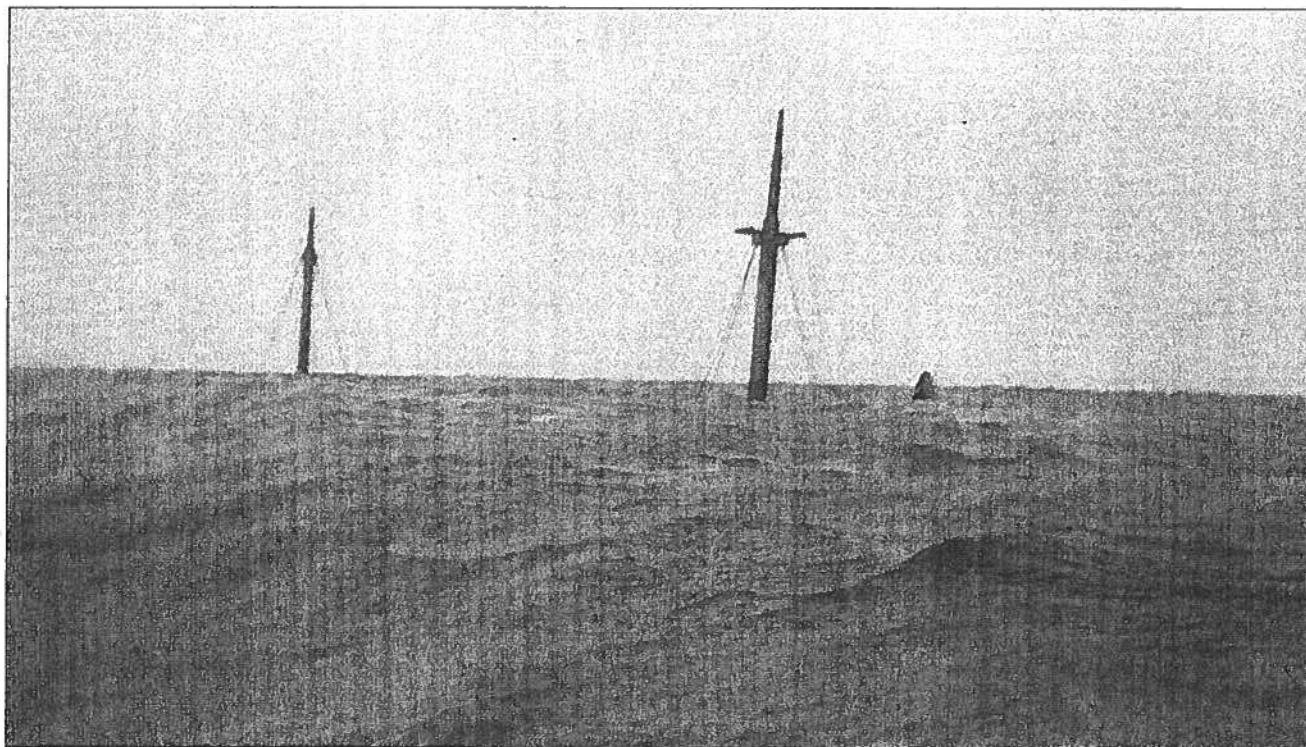
TYPE: Schooner-barge; Official No. 76914
BUILT: Toledo, Ohio in 1890 by Craig Shipbuilding Company (hull no. 43)
SPECS: 223' length x 41' breadth of beam x 16' depth of hold; 1,185 gross and 1,126 net tons; wood hull (oak); 3 masts; 13 hatches on 12' center spacings for loading iron ore
LOST: September 18, 1922 (Monday morning)
LOCATION: 41°32.9'N; 82°39.2'W (approximate position of sinking); 4 miles off Sandusky Bay; 1.5 miles NNE of Marblehead Light; later removed to deeper water (depth of 27' over wreck)
REASON: Foundered; became waterlogged and sank
LIFE LOST: None; crew of the *JOHN J. BARLUM* (5) was saved by boarding the tug *GUARDIAN* and the barge *GOLDEN AGE*, also in tow of the tug; the *GUARDIAN* and *GOLDEN AGE* went into shelter in Kelleys Island after the accident
CARGO: Coal
MASTER:
OWNER: Pringle Barge Line Co.
WRECK: Not located; believed to be sunk in the Dumping Ground 3 miles ENE of Marblehead
REMARKS: Vessel named for John Jerome Barlum (1866-1941) of Detroit, Michigan, president of the Postal Steamship Company; in 1922 she was outbound from Sandusky, in tow of the tug *GUARDIAN*, filled and sank 5 miles off harbor entrance; her deck was only 15' under water and the masts projected out of the water (*Sandusky Register* September 19, 1922); in October she was removed to deeper water as she was a menace to navigation (*Cleveland Plain Dealer* October 28, 1922); wreck cleared to a depth of 30' in May 1903
SOURCE: Hamilton et al. 1966 (90); Wright 1978:7; Greenwood 1984:280; Swayze 2001 (247)



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Schooner-Barge JOHN J. BARLUM.



*Masts of the JOHN J. BARLUM projecting above water after sinking on September 18, 1922
(Capt. Frank E. Hamilton Albums, Charles E. Frohman Collection, Rutherford B. Hayes Presidential Center).*

JOHN MARK

TYPE: Schooner-barge (built as a 3-mast schooner); Official No. 45698

BUILT: Trenton, Michigan in 1870 by A. A. Turner (value in 1876, \$9,000; in 1900, \$2,000)

SPECS: 142' length x 27' breadth of beam x 9' depth of hold; 299 gross and 284 net tons; wood hull; 2 masts

LOST: October 23, 1903 (Friday)

LOCATION: 41°35.4'N, 82°40.2'W (estimated); SE of Kelleys Island

REASON: Foundered in storm

LIFE LOST: None

CARGO: Crushed stone

MASTER:

OWNER: John Nessen of Manistee, Michigan

WRECK: Recovered (?)

REMARKS: Vessel named for John Valentine (1862-1924) and Mark Valentine (1864-1930), sons of the owner of extensive timberlands in southern Michigan; in 1903 she was bound from Marblehead to Fairport, Ohio, when she sprung a leak in heavy seas and foundered; Marblehead lifesaving service rescued her crew and took them to Kelleys Island; in an attempt to raise her, the tug *SANDY HOOK* and barge *OHIO* worked in shallow water to remove her cargo, but her seams were leaking badly (*Sandusky Register* October 26, 1903); the loss was valued at \$5,000 (*Toledo Blade* October 24, 1903)

OTHER: Another shipwreck has been reported for the same area, the steamer *GOLDEN EAGLE* (Official No. 85213), 0.3 miles SE of Kelleys Island, March 24, 1879; vessel built in Sandusky, Ohio by Monk; 68'2" length x 18' breadth of beam x 6'6" depth of hold, 48.3 tons; general merchandise cargo; cut through by ice; salvaged

SOURCE: Hamilton et al. 1966 (99); Wright 1978:7; Greenwood 1987:351; Swayze 2001 (1474); James Paskert Collection



JULIA WILLARD

TYPE: Schooner; Official No. 12777

BUILT: Ashtabula, Ohio in 1865 by Gershom A. Thayer

SPECS: 118' length x 26' breadth of beam x 10' depth of hold; 214 gross and 204 net tons; wood hull; 3 masts

LOST: December 16, 1895

LOCATION: Off Colchester Shoal

REASON: Crushed by ice; she became frozen in ice off Kelleys Island after taking on load of stone there; her captain and crew went ashore to find tug to pull her off, but when they returned she had drifted away with the pack ice; she was finally crushed and sank to the NW

LIFE LOST: None

CARGO: Flux stone (303 tons)

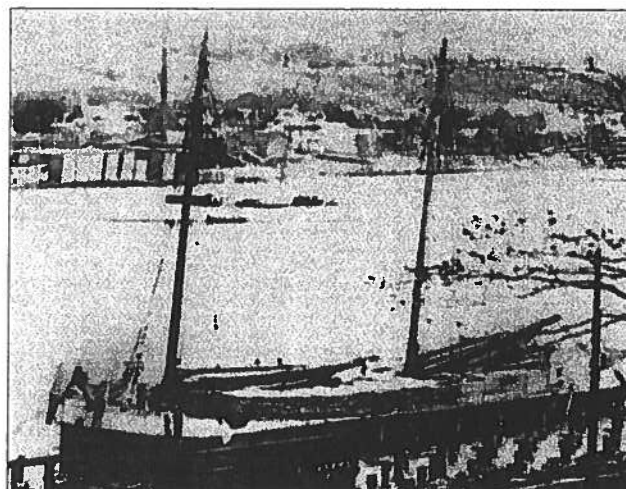
MASTER: Capt. Samuel Clark of Independence, Ohio

OWNER: Home port Cleveland, Ohio

WRECK: Not located; total loss (\$1,500, no insurance)

REMARKS: Mangled wreck of the *JULIA WILLARD* was discovered by the steamer *PROMISE* which was cutting ice for the steamers *AVON*, *FRED MERCUR*, and *FORTUNE*

SOURCE: Mansfield 1899:901; Hamilton et al. 1966 (23); Swayze 2001 (3966)



*Schooner-Barge JOHN MARK
at Frankfort, Michigan, circa 1896
(John Greenwood Collection).*

KEEPSAKE

TYPE: Scow schooner; Official No. C80573
BUILT: River Puce, Ontario in 1880 by W. Miller
SPECS: 72'6" length x 19'9" breadth of beam x 3'7" depth of hold; 45 gross and 45 net tons; wood hull, 2 masts
LOST: August 12, 1911
LOCATION: 41°40.92'N, 82°41.25'W (approximate); wrecked on Gull Island Shoal, aground off SW side of Middle Island where she was abandoned
REASON: Ran aground and wrecked
LIFE LOST: None
CARGO: None
MASTER: Fred Oulette, keeper of the Middle Ground Light
OWNER: Henry (or Horace) Fleury of Belle River, Ontario
WRECK: Rocky bottom, 10' deep, scattered wood timbers, hatch covers and metal parts
REMARKS: Bound from Pelee Island to Cedar Point, Ohio at night to get coal, she wrecked on Gull Island Shoal; men from the Marblehead Lifesaving Station rescued her crew of 4; residents of the nearby islands stripped the vessel of all items considered to be of any value; Capt. Frank E. Hamilton of Kelleys Island acquired the galley stove and a table; *Toledo Blade* (August 15, 1911) reported [apparently an error] that "The sailing barge *KEEPSAKE* was released yesterday from a reef of the northeastern shore of Kelley's Island where she went aground when she got off her course...comparatively undamaged, was ready to continue on her voyage."
SOURCE: Hamilton et al. 1966 (111); Wright 1978:8; Swayze 2001 (1538); Wachter and Wachter 2001 (84)



KELLEY ISLAND

TYPE: Propeller steamer, sand dredge; Official No. 212301
BUILT: Lorain, Ohio in 1914 by American Ship Building Company (hull no. 711)
SPECS: 186' length x 38' breadth of beam x 16' depth of hold; 683 gross and 382 net tons; steel hull
LOST: May 2, 1925
LOCATION: Off Pelee Island
REASON: Capsized and sank due to error in stowing sandsucking equipment, leaving a large open port, vessel filled with water; later recovered
LIFE LOST: 9
CARGO: Sand
OWNER: Kelley Island Lime & Transport Company
WRECK: Recovered
REMARKS: Modified to a self-unloading sandsucker in 1936 at Lorain, Ohio; converted to steel derrick barge *OHIO* in 1961
SOURCE: Greenwood 1981:292; Swayze 2001 (1544); Historical Collections of the Great Lakes, Bowling Green State University

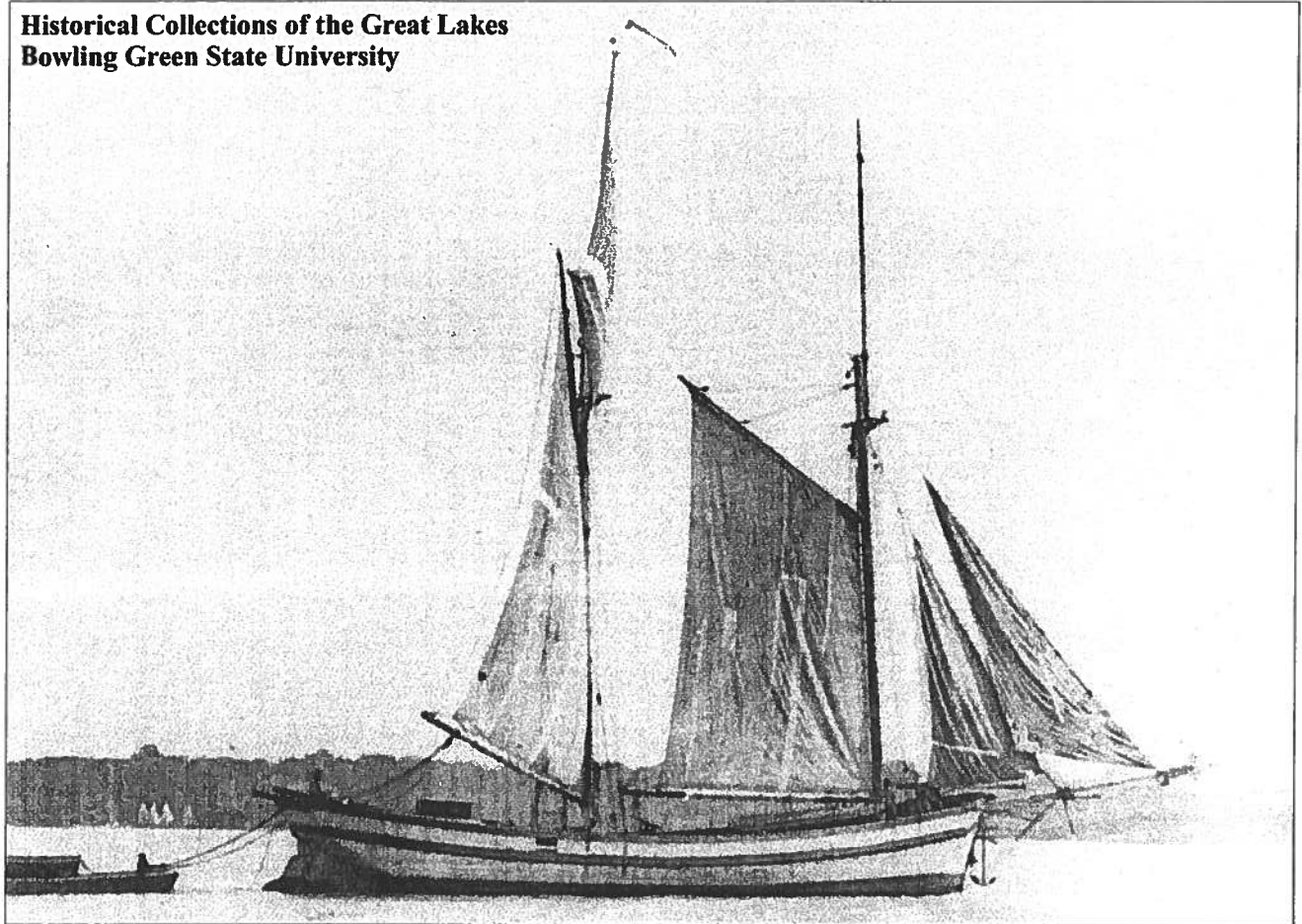


KING SISTERS

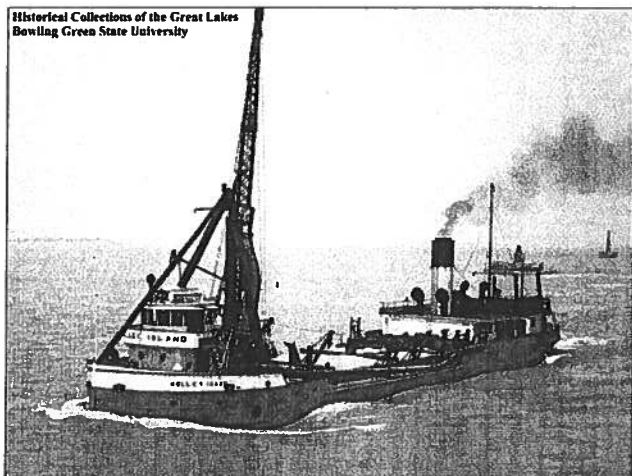
TYPE: Schooner; Official No. 14039
BUILT: Toledo, Ohio in 1862 by G. R. Rogers
SPECS: 272.53 gross and 258 net tons; 286.75 tons (1874); wood hull; sail
LOST: October 19, 1884
LOCATION: 41°40.2'N, 82°40.3'W (estimated); Gull Island Shoal
REASON: Wrecked in storm; stranded and broke up; miscalculated distance from light; bound from Duluth to Clayton, New York
LIFE LOST: None; crew of 7 saved
CARGO: Wheat
OWNER: Home port Cleveland (1884)
WRECK: Not located; total loss; also reported as lost on Mohawk Island Reef near Port Maitland, Ontario
REMARKS: Major repairs in 1874 and 1879; insurance value \$13,000 (1866) and \$6,000 (1884); cargo value \$18,000
SOURCE: Hamilton et al. 1966 (110); Swayze 2001 (1569); Winkelmann n.d. :27



**Historical Collections of the Great Lakes
Bowling Green State University**



Scow Schooner KEEPSAKE.



Sand Dredge KELLEY ISLAND.

L. B. CROCKER

TYPE: Schooner or schooner-barge; Official No. 14710 (?)

BUILT: Detroit, Michigan in 1853 by McDermott

SPECS: 284 tons; sail

LOST: September 15, 1886

LOCATION: 41°36.4'N, 82°44.1'W (estimated); off Carpenter Point, Kelleys Island

REASON: Stranded on shore and wrecked

LIFE LOST:

CARGO: Stone

MASTER:

OWNER: L. B. Crocker, Oswego, New York (1861); Cross & Whitney, Oswego (1864)

WRECK: Capt. Frank E. Hamilton of Kelleys Island reported "The bones of the *L. B. CROCKER* 14710 lay on the beach on the west side of [Kelleys] Island; went on beach and her document was surrendered at Detroit 9-30-1886."

REMARKS: Damaged by collision in 1865; major repairs in 1863; insurance value \$6,400 (1861), \$6,000 (1864); other sinkings of the *L. (or I.) B. CROCKER* reported as September 1864, January 1884, and April 21, 1884 in the vicinity of Kelleys Island

SOURCE: Mansfield 1899:813; Hamilton et al. 1966 (98); Wright 1978:8; Frank E. Hamilton Collection, Rutherford B. Hayes Presidential Center; Hamilton 1985:273

MARGARET OLWILL

TYPE: Propeller steamer, freighter; Official No. 91953

BUILT: Cleveland, Ohio in 1887 by H. D. Root

SPECS: 175.6' length x 34.7' breadth of beam x 10.2' depth of hold; 554.84 gross and 489.66 net tons; wood hull (Steeple compound engine 20-36x24, 500 hp by Cuyahoga Iron Works)

LOST: June 28, 1899

LOCATION: Off Kelleys Island

REASON: Capsized in a storm; overloaded and shipped water through hole, sank in heavy NE gale

LIFE LOST: 7 crew and 2 passengers; 4 saved

CARGO: Pier stone (600 on deck, 300 tons in hold)

OWNER: L. P. and James A. Smith

WRECK: Not located; also reported as sunk off Lorain, Ohio (*Cleveland Plain Dealer* August 2, 1994)

REMARKS: Bound from Kelleys Island to Cleveland, she capsized and sank in a storm after her rudder chains broke, went out of control, cargo shifted; passengers were wife, son, and friend of Captain who did not have owners' permission to be aboard; no insurance

SOURCE: Metzler 1978; Wright 1978:8; Swayze 2001 (2207); James Paskert Collection



MARYANN

TYPE: Scow schooner; Official No. 50314

BUILT: St. Catharines, Ontario (?); pre 1854

SPECS: 52 tons; sail

LOST: July 1, 1870

LOCATION: 41°32.2'N, 82°40.9'W (estimated); off Marblehead

REASON: Wrecked in storm; total loss, crew saved

CARGO: Stone

MASTER: Capt. Herrington of Sandusky, Ohio

OWNER: Capt. Herrington

WRECK: Outfit salvaged

REMARKS: Rebuilt in 1869; vessel a total loss in 1870 causing financial ruin of her owner and skipper

SOURCE: Mansfield 1899:855; Hamilton et al. 1966 (91); Swayze 2001(4189); C. P. Labadie Collection



MAYFLOWER

TYPE: Scow schooner; Official No. 16440
BUILT: Pre 1852; vessel of this name also built in 1873
SPECS: 28.25 tons; sail
LOST: August 17, 1875
LOCATION: Off SW point of Kelleys Island
REASON: Foundered; sprung a leak and capsized
LIFE LOST:
CARGO: Limestone and sugar
MASTER:
OWNER: Vessel of this name owned in Port Clinton in 1852; owned in Port Clinton, Ohio (1852)
WRECK: Recovered
REMARKS: Bound from Marblehead to Black River, Ohio; value of vessel \$1,500, value of cargo \$135; damage to vessel \$500, loss of cargo \$135; schooner with same name also reported lost off Kelleys Island on August 24, 1874 (U.S. Customs Wreck Report)
SOURCE: Mansfield 1899:556; Wright 1978:9; C. P. Labadie Collection; James Paskert Collection

MICHIGAN

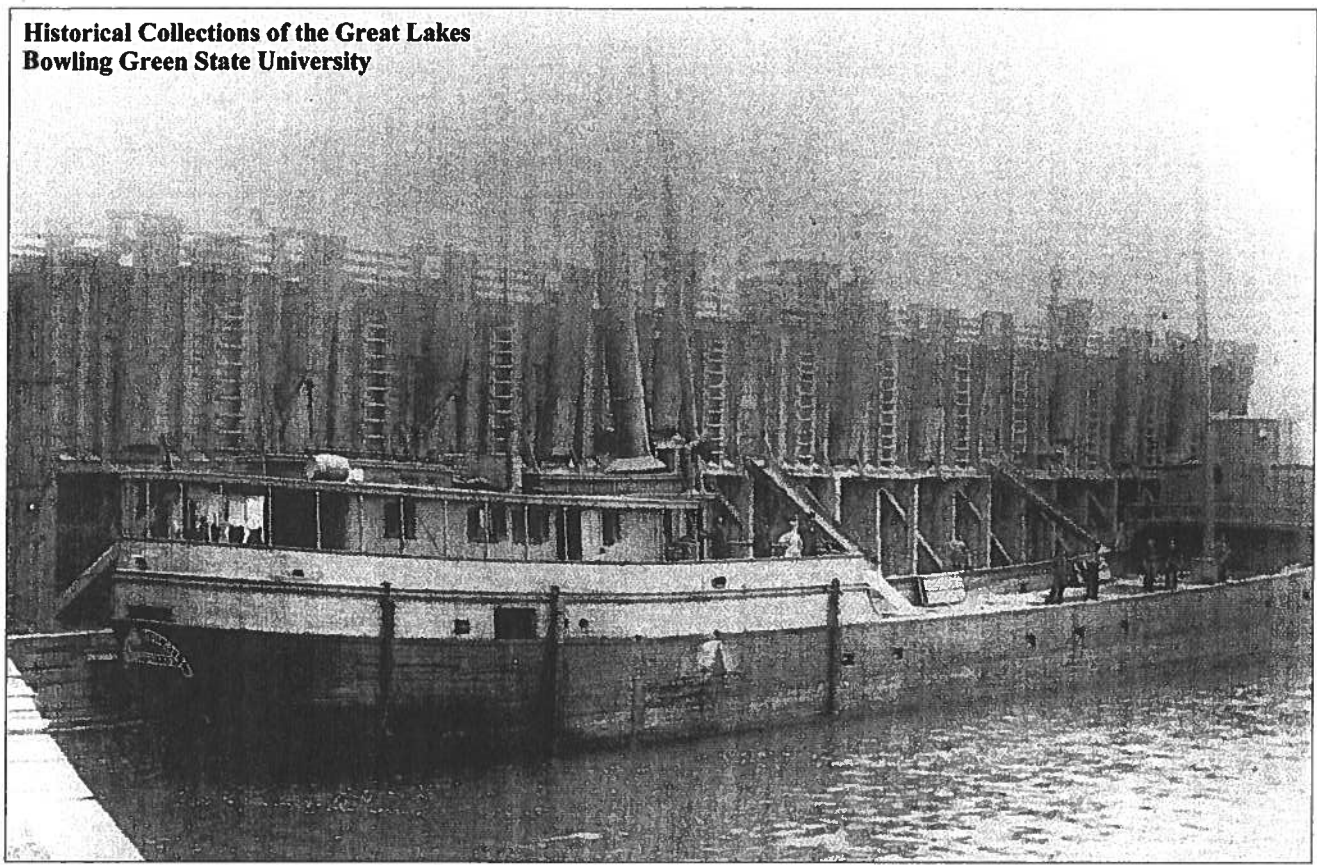
TYPE: Propeller steamer, bulk freight; Official No. 16444
BUILT: Ohio City, Ohio [Cleveland] in 1852 by A. C. Keating or Stevens & Presley or Moses & Quayle
SPECS: 138' length x 25' breadth of beam x 11' depth of hold; 234 gross and 180 net tons; wood hull
LOST: December 3, 1888
LOCATION: At Kelleys Island
REASON: Burned to a total loss
LIFE LOST: None
CARGO: Unknown
MASTER:
OWNER: Home port Detroit, Michigan (1885)
WRECK: Not located
REMARKS: Major repairs 1864 & 1881; rebuilt 1883
SOURCE: Swayze 2001 (3493)

NORTHERNER

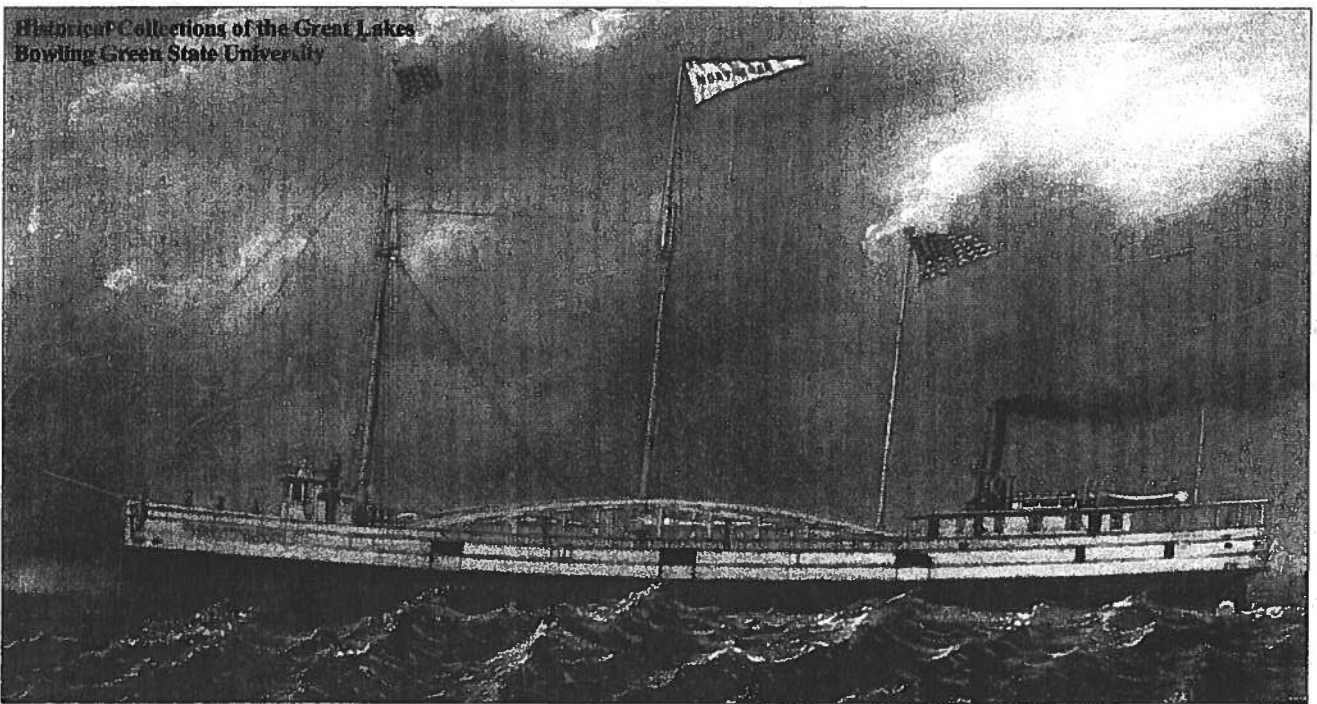
TYPE: Propeller steamer, freighter; Official No. 67128
BUILT: Marine City, Michigan in 1871 by Morley & Hill
SPECS: 220' length x 37' breadth of beam x 13' depth of hold; 1,391 gross and 1,036 net tons; wood hull
LOST: November 13, 1886
LOCATION: At Kelleys Island
REASON: Disastrous fire; rebuilt and placed back into service
LIFE LOST:
CARGO: Lime
MASTER:
OWNER:
WRECK: Recovered
REMARKS: Vessel name also reported as *NORTHERNER*; December 12, 1892 vessel was docked at L'Anse, Michigan, after being stranded outside harbor and towed to dock, when she caught fire and was destroyed in blaze along with dock and warehouse facilities; cargo included barrels of oil and railroad rails; arson suspected
SOURCE: Hamilton 1985:274; Swayze 2001 (2161)

OAK VALLEY

TYPE: Schooner; Official No. 19188
BUILT:
SPECS: 20.34 tons
LOST: 1882
LOCATION: 41°36.7'N, 82°44.2'W (estimated); NW of Kelleys Island
REASON:
LIFE LOST:
CARGO:
MASTER:
OWNER: Home port Sandusky, Ohio (1874)
WRECK: Not located
REMARKS:
SOURCE: Metzler 1978; Historical Collections of the Great Lakes, Bowling Green State University



Propeller Steamer MARGARET OLWILL.



Propeller Steamer NORTHENER.

OHIO

TYPE: Propeller tug
BUILT:
SPECS: Steel hull
LOST: June 14, 1954
LOCATION: Reported as lost at Kelleys Island; probably loss occurred at Kelley's Dock, Buffalo, New York
REASON: Collision
LIFE LOST: None
CARGO: None
MASTER:
OWNER: Great Lakes Towing Company
WRECK: Recovered (?)
REMARKS: Tug *OHIO* was maneuvering a steamer *WILLIAM F. WHITE* in a strong wind when steamer swung out of control and crushed tug against dock; total constructive loss
SOURCE: Swayze 2001 (2196)



POINTABINO

TYPE: Propeller steam barge, bulk freight; Official No. 150103
BUILT: Buffalo, New York in 1872 by Mason & Bidwell Shipyard
SPECS: 118'3" length x 23' breadth of beam x 8' depth of hold; 204 gross and 148.97 net tons; wood hull; "rabbit" bulk freighter
LOST: December 11, 1899
LOCATION: 41°40.5'N, 82°47.2'W (estimated); near Ballast Island
REASON: Wrecked on reef
LIFE LOST:
OWNER: S. H. Burnham; home port Port Huron, Michigan
WRECK: Recovered
REMARKS: Thought to be a total loss in 1899, but later recovered; reported stranded and wrecked on November 14, 1905 at St. Clair Flats Canal, Michigan, deemed too old and worn out to recover
SOURCE: Hamilton et al. 1966 (67); Greenwood 1987:65; Swayze 2001 (2401)



Q. A. GILLMORE

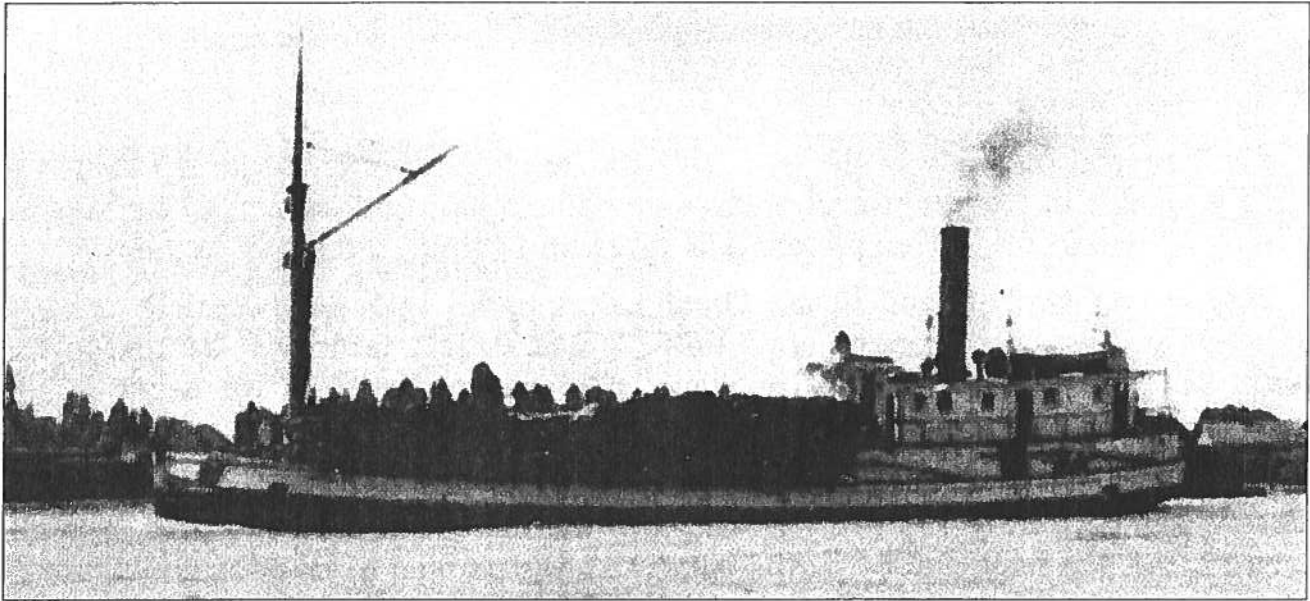
TYPE: Schooner; Official No. 20543 or 10226
BUILT: Black River, Ohio [Lorain] in 1867 by Wilson
SPECS: 51.64 tons
LOST: June 1881
LOCATION: 41°39.7'N, 82°40.8'W (estimated); Gull Island Shoal
REASON: Stranded, wrecked
LIFE LOST:
CARGO:
MASTER: Capt. Moore (1873)
OWNER: Home port Black River, Ohio [Lorain] in 1869 and 1872
WRECK: Recovered (?)
REMARKS: Vessel also reported as *Q. A. GILLMORE* and *GENERAL Q. A. GILLMORE* (*Annual List of Merchant Vessels of the United States 1869 & 1872*); insurance value \$2,500 (1873); possibly wrecked on Lake Huron
SOURCE: Mansfield 1899:831; Hamilton et al. 1966 (109); Wright 1978:10; Historical Collections of the Great Lakes, Bowling Green State University



RACINE

TYPE: Schooner-barge; Official No. 21708
BUILT: Tonowanda, New York in 1867 by E. N. Jones Shipyard
SPECS: 200' length x 30' breadth of beam x 12' depth of hold; wood hull; 3 masts
LOST: 1905
LOCATION: At Kelleys Island
REASON: Sank
LIFE LOST:
CARGO: Stone
OWNER: Port Clinton Coal & Lumber Company (1903)
WRECK: Recovered (?)
REMARKS: Vessel had a good depth of hold which allowed carriage of larger than normal lumber cargoes for a vessel of her size; she was often towed by the steamer *LELAND*; abandoned in 1909 for deteriorated hull
SOURCE: Greenwood 1987:186; C. P. Labadie Collection





Steam Barge POINT ABINO (John Greenwood Collection).



Schooner-Barge RACINE at left (John Greenwood Collection).

RAINBOW

TYPE: Schooner; Official No. 2834 (?)
BUILT: Avon, Ohio
SPECS: 51' length x 16' breadth of beam x 5' depth of hold; 33 tons; wood hull; 2 masts
LOST: August 24, 1837
LOCATION: 41°39.4'N, 82°44.7'W (estimated); off E side of South Bass Island
REASON: Stranded
LIFE LOST:
CARGO: General merchandise
MASTER:
OWNER: Home port Cleveland, Ohio (?)
WRECK: Not located
REMARKS: A vessel of this name existed at this time out of Cleveland, Ohio
SOURCE: Hamilton et al. 1966 (59); Wright 1978:10; Swayze 2001 (2470)



REBECCA

TYPE: Schooner; Official No. 21141
BUILT: Toledo, Ohio in 1853 by Gilmore
SPECS: 112' length x 243' breadth of beam x 10' depth of hold; 193 tons; wood hull; 2 masts
LOST: 1868
LOCATION: Ashore at Kelleys Island for five weeks, recovered
REASON: Aground
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK: Recovered
REMARKS: Also sank after striking rock in Detour Passage in May 1860, recovered and repaired the following year; stranded near Detour in 1871, removed in 1872 and being towed S by a tug when she was torn loose in a gale and thrown ashore near Alabaster, Michigan, thought to be a total loss; bought and recovered by two Bay City, Michigan captains and put back in service in 1873; gone from *Registry* by 1883
SOURCE: Swayze 2001 (2487)

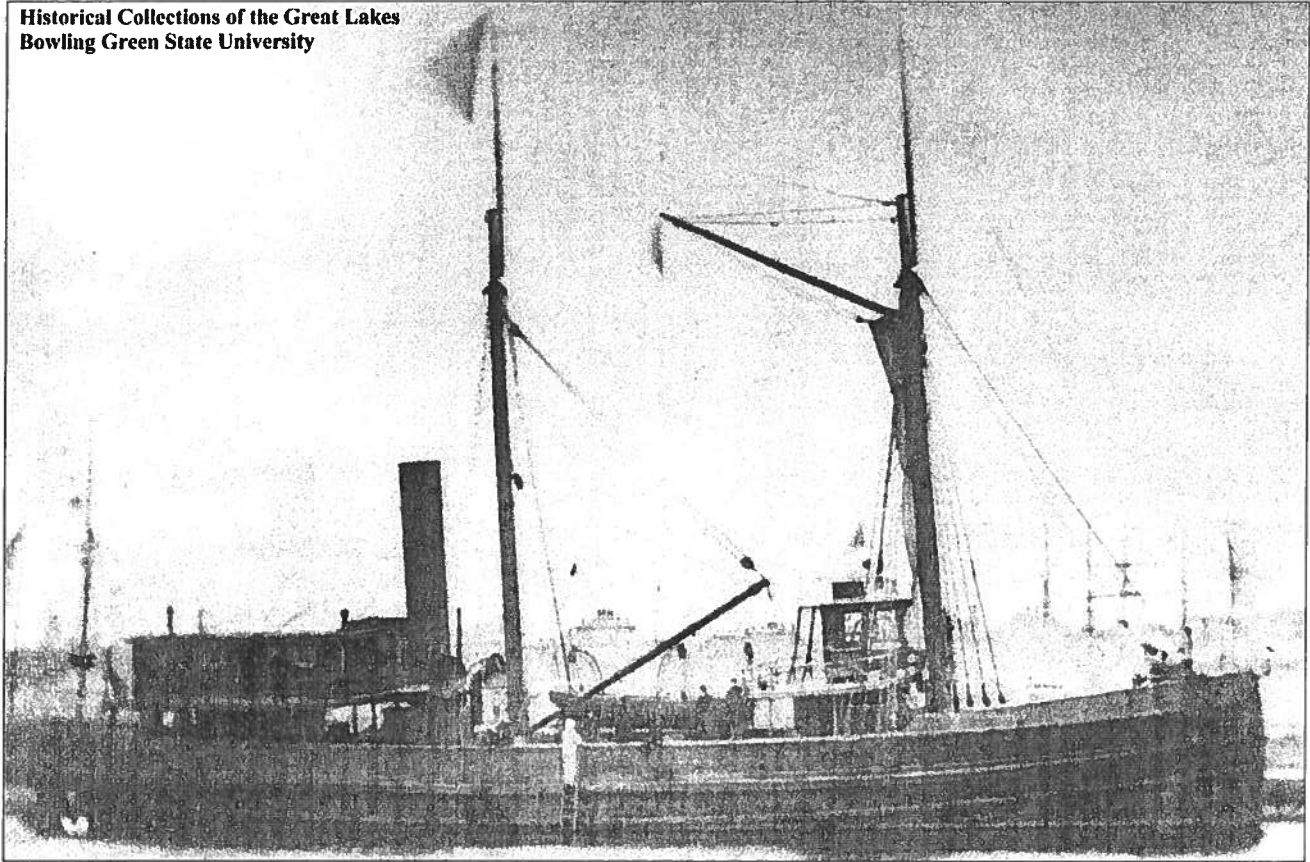


RELIEF

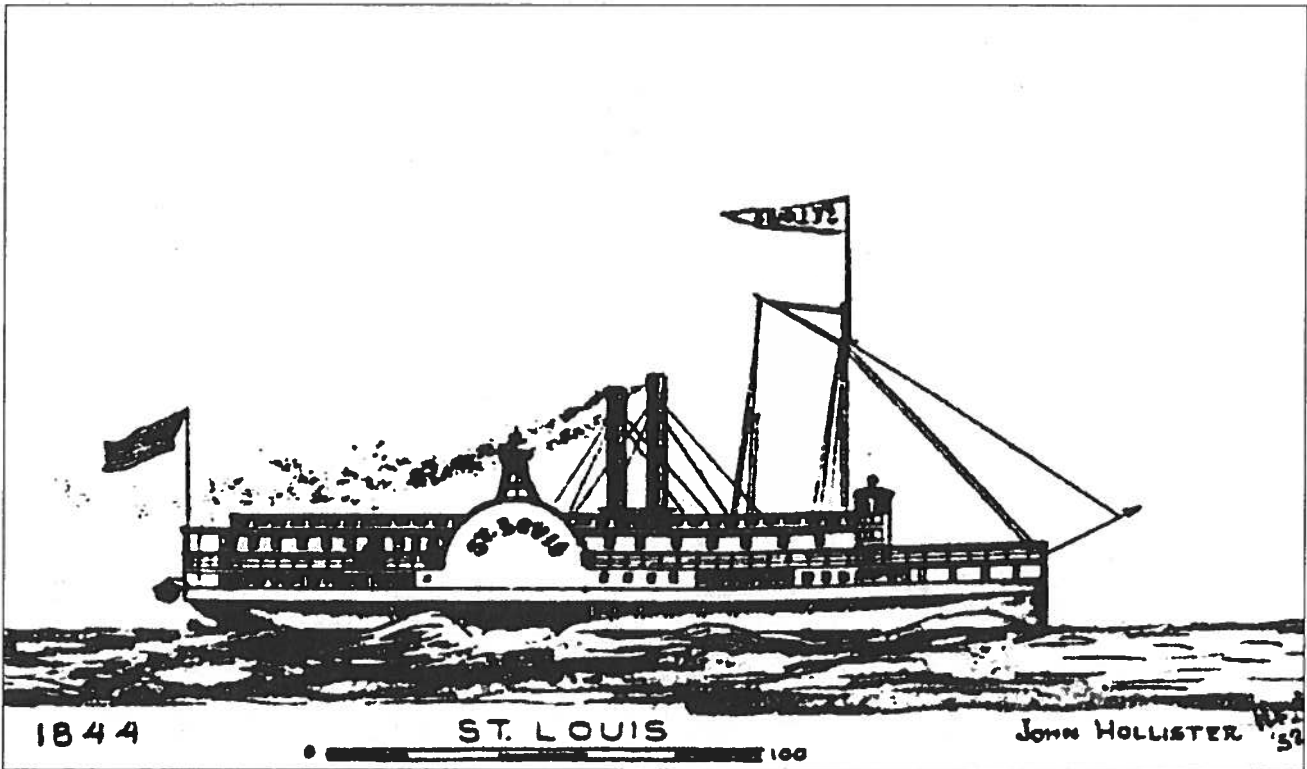
TYPE: Propeller tug (wrecking tug); Official No. 21133
BUILT: Buffalo, New York in 1855 by VanSlyke & Notter
SPECS: 128'2" length x 25'4" breadth of beam x 12'1" depth of hold; 362⁹⁰/95 gross tons; wood hull; steam engine; rebuild specs (1865): 127'2" length x 25'5" breadth of beam x 12'1" depth of hold; 267.33 gross and 1333.66 net tons
LOST: July 18, 1884 (Friday)
LOCATION: 41°36.0'N, 82°44.33'W (approximate); off Carpenter Point, Kelleys Island
REASON: Explosion of gas in the hold and fire; at 11:30 PM 1 mile off Starve Island and was entirely consumed; tug *CAL DAVIS* towed the hull of the *RELIEF* to the W end of Kelleys Island where she burned and sank with only the end of her boiler and a portion of her engine visible above the water (*Sandusky Daily Register* June 21, 1884)
LIFE LOST: None; Capt. C. E. Chilson, engineer James W. Baker, fireman Peter Shields of Sandusky, 7 men (Harvey McQueen, Fred Hewitt, Mark Baker, Wilson Chilson, James Parson, James Shields, and Patrick Mullen), and a female cook Amanda Hamilton all jumped into water and clung to fragments from the vessel or to life preservers until the tug *CAL DAVIS* came to their rescue an hour later
CARGO: None
MASTER: Capt. C. E. Chilson of Lorain, Ohio
OWNER: Mutual Insurance Company of Buffalo (1860, 1864); Smith & Bliss of Niagara, New York (1873); Gilchrist & Schuck of Sandusky, Joseph Gilchrist of Vermilion, Capt. C. E. Chilson of Lorain, and Louis Woodruff of Avon Point (1884)
WRECK: Wood timbers reported by local divers
REMARKS: Major repairs in 1862, 1876, and 1882; insurance value \$18,000 (1860), \$20,000 (1863), \$15,000 (1864); \$10,000 (1883), and \$9,000 (1884); vessel insured for \$8,000 when she was lost; tug *CAL DAVIS* claimed salvage of the vessel as the captain abandoned her when brought to Sandusky; salvage value estimated at \$1,500 (*Sandusky Daily Register* June 21, 1884)
SOURCE: Hamilton et al. 1966 (97); Wright 1978:10; Swayze 2001 (4129); Historical Collections of the Great Lakes, Bowling Green State University; Wachter and Wachter 2001 (90)



Historical Collections of the Great Lakes
Bowling Green State University



Tug RELIEF at Buffalo, New York.



Sidewheel Steamer ST. LOUIS (Erik Heyl Collection).

RUBY

TYPE: Sloop (?); Official No. 21721
BUILT: Toledo, Ohio in 1868
SPECS: 8.8 tons; wood hull; sail
LOST: Unknown (after 1868)
LOCATION: 41°37.2'N, 82°42.2'W (estimated); at Kelleys Island; N of North Bay dock
REASON: Sank
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK: Wood timbers under silt in shallow, nearshore water
REMARKS: Tool chest with the name *RUBY* carved on it recovered from the wreck site in early 1980s along with numerous other artifacts, including a rocking chair
SOURCE: Peachman Lake Erie Shipwreck Research Center, Great Lakes Historical Society; C. P. Labadie Collection



SACRAMENTO

TYPE: Schooner; Official No. 22277 (?)
BUILT: Madison Dock, Ohio in 1850 by Lockwood
SPECS: 116 tons; wood hull
LOST: October 2, 1867
LOCATION: 41°39.8'N, 82°41.3'W (estimated); Gull Island Reef, near Kelleys Island, Ohio
REASON: Storm; bound from Cleveland to Detroit, she was driven on reef and wrecked; abandoned on October 10, 1867; may have been recovered (vessel with same name still appears in 1869 records of *Merchant Vessels of the United States*, Dept. of Treasury)
LIFE LOST:
OWNER:
WRECK: Not located
REMARKS: Major repairs in 1859; ashore, with loss of life, near Port Colborne, Ontario in the great storm of November 1860
SOURCE: Swayze 2001 (3386)



ST. LOUIS

TYPE: Sidewheel steamer; passenger and package freight
BUILT: Perrysburg, Ohio in 1844 by Samuel Hubbell [or Hubben]; machinery by Allaire Works, New York
SPECS: 190'1" length x 27'4" width of beam x 12'4" depth of hold; 618²/₉₅ tons; wood hull; 1 mast; cross-head engine, cylinder 44" diameter x 9' stroke; 28' diameter sidewheel
LOST: November 8, 1852
LOCATION: 41°38.5'N, 82°39.2'W (estimated); LORAN: 43705.2/57030.7; Kelleys Island Shoal, 1.5 miles NE of Kelleys Island
REASON: Stranded and wrecked in a storm; *ST. LOUIS* was driven on a reef NE of Kelleys Island the night of November 7, 1852, her passengers were taken off by the steamer *NORTHERN INDIANA* on November 8
LIFE LOST: None
CARGO: Full cargo of flour and rolling freight (railroad cars)
MASTER: George W. Floyd (1844); C. H. Ludlow (1851)
OWNER: John Hollister of Buffalo, New York (1844); Eber B. Ward of Detroit, Michigan and Samuel Ward of Newport, Michigan (1851)
WRECK: Rocky bottom, 20' deep; scattered remains including a boiler and reported sidewheel; parts of her engine were salvaged by the *LONDON* on November 27, 1852 and brought to Sandusky, Ohio
REMARKS: Completed hull of *ST. LOUIS* was towed to Cleveland where it received the engine of the *SANDUSKY* which had burned there; home port Buffalo, New York (August 1844); October 1844 in a severe storm she broke a shaft on one wheel, with a jib and stay-sail hoisted and running on one wheel she made it to the swift current of the Niagara River and was carried downstream toward Niagara Falls, caught by the Buffalo and Fort Erie steam ferry and towed to her landing; October 1850 the propeller steamer *ONEIDA* ran into her off Vermilion, Ohio without major damage
SOURCE: Mansfield 1899: 666,883; Heyl 1956 Vol. II:233; Hamilton et al. 1966 (104); Bowling Green State University, Historical Collections of the Great Lakes; Swayze 2001 (2631); Wachter and Wachter 2001 (85)



STAR OF HOPE

TYPE: Schooner-barge; Official No. 22392
BUILT: Cleveland, Ohio in 1856 by Quayle & Martin
SPECS: 137' length x 26' breadth of beam x 11'5" depth of hold; 382⁶/₉₅ gross tons; wood hull
LOST: April 1, 1886
LOCATION: 41°38.7'N, 82°38.7'W (estimated); off Kelleys Island; possibly on Fish Point spit off S tip of Pelee Island
REASON: Wrecked and broke up in a storm; in tow of propeller steamer *BURLINGTON* with the barge *VANATTA* when she broke loose and stranded
LIFE LOST: None
CARGO: Lumber
MASTER: Capt. Charles Gale (1856)
OWNER: Pickle of Algonac, Michigan (1886-1888)
WRECK: Recovered (?)
REMARKS: Insurance value \$10,000 (1860), \$10,000 (1871), \$7,000 (1873), and \$2,500 (1884); thought to be a total loss, but she was later recovered and towed to Detroit, Michigan; vessel document surrendered in 1893 stating she was "wrecked"
SOURCE: Hamilton et al. 1966 (106); Swayze 2001 (2840); Historical Collections of the Great Lakes, Bowling Green State University



TRADER

TYPE: Propeller steamer; Official No. 21458
BUILT: Marine City, Michigan in 1865 by J. Rice
SPECS: 115' length x 23' breadth of beam x 10' depth of hold; 150 tons (rebuilt and enlarged to 169 gross tons in 1874); wood hull
LOST: May 1866
LOCATION: Ashore on Kelleys Island
REASON: Went ashore and not expected to survive; recovered
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK: Recovered
REMARKS: Boiler exploded on Lake Huron in November, 1866, 3 killed; battered by storm and sank to her decks on October 12, 1880 near Holland, Michigan, crew abandoned her and was saved by the schooner *GUIDE* in a daring rescue, her wreckage washed ashore a few days later
SOURCE: Swayze 2001 (2990)



UNCLE SAM

TYPE: Schooner, bark or brig (built as a sidewheel steamer)
BUILT: Grosse Ile, Michigan in 1832 by Treat
SPECS: 107' length x 23' breadth of beam x 7' depth of hold; 1700 tons; wood hull; scroll figurehead; low-pressure engine
LOST: December 18, 1847
LOCATION: 41°37.2'N, 82°40.2'W (estimated); E shore of Kelleys Island
REASON: Stranded and foundered
LIFE LOST:
CARGO: Lumber
MASTER: Capt. Lyman Stiles (1833); Capt. Mckenzie (1834)
OWNER: Maumee & Monroe Steamboat Co. (1834)
WRECK: Not located
REMARKS: Rebuilt and converted from sidewheel steamer to bark in 1844
SOURCE: Mansfield 1899:895; Hamilton et al. 1966 (102); Wright 1978:12; Frank E. Hamilton Collection, Rutherford B. Hayes Presidential Center; Historical Collections of the Great Lakes, Bowling Green State University



UNCLE SAM

TYPE: Scow schooner
BUILT:
SPECS: Sail
LOST: 1880
LOCATION: 2 miles from Kelleys Island
REASON: Stranded
LIFE LOST:
CARGO:
MASTER:
OWNER:
WRECK: Not located; recovered (?)
REMARKS:
SOURCE: Wright 1978:12



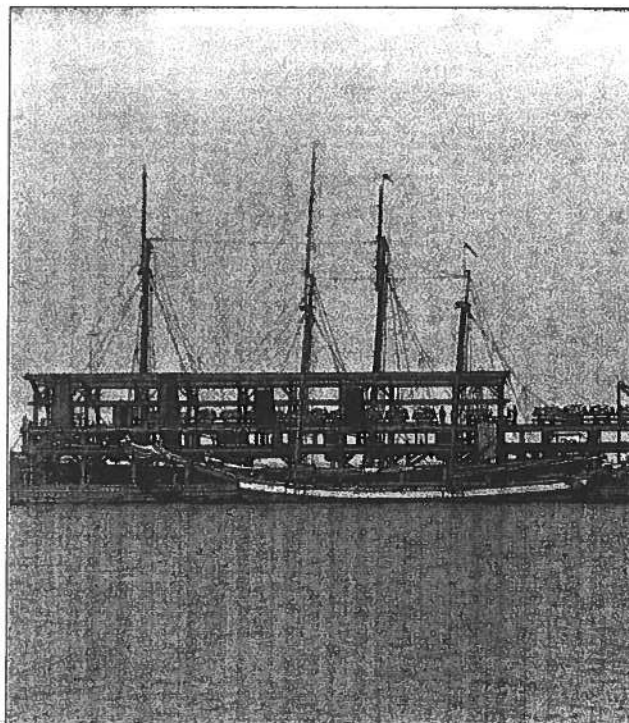
UNION STAR

TYPE: Scow schooner
BUILT:
SPECS: 76 tons
LOST: August 1867
LOCATION: 41°39.6'N, 82°41.2'W (estimated); Gull Island Shoal, N of Kelleys Island
REASON: Stranded on Gull Island Reef; total loss
LIFE LOST:
CARGO: No loss to cargo
MASTER:
OWNER: Goneau of Detroit, Michigan
WRECK: Not located
REMARKS: Bound from Detroit, Michigan to Cleveland, Ohio; value of loss \$1,200, no insurance
SOURCE: Remick Collection (courtesy of Georgann Wachter)



VERNIE M. BLAKE

TYPE: Schooner; Official No. 25734
BUILT: Black River, Ohio [Lorain] in 1868 by H. D. Root
SPECS: 50.6' length x 18.4' breadth of beam x 6.6' depth of hold; 34 gross and 32 net tons; wood hull; sail
LOST: 1871
LOCATION: At Kelleys Island
REASON: Sank
LIFE LOST:
CARGO:
MASTER:
OWNER: Chapman (1871); F. Terrell of Cleveland, Ohio (1879)
WRECK: Not located; recovered
REMARKS: Passed out of service in 1892
SOURCE: Mansfield 1899:797; C. P. Labadie Collection



Scow Schooner FX at Kelleys Island South Dock, circa 1903 (Capt. Frank E. Hamilton Albums, Charles E. Frohman Collection, Rutherford B. Hayes Presidential Center at Fremont, Ohio). This vessel is typical of scow schooners used to transport limestone from Kelleys Island.



Typical Scow Schooner of Western Lake Erie (C. P. Labadie Collection).

W. R. HANNA

TYPE: Scow schooner; Official No. 26669

BUILT: Sandusky, Ohio in 1857 by William R. Hanna for Jonathan Learned (mentioned in Sandusky port list for September 8, 1858, *W. R. HANNA* inbound from Pte. Aux Barques and outbound to Port Huron, Capt. Larned [sic])

SPECS: 86'2" length x 22'4" breadth of beam x 6'0" depth of hold; 86.16 gross and 81.16 net tons; single-decked scow schooner with two masts and a square bow and stern; centerboard trunk 24' long

LOST: October 15, 1886

LOCATION: 41°37.091'N, 82°40.849'W (DGPS); North Bay of Kelleys Island, Ohio, 200' off Long Point; State of Ohio Archaeological Site No. 33ER488

REASON: Gale-force storm drove vessel ashore and she was pounded to pieces

LIFE LOST: None reported

CARGO: Medium-sized dimension limestone; partly loaded with stone, estimated 1,700 limestone blocks (126 tons); bound from Kelleys Island to Detroit, Michigan

MASTER: Frank Provonsha, Toledo, Ohio

OWNER: L. J. Seek, Toledo, Ohio; ice dealer

WRECK: Archaeological survey of site in 1999 yielded an estimate of 1,700 limestone blocks (mean size 0.87 cu ft) for a cargo of 126 tons

REMARKS: On November 19, 1870, bound from Saugatuck to Chicago she capsized in a squall of Milwaukee; her crew was rescued by the schooner *TWO CHARLIES* and the vessel was towed into Milwaukee harbor by the U.S. Revenue Cutter *ANDREW JOHNSON*; while lying in harbor she was struck by the bark *CLYDE* and damaged further; although reported as a total loss she was later recovered; also reported sunk in a gale NE of Port Austin November 5, 1880; at time of final loss (1886) vessel valued at \$1,000; no insurance

SOURCE: Hamilton et al. 1966 (107); Labadie and Herdendorf 1999; Swayze 2001 (1274); Wachter and Wachter 2001 (87)



WANDERER

TYPE: Schooner

BUILT:

SPECS: Sail

LOST: April 1873

LOCATION: At Kelleys Island

REASON: Sank

LIFE LOST:

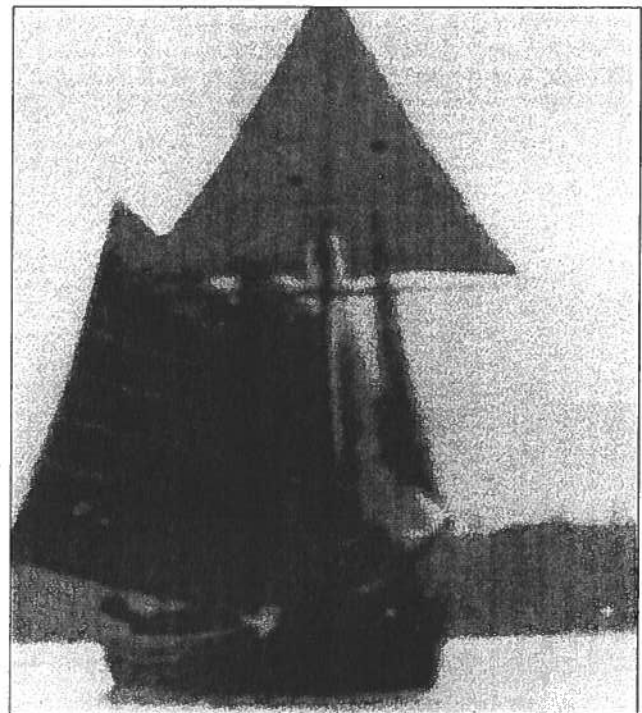
CARGO:

OWNER: James Whetworth of Cleveland, Ohio

WRECK: Not located

REMARKS: Bound from Cleveland to Detroit, Michigan; value of loss: vessel \$1,400, cargo \$900; insurance on vessel \$800, none on cargo; *Cleveland Plain Dealer* (November 8, 1867) reported another stranding of this vessel, "...schooner *WANDERER* went ashore on Kelley's Island, and the scow *GLEN* on Put-in-Bay...neither have gotten off. The scow is thought to be too badly wrecked to be saved. The schooner will have to be raised and launched. Quite a number of other disasters on the lakes have been reported."

SOURCE: Remick Collection (courtesy of Georgann Wachter)



*YOUNG AMERICA, circa 1890
(John Greenwood Collection).*

WILLIAM MATTHEWS

TYPE: Scow schooner
BUILT: 1858
SPECS: 127 tons; sail
LOST: 1861
LOCATION: At Kelleys Island
REASON: Foundered
LIFE LOST:
CARGO: Coal
MASTER:
OWNER:
WRECK: Not located; also reported sunk off Lorain, Ohio (*Cleveland Plain Dealer* August 2, 1994)
REMARKS: Outbound from Cleveland, Ohio
SOURCE: Mansfield 1899:856; Metzler 1978; Wright 1978:12; Hamilton 1985:276



WILLIAM CROSTHWAITE

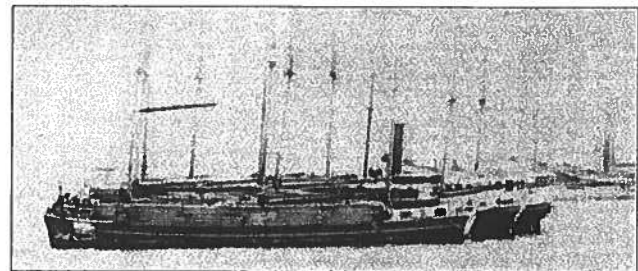
TYPE: Schooner-barge (built as 3-mast schooner); Official No. 26217
BUILT: Banks [West Bay City], Michigan in 1866 by William Crosthwaite
SPECS: 150' length x 30' breadth of beam x 12' depth of hold; 371 gross and 353 net tons; wood hull; 2 masts
LOST: September 6, 1906; later blown up for navigation clearance to depth of 23' by dredge *MAUMEE*
LOCATION: 41°34.0'N, 82°46.0'W (estimated); 1.5 miles N of East Harbor, Catawba Island; near Kelleys Island
REASON: Collision
LIFE LOST: None
CARGO: Lumber or stone
MASTER:
OWNER: Shannon & Gray
WRECK: Not located; portions of bottom washed up at Gem Beach, Catawba Island, Ohio in 1940
REMARKS: Collided with the wooden steamer *HOMER WARREN* and sank, a total loss; crew rescued by steamer *J. C. FORD*; schooner cut down to a schooner-barge in 1888
SOURCE: Hamilton et al. 1966 (94); Wright 1978:12; Greenwood 1987:452; Swayze 2001 (694)



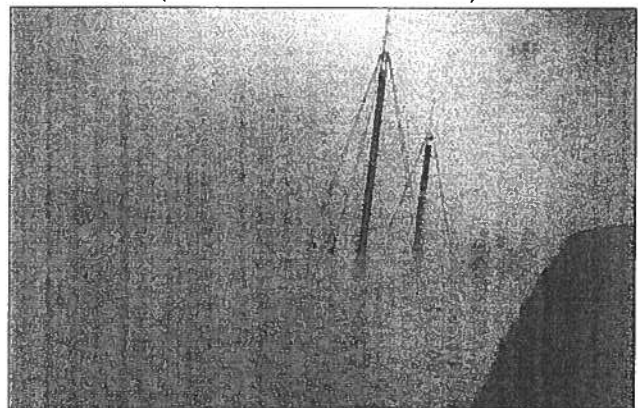
YOUNG AMERICA

TYPE: Schooner; Official No. 27508
BUILT: Oswego, New York in 1854 by George Rogers or Buffalo in 1853 by M. W. Jones Shipyard
SPECS: 124' length x 25' breadth of beam x 10' depth of hold; 243 gross and 231 net tons; wood hull; 2 masts; also given as 134'8" length
LOST: August 20, 1880
LOCATION: NE of Kelleys Island
REASON: Storm; foundered in shallow water
LIFE LOST: None; crew of 7 saved
CARGO: Stone (500 tons); enroute from Kelleys Island to Ashtabula, Ohio
MASTER: Capt. John Wilson
OWNER: Capt. John Wilson (1880); Wm. F. Berry (1900)
WRECK: Reported recovered in 1883
REMARKS: Declared a total loss in 1880, recovered in 1883; documents surrendered June 1900, abandoned; collided with schooner *BLACK HAWK* and sank N of Racine, Wisconsin in 1855; sank at Dunkirk, New York in 1875

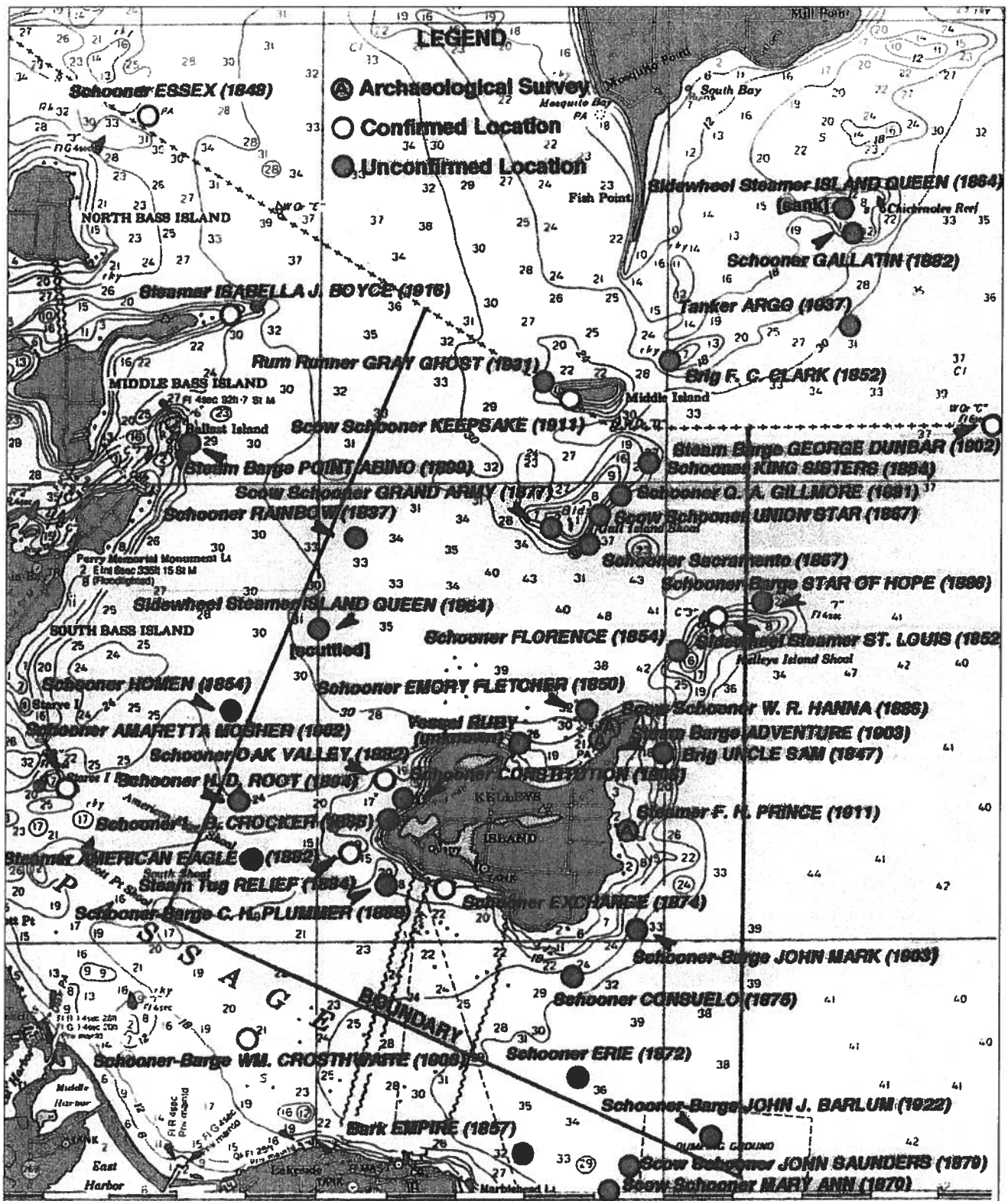
SOURCE: Greenwood 1987:24; Swayze 2001 (3266)



Schooner-Barge WILLIAM CROSTHWAITE (John Greenwood Collection).



Wreck of WILLIAM CROSTHWAITE in South Passage (Capt. Frank E. Hamilton Albums, Charles E. Frohman Collection, Rutherford B. Hayes Presidential Center).



Locations of shipwrecks and wrecking events in the vicinity of Kelleys Island, showing boundary of Port Authority (base map from chart no. 14844, National Ocean Service, NOAA; prepared by C. E. Herdendorf).

CHRONOLOGY OF KELLEYS ISLAND WRECKING EVENTS

Vessel	Type	Date	Event	Disposition
<i>RAINBOW</i>	schooner	Aug 1837	sank	lost
<i>CLEVELAND</i>	schooner	Jun 1844	sank	lost
<i>UNCLE SAM</i>	brig	Dec 1847	foundered	lost
<i>ASHTABULA</i>	schooner	Jun 1848	capsized	lost ?
<i>EMORY FLETCHER</i>	schooner	Apr 1850	sank	raised ?
<i>F. C. CLARK</i>	brig	Nov 1852	wrecked	lost ?
<i>ST. LOUIS</i>	sidewheel steamer	Nov 1852	wrecked on reef	lost
<i>GOVERNOR PORTER</i>	schooner	Jun 1853	sank	lost
<i>FLORENCE</i>	schooner	Dec 1854	sank	lost
<i>HOMEN or HOME</i>	schooner	Dec 1854	foundered	lost
<i>EMPIRE</i>	bark	May 1857	wrecked in storm	lost
<i>WILLIAM MATTHEWS</i>	scow schooner	1861	foundered	lost
<i>ISLAND QUEEN</i>	sidewheel steamer	Sep 1864	scuttled	raised
<i>EAGLE</i>	scow schooner	1867	aground, sank	lost ?
<i>FAIRY</i>	scow schooner	1867	ashore	lost ?
<i>UNION STAR</i>	scow schooner	Aug 1867	aground on reef	lost
<i>SACRAMENTO</i>	schooner	Oct 1867	wrecked on reef	lost ?
<i>REBECCA</i>	schooner	1868	aground	recovered ?
<i>IRIS</i>	scow schooner	1869	aground	lost
<i>MARY ANN</i>	scow schooner	Jun 1870	wrecked	lost
<i>VERNIE M. BLAKE</i>	schooner	1871	sank	recovered ?
<i>ERIE</i>	schooner	Sep 1872	foundered	lost
<i>WANDERER</i>	schooner	Apr 1873	sank	recovered ?
<i>EXCHANGE</i>	schooner	Nov 1874	aground, sank	lost
<i>CONSUELO</i>	schooner	May 1875	foundered	raised
<i>MAYFLOWER</i>	scow schooner	Aug 1875	sank	raised
<i>HUGH COYNE</i>	scow schooner	May 1877	aground	lost
<i>GRAND ARMY REPUBLIC</i>	scow schooner	Jul 1877	capsized	recovered ?
<i>JOHN A. SAUNDERS</i>	scow schooner	Nov 1879	stranded	recovered ?
<i>UNCLE SAM</i>	scow schooner	1880	stranded	recovered ?
<i>YOUNG AMERICA</i>	schooner	Aug 1880	recovered ?	lost
<i>Q. A. GILLMORE</i>	schooner	Jun 1881	wrecked on reef	lost
<i>OAK VALLEY</i>	schooner	1882	stranded	lost
<i>GALLATIN</i>	schooner	Apr 1882	aground, foundered	lost
<i>AMERICAN EAGLE</i>	propeller steamer	May 1882	boiler exploded	recovered
<i>H. P. BALDWIN</i>	schooner	1883	sank	recovered ?
<i>RELIEF</i>	steam tug	Jul 1884	explosion, burned	lost
<i>KING SISTERS</i>	schooner	Oct 1884	stranded, broke up	lost
<i>TRADER</i>	propeller steamer	May 1886	ashore	recovered
<i>L. B. CROCKER</i>	schooner	Sep 1886	stranded, wrecked	lost

CHRONOLOGY OF KELLEYS ISLAND WRECKING EVENTS (CONT.)

Vessel	Type	Date	Event	Disposition
<i>STAR OF HOPE</i>	schooner-barge	Oct 1886	stranded, broke up	lost ?
<i>W. R. HANNA</i>	scow schooner	Oct 1886	foundered, broke up	lost
<i>NORTHENER</i>	propeller steamer	Nov 1886	burned	rebuilt
<i>C. H. PLUMMER</i>	schooner-barge	Nov 1888	burned, sank	lost
<i>MICHIGAN</i>	propeller steamer	Dec 1888	burned	lost
<i>H. D. ROOT</i>	schooner	Apr 1894	sank	lost
<i>JULIA WILLARD</i>	schooner	Dec 1895	crushed by ice	lost
<i>MARGARET OLWILL</i>	propeller steamer	Jun 1899	sank in storm	lost
<i>POINT ABINO</i>	steam barge	Dec 1899	stranded on reef	recovered ?
<i>GEORGE DUNBAR</i>	steam barge	Jun 1902	foundered in storm	lost
<i>AMARETTA MOSHER</i>	schooner	Nov 1902	stranded on reef, sank	lost
<i>ADVENTURE</i>	steam barge	Oct 1903	burned, sank	lost
<i>JOHN MARK</i>	schooner-barge	Oct 1903	sank in storm	lost ?
<i>RACINE</i>	barge	1905	sank	lost ?
<i>CONSTITUTION</i>	schooner	Sep 1906	sank	lost
<i>WILLIAM. CROSTHWAITE</i>	schooner-barge	Sep 1906	sank	lost
<i>KEEPSAKE</i>	scow schooner	Aug 1911	stranded on reef	lost
<i>F. H. PRINCE</i>	steamer dredge	Aug 1911	aground, burned	lost
<i>ISABELLA J. BOYCE</i>	propeller steamer	Jun 1916	aground, burned	lost
<i>JOHN J. BARLUM</i>	schooner-barge	Sep 1922	foundered	lost
<i>KELLEY ISLAND</i>	steamer dredge	May 1925	foundered	recovered
<i>GRAY GHOST</i>	rum runner	1931	aground	lost ?
<i>ARGO</i>	barge, oil tanker	Oct 1837	foundered in storm	lost
<i>OHIO</i>	tug	Jun 1954	collision	recovered
<i>RUBY</i>	sloop	unknown	sank	lost



ALPHABETIC LISTING OF KELLEYS ISLAND WRECKING EVENTS

Vessel	Type	Date	Event	Disposition
<i>ADVENTURE</i>	steam barge	Oct 1903	burned, sank	lost
<i>AMARETTA MOSHER</i>	schooner	Nov 1902	stranded on reef, sank	lost
<i>AMERICAN EAGLE</i>	propeller steamer	May 1882	boiler exploded	recovered
<i>ARGO</i>	barge, oil tanker	Oct 1837	foundered in storm	lost
<i>ASHTABULA</i>	schooner	Jun 1848	capsized	lost ?
<i>C. H. PLUMMER</i>	schooner-barge	Nov 1888	burned, sank	lost
<i>CLEVELAND</i>	schooner	Jun 1844	sank	lost
<i>CONSTITUTION</i>	schooner	Sep 1906	sank	lost
<i>CONSUELO</i>	schooner	May 1875	foundered	raised
<i>EAGLE</i>	scow	1867	aground, sank	lost ?
<i>EMORY FLETCHER</i>	schooner	Apr 1850	sank	raised ?
<i>EMPIRE</i>	bark	May 1857	wrecked in storm	lost
<i>ERIE</i>	schooner	Sep 1872	foundered	lost
<i>EXCHANGE</i>	schooner	Nov 1874	aground, sank	lost
<i>F. C. CLARK</i>	brig	Nov 1852	wrecked	lost ?
<i>F. H. PRINCE</i>	steamer dredge	Aug 1911	aground, burned	lost
<i>FAIRY</i>	scow schooner	1867	ashore	lost ?
<i>FLORENCE</i>	schooner	Dec 1854	sank	lost
<i>GALLATIN</i>	schooner	Apr 1882	aground, foundered	lost
<i>GEORGE DUNBAR</i>	steam barge	Jun 1902	foundered in storm	lost
<i>GOVERNOR PORTER</i>	schooner	Jun 1853	sank	lost
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<i>HUGH COYNE</i>	scow schooner	May 1877	aground	lost
<i>IRIS</i>	scow schooner	1869	aground	lost
<i>ISABELLA J. BOYCE</i>	propeller steamer	Jun 1916	aground, burned	lost
<i>ISLAND QUEEN</i>	sidewheel steamer	Sep 1864	scuttled	raised
<i>JOHN A. SAUNDERS</i>	scow schooner	Nov 1879	stranded	recovered ?
<i>JOHN J. BARLUM</i>	schooner-barge	Sep 1922	foundered	lost
<i>JOHN MARK</i>	schooner-barge	Oct 1903	sank in storm	lost ?
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<i>KELLEY ISLAND</i>	steamer dredge	May 1925	foundered	recovered
<i>KING SISTERS</i>	schooner	Oct 1884	stranded, broke up	lost
<i>L. B. CROCKER</i>	schooner	Sep 1886	stranded, wrecked	lost
<i>MARGARET OLWILL</i>	propeller steamer	Jun 1899	sank in storm	lost
<i>MARY ANN</i>	scow schooner	Jun 1870	wrecked	lost

ALPHABETIC LISTING OF KELLEYS ISLAND WRECKING EVENTS

Vessel	Type	Date	Event	Disposition
<i>MAYFLOWER</i>	scow schooner	Aug 1875	sank	raised
<i>MICHIGAN</i>	propeller steamer	Dec 1888	burned	lost
<i>NORTHERNER</i>	propeller steamer	Nov 1886	burned	rebuilt
<i>OAK VALLEY</i>	schooner	1882	stranded	lost
<i>OHIO</i>	tug	Jun 1954	collision	recovered
<i>POINT ABINO</i>	steam barge	Dec 1899	stranded on reef	recovered ?
<i>Q. A. GILLMORE</i>	schooner	Jun 1881	wrecked on reef	lost
<i>RACINE</i>	barge	1905	sank	lost ?
<i>RAINBOW</i>	schooner	Aug 1837	sank	lost
<i>REBECCA</i>	schooner	1868	aground	recovered ?
<i>RELIEF</i>	steam tug	Jul 1884	explosion, burned	lost
<i>RUBY</i>	sloop	unknown	sank	lost
<i>SACRAMENTO</i>	schooner	Oct 1867	wrecked on reef	lost ?
<i>ST. LOUIS</i>	sidewheel steamer	Nov 1852	wrecked on reef	lost
<i>STAR OF HOPE</i>	schooner-barge	Oct 1886	stranded, broke up	lost ?
<i>TRADER</i>	propeller steamer	May 1886	ashore	recovered
<i>UNCLE SAM</i>	brig	Dec 1847	foundered	lost
<i>UNCLE SAM</i>	scow schooner	1880	stranded	recovered ?
<i>UNION STAR</i>	scow schooner	Aug 1867	aground on reef	lost
<i>VERNIE M. BLAKE</i>	schooner	1871	sank	recovered ?
<i>W. R. HANNA</i>	scow schooner	Oct 1886	foundered, broke up	lost
<i>WANDERER</i>	schooner	Apr 1873	sank	recovered ?
<i>WILLIAM MATTHEWS</i>	scow schooner	1861	foundered	lost
<i>WILLIAM CROSTHWAITE</i>	schooner-barge	Sep 1906	sank	lost
<i>YOUNG AMERICA</i>	schooner	Aug 1880	foundered	recovered ?





Heavy weather in the Lake Erie Islands (photo by Thomas H. Langlois).

NATURAL UNDERWATER FEATURES

GEOLOGICAL FEATURES

Lake Erie is underlain by middle Paleozoic sedimentary rocks deposited some 450 to 350 million years ago. These rocks are composed of limestones, dolomites, shales, and sandstone that form bedrock outcrops on the lake floor. At the time when these rocks were being deposited as soft sediments in a tropical sea, Ohio was then located about 20° south of the equator, near the latitude of present day Tahiti. The depositional environments ranged from a tropical barrier reef habitat at the beginning of this interval to deltas and black, muddy bottoms at the end, as mountain building episodes to the east (the result of tectonic plate collisions) delivered sands and silts to the sea. Regional uplift following these episodes initiated in a long period of erosion which resulted in the excavation of a major stream system down the long axis of the present lake. Ice sheets of the Pleistocene continental glaciers further sculptured this valley system by riding up over the Niagara Escarpment and excavating most deeply in the eastern end of the lake, moderately deep in the central portion, and least deeply over the limestone bedrock at the western end of the lake, forming the distinctive three basin that characterize Lake Erie. This process created the impressive glacial grooves of Kelleys Island.

The most recent glacial advance (Wisconsinan) extended as far south as the Ohio River (about 18,000 years ago), and as the ice mass receded in pulses, moraines were deposited south of the present lake and at least two prominent end moraines were formed near the junctions of the basins. As the ice melted back into the basins, large glacial lakes were formed between the moraines and the ice front. As the ice progressively retreated, new and lower outlets were uncovered and new lake stages were formed at successively lower elevations except were minor readvances of the ice temporarily reversed this trend. Massive sand ridges and dunes were deposited along each of these shores and thick glaciolacustrine sediments were deposited in the lakes. When the last glacier retreated from the Niagara Escarpment and the Niagara River outlet was finally opened, but greatly depressed by the weight of the ice, much of the lake drained and smaller lakes were present only in the eastern and central basins. Isostatic rebound eventually brought the lake to near its present level about 4,000 years ago and the present shoreline landforms, including islands, embayments, estuaries, beaches, bluffs, dunes, spits, and barrier bars began to form. Lake processes and erosion continue to modify these landforms, often resulting in dramatic changes during violent storms.



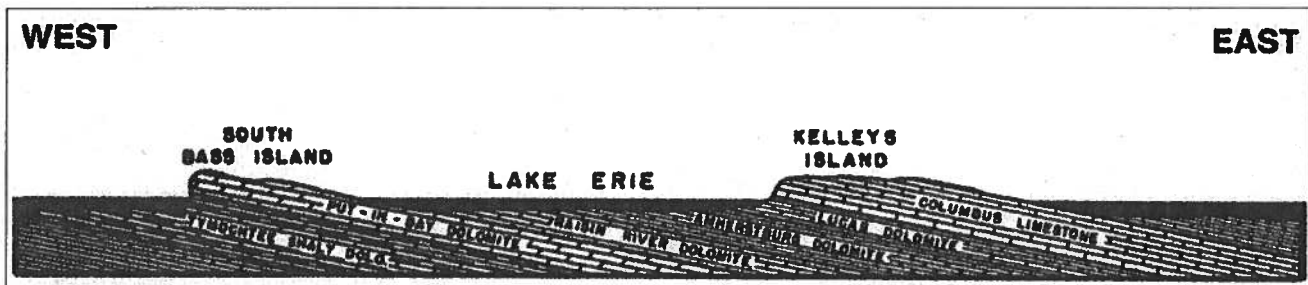
Glacial grooves in Columbus Limestone at North Bay quarry, circa 1873 (photo by A. C. Platt, courtesy of Ohio Historical Society). Note steamer CHARLES HICKOX at North Bay dock.

The bedrock in the islands area of western Lake Erie was deposited as lime muds in shallow, warm Silurian and Devonian seas, that covered the region some 400 million years ago. The warm, clear conditions of the Devonian sea can be inferred from the abundant fossil corals and other invertebrates found in the rocks on Kelleys and Middle Islands. The existence of evaporite beds such as halite (rock salt) and gypsum indicate that several isolated basins occurred at this time. Enclosed by barrier reefs, the waters were repeatedly evaporated to form the massive salt deposits. Gypsum beds are being quarried at the surface near Port Clinton, while halite deposits are mined 2,000 feet below the lake bottom at Cleveland. Although these beds were deposited at approximately the same time and at the same elevation, the collision of tectonic plates to the east tilted the beds so that they now dip to the east-southeast at a rate of about 30 feet per mile.

While the shallow Devonian sea occupied the Kelleys Island area, the Appalachian Mountains were being built to the east. The collision of the northwest coast of Africa with the east coast of North America

the arch. Kelleys Island exhibits this phenomenon well with the high cliffs and deep nearshore water west of the North Quarry and a broad, shallow shelf along the east shoreline. Thus, Kelleys Island is the remnant of Devonian limestone reefs that once formed a divide between preglacial valleys. The relatively deep water north of Kelleys Island appears to be near the junction of several preglacial streams that had cut deeply into the bedrock.

Two limestone formations are exposed on Kelleys Island and in the nearshore waters and reefs surrounding the island. The Columbus Limestone underlies the major portion of the island and consists of light-gray to buff colored, fossiliferous beds that are moderately thin bedded near the surface and massively bedded below 10 feet. This erosion-resistant rock forms a chain of headlands and islands that traverses western Lake Erie from north to south—Marblehead Peninsula, Kelleys Island, Middle Island, and Pelee Island. This formation has been quarried extensively for building stone, lime, and crushed stone. Starting in 1830s, these products have been transported from Kelleys Island by sailing vessels and steamers,

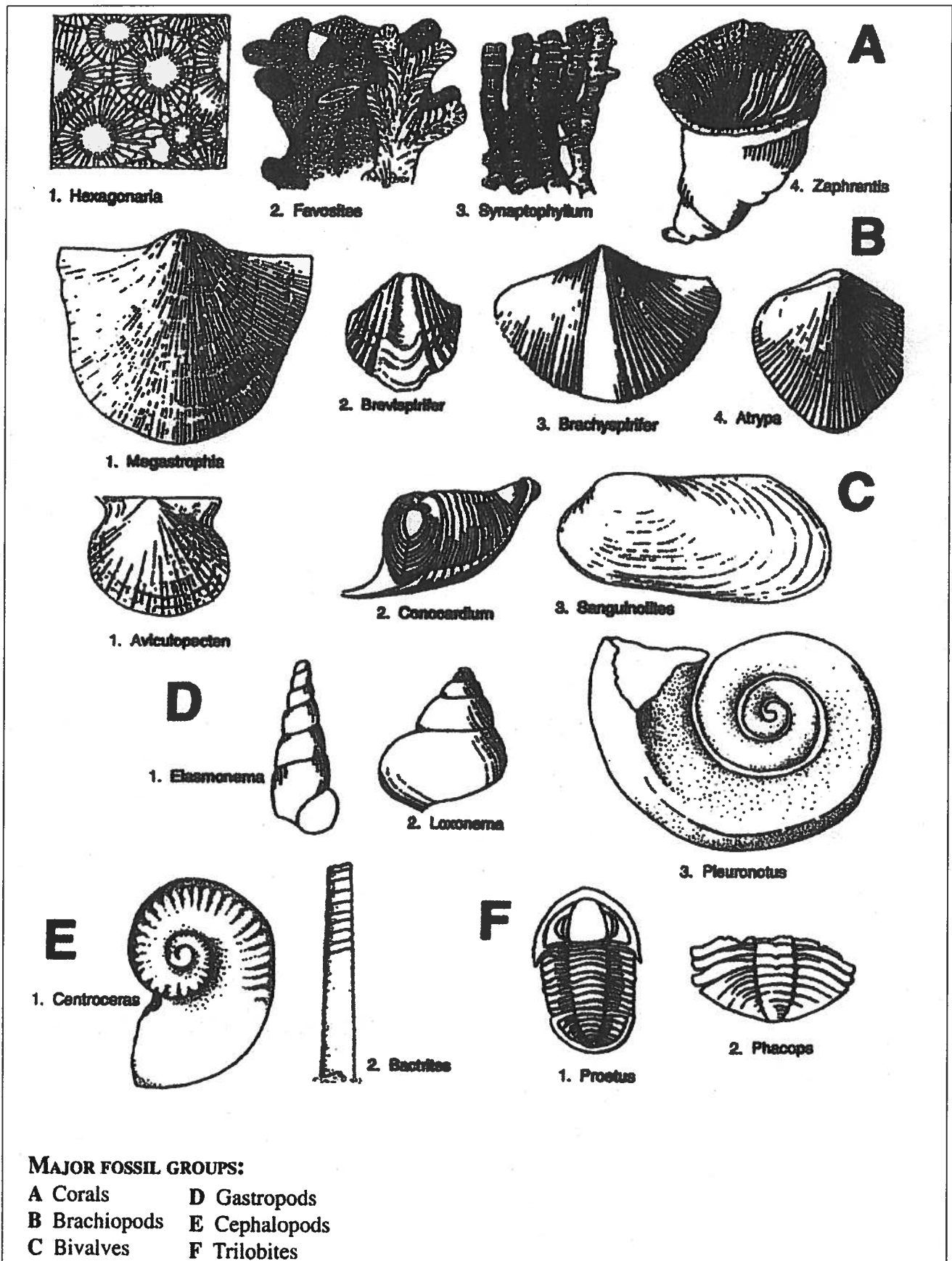


Geologic cross-section of Lake Erie Islands (modified from Carman 1946).

caused the sediments in the Appalachian trough (ancestral Atlantic Ocean) to be folded into a formidable mountain chain which reached all the way to the Lake Erie islands. Erosion of these newly formed mountains resulted in the deposition sediments which are now the shales and sandstones which cover the limestones east of the islands. The turbid water associated with this deposition brought an end to the clear environment required to sustain coral reefs. The results of the folding can also be observed at Kelleys Island and many of the other islands in western Lake Erie. An uplifted fold to the west, known as the Cincinnati Arch, gives the rock formations of the islands their eastward dip. As a result the islands have a *cuesta* or hogback-shape with steep cliffs on the side toward the arch and a gentle, shoaling coast away from

several of which have wrecked near the shore or on the reefs and shoals surrounding the island.

The Lucas Dolomite, which underlies the Columbus Limestone, is exposed in the west shore bluffs and at the bottom of the deepest quarries. The rocks of this formation are gray to a drab in color, much less fossiliferous, and high enough in magnesium to be classified as a dolomite. This formation and the Amherstberg and Raisin River Dolomites beneath it, are less resistant to erosion which accounts for the lack of islands and the 30-foot deep swale between Kelleys Island and the Bass islands. More information on this topic has been published by Wayne State University Press (*Lake Erie and Lake St. Clair Handbook*—1993).



Common Devonian fossils of Kelleys Island (from Bolsenga and Herdendorf 1993).

BATHYMETRY

The bottom depths surrounding Kelleys Island range from nil at the shoreline of the island to 54 feet below Low Water Datum (LWD) in a narrow depression south of Gull Island Shoal. Away from the islands and shoals, depths generally range from 30 to 40 feet. Middle Passage, with a minimum depth of 25 feet, traverses the area south of Gull Island Shoal. Similarly, South Passage within a minimum depth of 15 feet passes west to east between the mainland and Kelleys Island. East of the area, the depths are generally greater than 40 feet as bottom gently drops off into the Central Basin of Lake Erie.

The lake bottom is dotted with bedrock reefs and shoals. By way of a formal definition, such features are elevations of rock, either broken or in place, or gravel shown on current NOAA navigation charts to be above the common level of the surrounding bottom. In most cases these reefs also qualify as “coral reefs”—albeit fossil ones—in that they were formed by these Cnidarian organisms some 380 million years ago. The offshore reefs and the abandoned North Quarry in

Seven of the reefs and shoals in the vicinity of Kelleys Island have been given formal names and three of them have been surveyed in detail (Gull Island Shoal, Kelleys Island Shoal, and Middle Passage Reef). Maps of these reefs are published by the Ohio Department of Natural Resources, Division of Geological Survey (*Physical Characteristics of the Reef Area of Western Lake Erie—1972*) and Sportsman’s Connection (*Northern Ohio Fishing Map Guide—2001*).

The least depth over the reefs and shoals range from 1 foot above to 24 feet below Low Water Datum for Lake Erie (569.2 feet above mean water level in the Gulf of St. Lawrence at Father Point, Quebec: International Great lake Datum, 1985) at Gull Island Shoal and Airport Reef, respectively. Most of them are conical in shape and elongate, as is Kelleys Island, in a NE-SW direction. Two factors have influenced this elongation: (1) vertical joint systems in the bedrock oriented parallel to the elongation and (2) northeast to southwest movements of glacial ice as inferred from grooves, striations and scour marks cut into the bedrock of the islands and lakefloor.

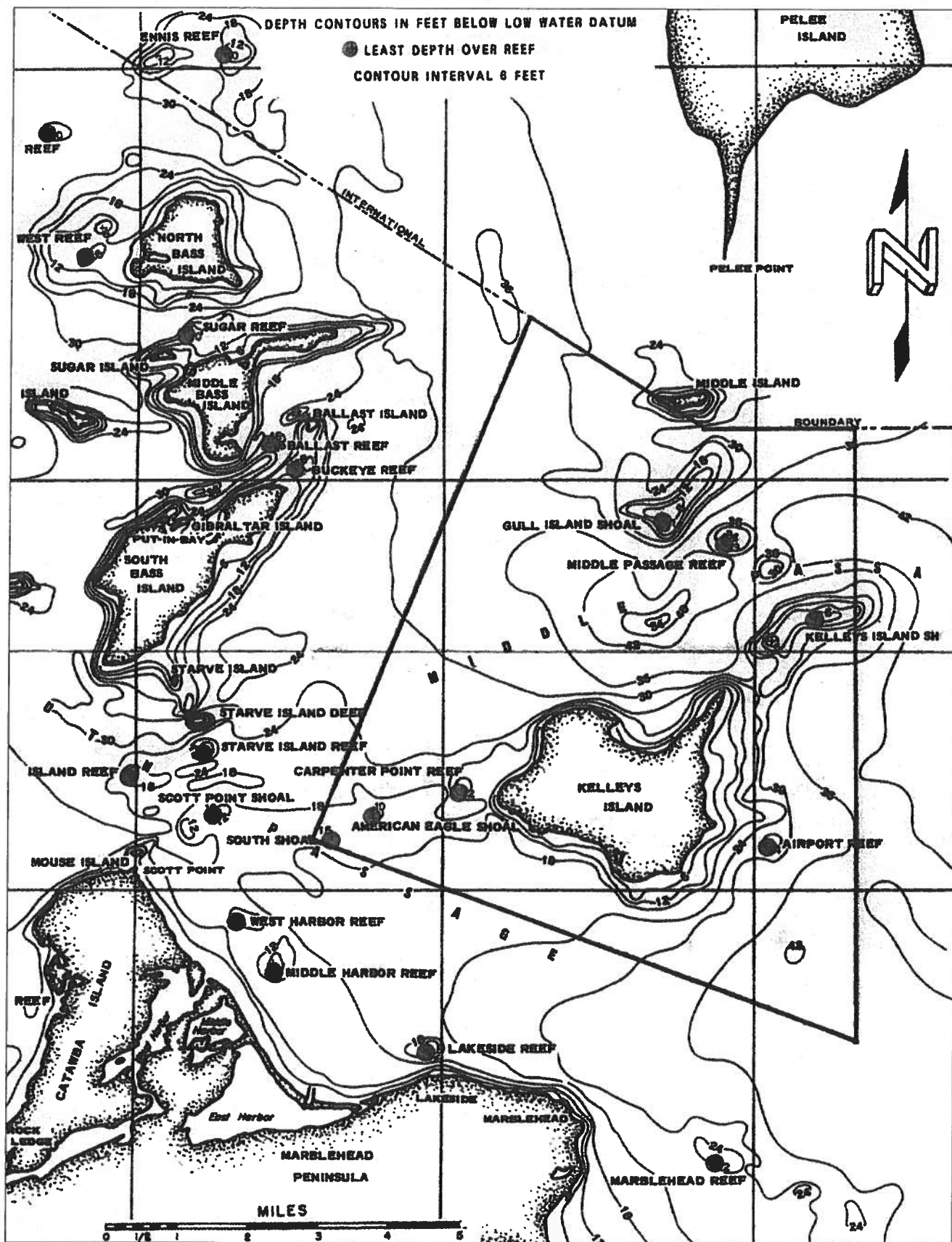
REEFS, SHOALS & DEEP IN THE VICINITY OF KELLEYS ISLAND

Reefs & Shoals	Least depth (ft) ¹	Area (acres)	Latitude (crest)	Longitude (crest)
American Eagle Shoal	10	135	41°36'00"N	82°46'00"W
Airport Reef	24	15	41°35'35"N	82°39'41"W
Carpenter Point Reef	12	33	41°36'18"N	82°44'42"W
Gull Island Shoal	+1	432	41°39'33"N	82°42'22"W
Kelleys Island Shoal	2	470	41°38'20"N	82°38'24"W
Middle Passage Reef	23	110	41°39'16"N	82°41'41"W
South Shoal	15	56	41°35'44"N	82°46'55"W
Deep	Max. depth (ft)			
Gull Island Deep	54	390	41°38'38"N	82°41'30"W

¹ Depths in feet below Low Water Datum for Lake Erie: elev. 569.2 feet (IGLD, 1985).

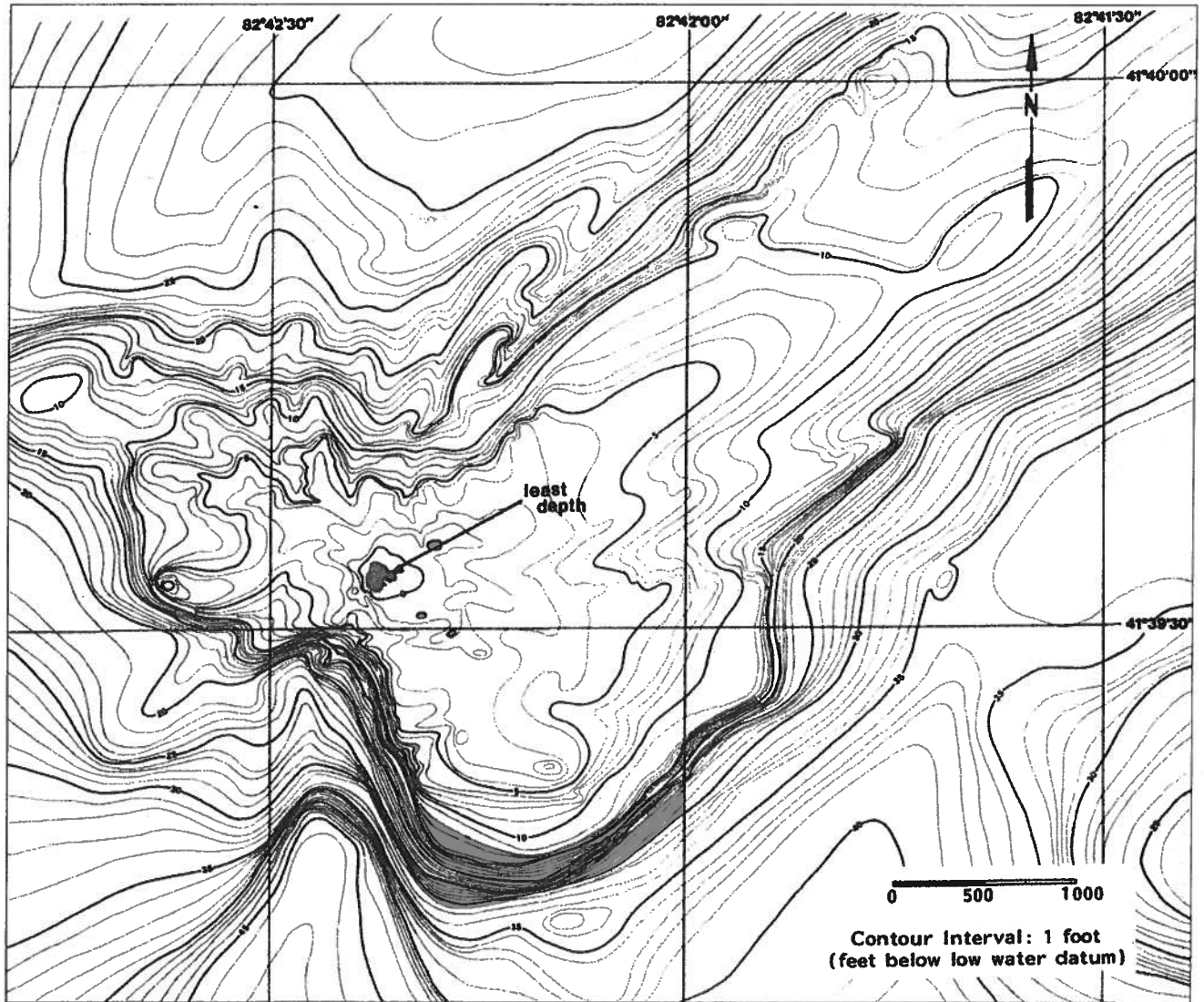
Kelleys Island State Park are excellent sites for fossil collecting and have yielded over 70 species of Devonian marine organisms. Useful guides to these fossils are published by the Ohio Sea Grant College Program at The Ohio State University (*The Fossil Fauna of the Islands Region of Western Lake Erie—1985*) and the Ohio Department of Natural Resources, Division of Geological Survey (*Fossils of Ohio—1996*).

Typically the reefs and shoals consist of limestone or dolomite bedrock and associated rock rubble and gravel. The topography of their tops ranges from rugged surfaces caused by bedrock pinnacles and large boulders to smooth slabs of horizontally bedded rock. In places the submerged bedrock has the appearance of a set of low stairs, with the steps dipping slightly to the east from the crest to the fringe of the reef. Because cavities are often sites of fish egg deposition, particularly walleye. The bedrock cores of some of the reefs and shoals are masked by rubble composed of



Lake Erie bathymetry in the vicinity of Kelleys Island (from Herdendorf 1980).

PROFILE OF LAKE ERIE SHIPWRECKS



Bathymetry of Gull Island Shoal (from Herdendorf 1980).

the local bedrock and glacial erratics transported by the ice sheets. The rubble can range from small pebbles to boulders over 5 feet in diameter. On the upper portions of the reefs and shoals, isolated patches of sand and gravel commonly fill joint cracks and shallow depressions in the rock; at the fringes sand and gravel or glacial till clay lap over the rock. Wave action is generally sufficient to sweep the reef tops free of silt and clay deposits, except during periods of prolonged quiescence. Research diver observations for the two largest shoals, Gull Island Shoal and Kelleys Island Shoal, have been published by Lewis Publishers, Inc. (*Natural Spawning Reefs in Western Lake Erie—1985*).

BOTTOM DEPOSITS

The sediments surrounding or overlying the bedrock areas were deposited by glaciers, in prehistoric lakes (12,000 to 5,000 years ago), or in modern Lake Erie (5,000 years ago to present). The continental ice sheets deposited a heterogeneous mixture of clay, silt, sand, and gravel known as glacial till. Geologically, the term "gravel" includes a wide range of particle sizes including pebbles, cobbles, and boulders. The granitic and metamorphic rocks found along the shore and on the lakefloor were derived from the Canadian Shield in this fashion. These glaciers also cut the spectacular grooves at North Bay quarries in Kelleys Island State Park and numerous striations and shallow grooves along the island's east shore that project well offshore, appearing much like a paved underwater highway. Sediments deposited in the glacial lake stages and in modern Lake Erie now cover much of the glacial till. The glacial lake sediments (known as glaciolacustrine clays) lack the larger-sized components of till and occur as firm, blue-gray to reddish in colored bottoms near the shoreline and fringes of the reefs.

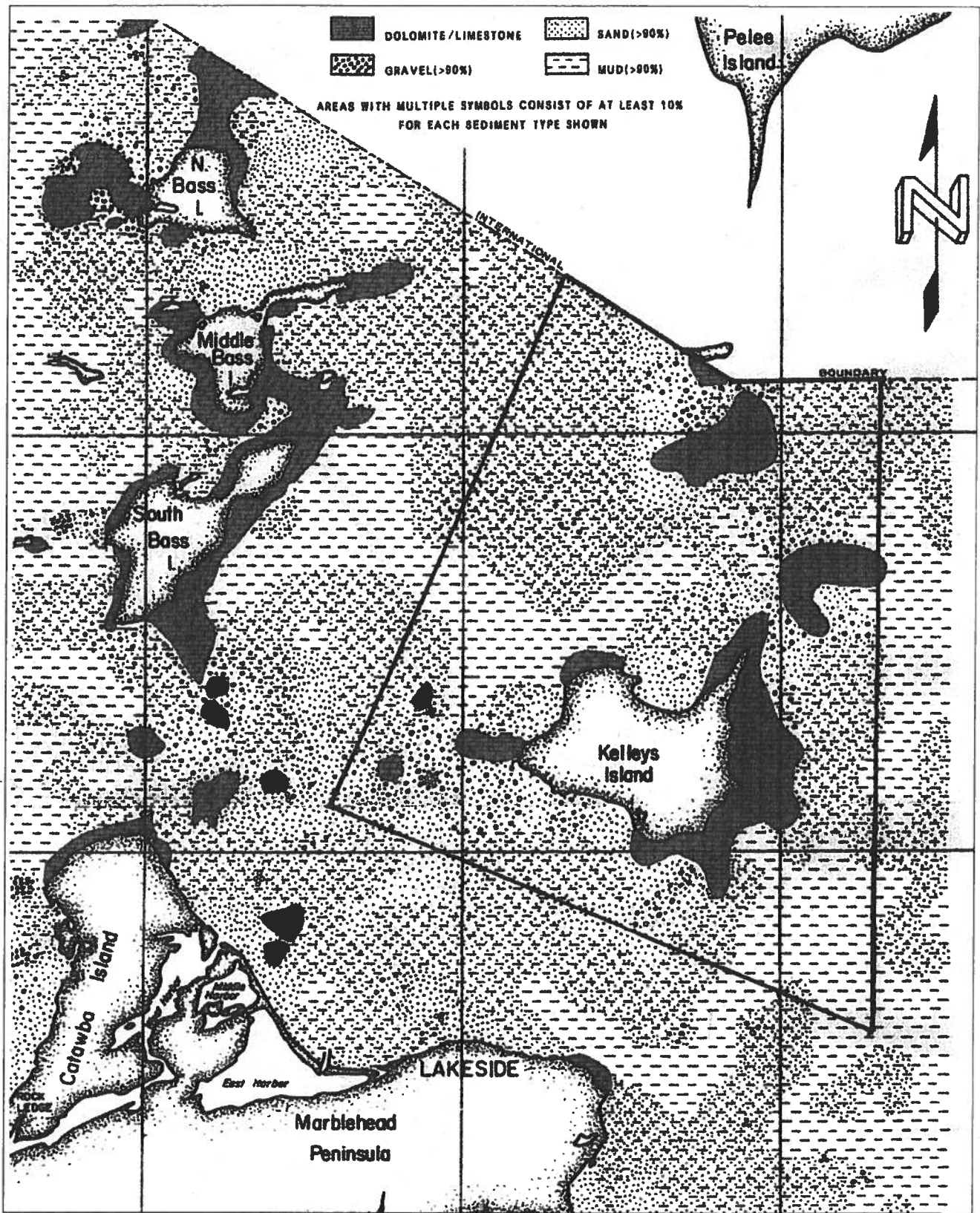
The more recent deposits are less consolidated and consist mainly of sand, mud (semi-fluid silt and clay particles), and organic deposits such as peat. Bedrock accounts for about 12% of the lake bottom; glacial till 2%; gravel 3%; sand 8%; sand and gravel mixture 10%; mud 20%; sand and mud mixture 45%. A detailed study of North Bay in 1988 showed that about 6% of the bottom was covered with boulders greater than 10 inches in diameter. Much of the bedrock area also contains a significant amount of rock rubble and various sizes of gravel. The nearshore lake bottom surrounding much of Kelleys Island consist of three

primary types: (1) glaciolacustrine clay, (2) shelving bedrock, and (3) mixtures of sand, gravel, cobbles, and boulders over rock or clay. Only the latter type appears to support abundant growths of submerged aquatic vegetation and only in protected areas such as North Bay or around shallow shipwrecks. The clay areas appear either too soft, erodible, or turbid while the rock outcrops are too smooth to permit adequate attachment for these plants.

WATER QUALITY

Using a Secchi disc is an easy but reliable way to gauge water clarity. Employed since 1865, this simple 8-inch metal disc painted in black and white quarters is lowered into the water until the observer can no longer distinguish its outline. The length of line from the water surface to the disc is then measured to determine the water's transparency. The past decade has seen a remarkable improvement in the clarity of Lake Erie waters. In the Island Region, typical underwater visibility was under 3 feet in the 1980s, largely due to turbidity caused by dense populations of floating algae and suspended sediment particles. Today, it is not unusual to observe submerged objects at a distance of 10 to 20 feet or more. This change was brought about by years of efforts to reduce phosphorus pollution and by the collective filtering of billions of zebra mussels that have recently colonized the lake's bottom. As the waters have become clearer and clearer, recreational divers have taken to the Lake in greater and greater numbers. Underwater exploration has become a popular sport, particularly with the lure of the up to 40 shipwrecks near Kelleys Island, many of them yet to be discovered and explored.

PROFILE OF LAKE ERIE SHIPWRECKS



Lake Erie bottom sediments in the vicinity of Kelleys Island (from Herdendorf 1980).

FLORA AND FAUNA

Flora. The shorelines of Long Point and in the vicinity of the North Bay quarry consist of shelving bedrock and limestone cliffs. This type of landform is known as an "alvar"—a horizontal limestone terrain, laid bare by glacial action, which is maintained as a natural opening by constant waves and ice scour, and characterized by rare plants capable of coping with this harsh environment. An endangered Ohio species, northern bog violet (*Viola nephrophylla*), and a threatened Ohio species, balsam squaw-weed (*Senecio pauperculus*), are found on the alvar, growing in a base that has been created by lichens and mosses. Between the two alvar locations lies North Pond, a 36-acre marsh that occupies a depression underlain by the non-resistant Lucas Dolomite. North Pond is separated from Lake Erie by a barrier beach, but is open to the Lake during periods of high lake levels and severe northeast storms. The marsh is a haven for migrating birds and home to the endangered aquatic plant, pond arrowleaf (*Sagittaria cuneata*).

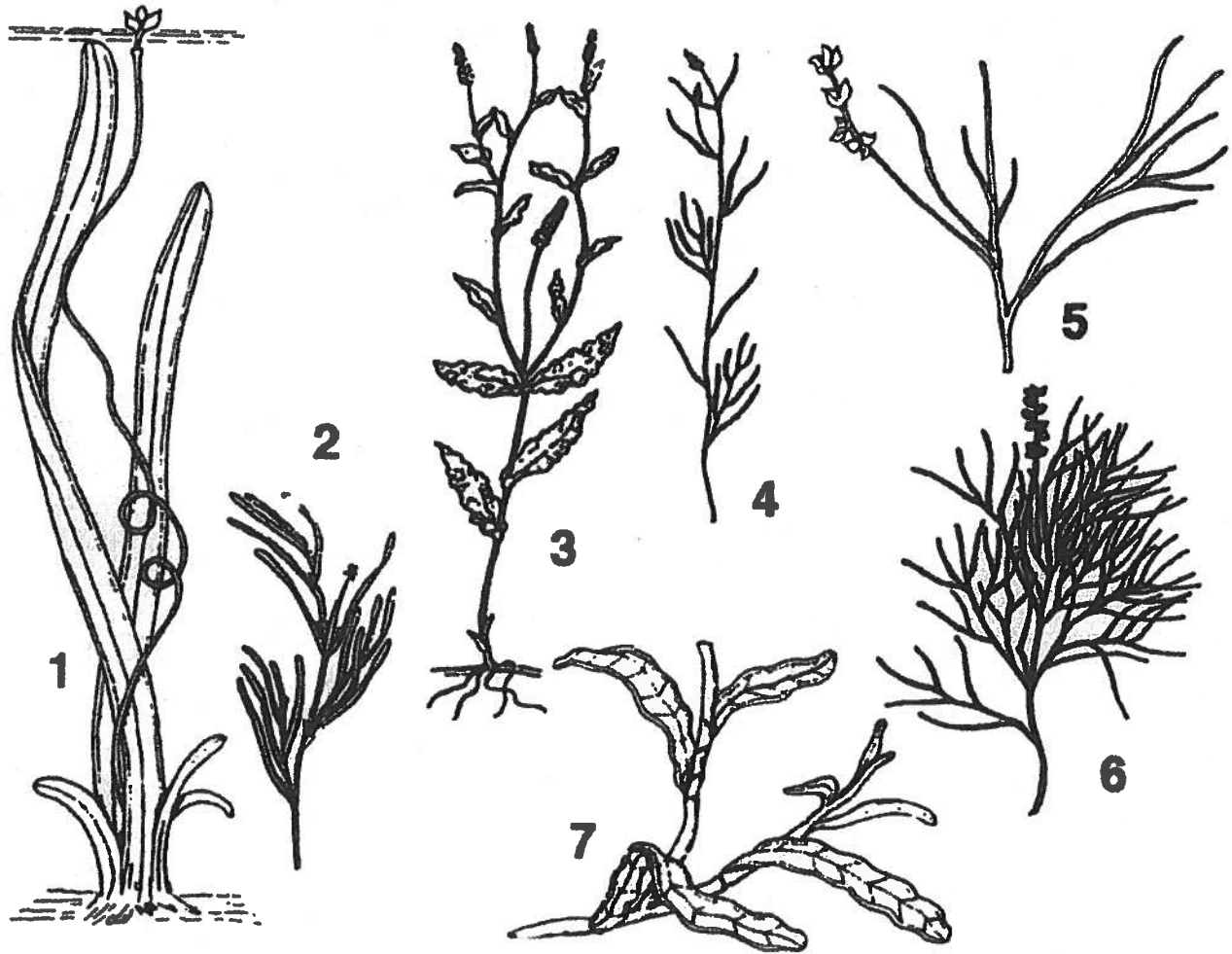
Aquatic botanists working in Lake Erie's Island Region in the early 1900s found that submerged plants occupied by far the largest segment of the aquatic vegetation; although not so conspicuous as floating leaves plants (such as water lilies), they covered a greater area and comprised the bulk of the plant biomass. Up to the mid-1900s the bottoms of bays and inlets, where water was not over 10 to 12 feet in depth, were almost completely covered with vegetation. A dramatic decline in the abundance of these plants was noted in the 1960s and 1970s. As the lake once again cleared, as a result of phosphorus reduction and zebra mussel colonization, attached submerged plants once again became abundant in the nearshore water of the islands. By 1998 most of the plant species reported by the early botanists had returned to the bays and protected shores. Currently they are perhaps more abundant and growing at deeper depths than in the first half of the century owing to the greater water clarity presently enjoyed by the lake.

In recent years the water clarity of western Lake Erie has improved to the point where sunlight now reaches to the crests of some of the reefs and the nearshore bottom with enough intensity to simulate the growth of submerged vascular (flowering) plants as well as algae. Off Kelleys Island, the attached green algae, *Cladophora glomerata*, is the dominant photosynthetic organism in the nearshore waters in late

spring and early summer, followed by short blades of wild celery (*Vallisneria americana*) offshore. By August this algae diminishes in importance and is replaced by several species of submerged flowering plants that can be observed in water up to 15 feet deep. Typically these plants grow attached to the bottom, but rarely protrude above the lake's surface.

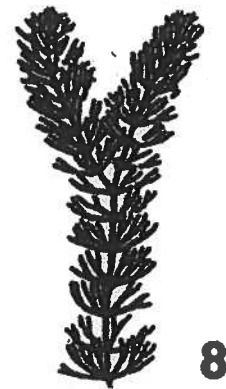
Offshore in North Bay, the bottom consists of silty sand mixed with gravel, limestone cobbles, and large glacial boulders. On this material, the remains of the *ADVENTURE* and *W. R. HANNA* lay. A thin layer of zebra mussels (*Dreissena polymorpha*) and quagga mussels (*Dreissena bugensis*) have colonized most of the exposed surfaces of the wrecks, and small freshwater sponges (*Eunapius fragilis*) in cracks and crevices. Patches of wild celery (*Vallisneria americana*) and coontail (*Ceratophyllum demersum*) abound at the sites, most of it 4 to 6 feet tall, as well as some thin growths of attached green algae (*Cladophora glomerata*). In protected areas around the Erie Islands, wild celery can form dense beds out to a depth of 8 feet (up to about 500 feet offshore) with occasional open areas within these beds. Other aquatic plants associated with the wild celery include water-milfoil, sago pondweed, small pondweed, and curly pondweed. Beyond 500 feet offshore the wild celery becomes much less abundant and is replaced by Richardson's pondweed and water star-grass. These plants can dominate to a depth of 12 feet at some 800 feet offshore.

Fauna. In addition to the zebra mussels and freshwater sponges mentioned above, many other bottom-dwelling invertebrates are found within the Preserve. Other noteworthy members of the bottom fauna commonly observed by divers on rock or gravel, especially areas with aquatic vegetation, include the rusty crayfish (*Orconectes*), busy sideswimmers (*Gammarus*), and several species of caddiflies (Trichoptera). On sandy bottoms the once common freshwater clams are greatly diminished but can still occasionally be observed. One species is particularly fascinating; the female pocket-book or fatmucket clam (*Lampsilis ventricosa*) is capable of extending and pulsating its mantle in such a way as to resemble an injured minnow. This activity attracts fish species such as bluegill, yellow perch, and smallmouth bass which increases the opportunity for juvenile clams (glochidia) to attach themselves to a host fish after they have been ejected from the parent. The larvae are released by the



AQUATIC PLANTS LISTED IN GENERAL ORDER OF ABUNDANCE:

- 1 Wild celery (*Vallisneria americana*)
- 2 Water star-grass (*Heteranthera dubia*)
- 3 Richardson's pondweed (*Potamogeton richardsonii*)
- 4 Small pondweed (*Potamogeton pusillus*)
- 5 Water-milfoil (*Myriophyllum spicatum*)
- 6 Sago pondweed (*Potamogeton pectinatus*)
- 7 Curly pondweed (*Potamogeton crispus*)
- 8 Coontail (*Ceratophyllum demersum*)



Common submerged aquatic plants inhabiting offshore areas near Kelleys Island
(courtesy of F. T. Stone Laboratory, The Ohio State University at Put-in-Bay, Ohio).

parent when its light sensitive spots are stimulated, such as by the shadow of a passing fish. The pollution sensitive mayfly (*Hexagenia*) has made a remarkable recovery in recent years. These burrowing mayflies are native to western Lake Erie and were abundant until the early 1950s when they disappeared for 40 years as a result degraded water and sediment quality. Nymphs are now recolonized the mud bottoms in the Island Region with typical densities of 5 per square foot. However, the soft bottoms of the Lake continue to be dominated by less sensitive organisms, including red worms (oligochaetes) and midge larvae (chironomids).

The islands and waters of western Lake Erie are utilized as a route and stopover site by waterfowl, shorebirds, raptors, and passerine (perching) birds. Mallards (*Anas platyrhynchos*), black ducks (*Anas rubripes*), and blue-winged teal (*Anas discors*) breed in nearby marshes. Sizable populations of great blue herons (*Ardea herodias*), great egrets (*Ardea albus*), black-crowned night-herons (*Nycticorax nycticorax*), double-crested cormorants (*Phalacrocorax auritus*) and several gulls (*Larus*) have established rookeries and nesting sites on the Sister Islands to the west.

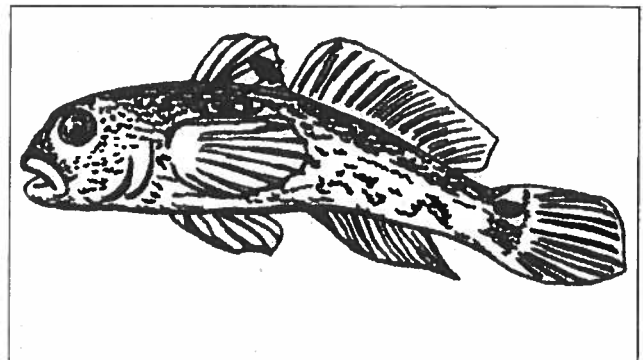
The western Lake Erie, and in particular the Island Region, has long been considered the most valuable fish spawning and nursery in the Lake. At least 95 species of fish have been reported from the waters surrounding the Erie Islands. This diversity and abundance of fishes for can be attributed to: (1) southernmost (warmest) position in relation to the other Great Lakes, (2) shallow, nutrient rich waters, and (3) variety of aquatic habitats, especially the rocky reefs and adjacent coastal wetlands. Many of the predator fish species of the Island Region, particularly walleye (*Sander vitreus*), smallmouth bass (*Micropterus dolomieu*), and white bass (*Morone chrysops*), rely on sight to find their prey. Efficient sight feeding, especially for large fish seeking moving prey, requires clear water to discern their prey at relatively long distances. The clear water found over the reefs and shoals provides such conditions. Also reefs also foster beds of aquatic plants and attached green algae, such as *Cladophora*, which harbor emerging insects and small crustaceans which attract small fish, usually shiners (*Notropis*) upon which walleye prey.

Research divers in western Lake Erie have reported walleyes lying motionless on rocky bottoms during daylight hours. This daily "resting requirement" also tends to concentrate walleye around the reefs and

shoals. The deeper mud bottoms with higher organic contents typically have lower oxygen levels. This is especially true during calm periods when currents and water mixing are diminished. Walleyes appear not to prefer mud bottoms as resting areas because of the lower oxygen concentration found there. Walleyes commonly spawn over rock, rubble, or gravel in streams tributary to large lakes, but in Lake Erie major spawning grounds occur on the reefs and shoals. These rocky projections are swept free of mud by breaking waves which might otherwise smother spawned eggs. Waves and currents acting on the reefs also simulate the riffle habitat of which may serve to attract walleyes to them. Once spawning begins on a particular reef, fry imprinting would favor continued utilization of the reef a returning population.

The fisheries resources are abundant surrounding Kelleys Island. Recent surveys by Ohio EPA in the nearshore waters of North Bay and off Long Point, indicate a greater than average number of species and a higher than average density of fish when compared with all sampling stations in the Erie islands. Some 25 species of fishes are commonly present. Smallmouth bass (*Micropterus dolomieu*) are found in greater density off Long Point than anywhere else in the islands. This inquisitive species, along with rock bass (*Ambloplites rupestris*) and yellow perch (*Perca flavescens*) are among the most common fishes on the shipwreck.

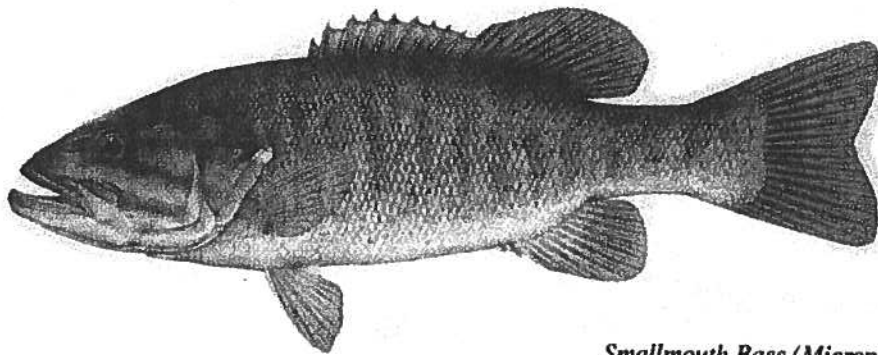
Recently round gobies (*Neogobius melanostomus*) have invaded the bottom waters of western Lake Erie and are frequently seen perched on rocks or darting away from an approaching diver. Kelleys Island and the nearshore waters are also home to a federally threatened reptile, the Lake Erie water snake (*Nerodia sipedon insularum*). These snakes can frequently be seen fishing for yellow perch and other species in North Bay.



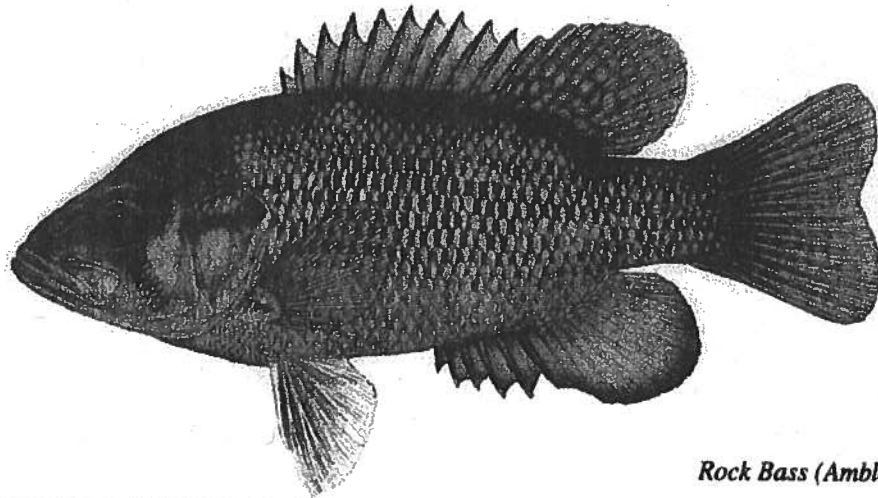
Round goby (*Neogobius melanostomus*).

COMMON LAKE ERIE FISHES IN THE VICINITY OF KELLEYS ISLAND

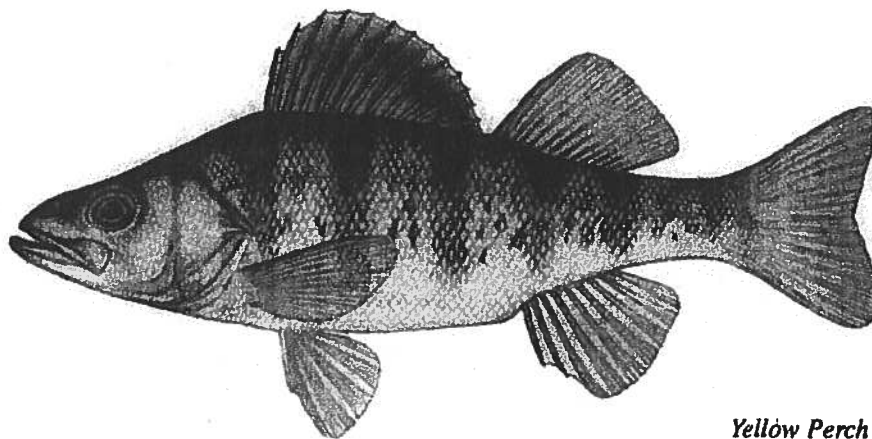
Common Name (Scientific Name)	Bottom species	Plant-habitat species	Sensitive species	Tolerant species	Open-lake species	Non-indigenous species
Gizzard shad (<i>Dorosoma cepedianum</i>)					X	X
Goldfish (<i>Carassius auratus</i>)				X		X
Common carp (<i>Cyprinus carpio</i>)				X		X
Carp x Goldfish (hybrid)				X		X
Emerald shiner (<i>Notropis atherinoides</i>)					X	
Spottail shiner (<i>Notropis hudsonius</i>)					X	
Mimic shiner (<i>Notropis volucellus</i>)			X			
Shorthead redhorse (<i>Moxostoma macrolepidotum</i>)			X			
Brown bullhead (<i>Ameiurus nebulosus</i>)	X			X		
Channel catfish (<i>Ictalurus punctatus</i>)	X		X			
Stoneyhead madtom (<i>Noturus flavus</i>)			X			
Brook silverside (<i>Labidesthes sicculus</i>)			X			
White perch (<i>Morone americana</i>)					X	X
White bass (<i>Morone chrysops</i>)					X	
Rock bass (<i>Ambloplites rupestris</i>)					X	
Pumpkinseed sunfish (<i>Lepomis gibbosus</i>)		X				
Bluegill (<i>Lepomis macrochirus</i>)		X			X	
Smallmouth bass (<i>Micropterus dolomieu</i>)					X	
Largemouth bass (<i>Micropterus salmoides</i>)		X				
Greenside darter (<i>Etheostoma blennioides</i>)	X					
Fantail darter (<i>Etheostoma flabellare</i>)	X					
Yellow perch (<i>Perca flavescens</i>)	X	X			X	
Logperch (<i>Percina caprodes</i>)	X					
Walleye (<i>Sander vitreus</i>)					X	
Freshwater drum (<i>Aplodinotus grunniens</i>)					X	
Round goby (<i>Neogobius melanostomus</i>)	X			X		X
Mottled sculpin (<i>Cottus bairdi</i>)	X				X	



Smallmouth Bass (Micropterus dolomieu)



Rock Bass (Ambloplites rupestris)



Yellow Perch (Perca flavescens)

Common game fishes on Kelleys Island shipwrecks (courtesy of Ohio Division of Wildlife).

ACKNOWLEDGMENTS

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Dr. Herdendorf is Professor Emeritus of Geological Sciences and Zoology at The Ohio State University. He started his Great Lakes career as a geologist with the Lake Erie Section of the Ohio Geological Survey in 1960, then joined the faculty of The Ohio State University in 1971 where he was the founding director of the Center for Lake Erie Area Research (CLEAR) and the Ohio Sea Grant College Program; from 1973 to 1988 he also directed the Franz Theodore Stone Laboratory, Ohio's biological field station on Lake Erie at Put-in-Bay.

Dr. Herdendorf is a certified geologist, fisheries scientist, and underwater archaeologist; he served as science coordinator of the SS *CENTRAL AMERICA* Project, a 5-year expedition to explore the 1857 shipwreck of a gold-rush steamship that sank in a hurricane nearly 200 miles off the Carolina coast, in water 8,000 feet deep! He teaches courses in oceanography, marine biology and geology, Great Lakes studies, and nautical archaeology. He currently serves as trustee of the Great Lakes Historical Society and coordinator of its Peachman Lake Erie Shipwreck Research Center in Vermilion, Ohio. He also operates a Great Lakes and oceanographic consulting firm, EcoSphere Associates, located at Garfield Farms in Sheffield Village, Ohio.

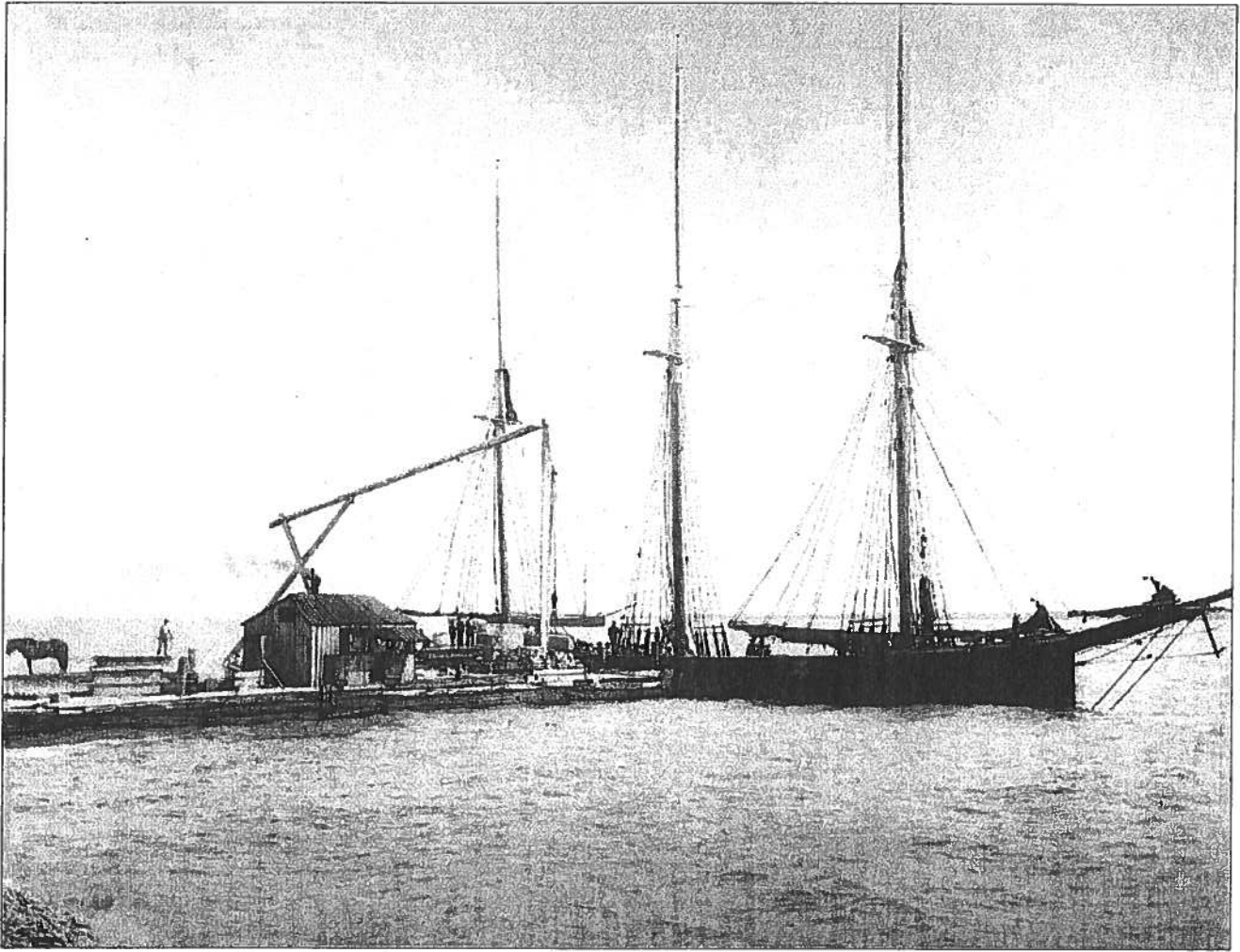
LINDA L. PANSING

Ms. Pansing is a technical specialist at the Ohio Historical Society, Archaeology Collections Department in Columbus, Ohio, and Staff Archaeologist for the Peachman Lake Erie Shipwreck Research Center at the Inland Seas Museum in Vermilion, Ohio. A scuba diver since the 1980s, she started along her career path by attending workshops in underwater archaeology. After years of interest in underwater archaeology, she received her B.A. in anthropology/archaeology and history from The Ohio State University in 1999. Ms. Pansing participated in an underwater archaeology team from Florida State University that discovered seven Paleo-Indian sites which are located 8 miles into the Gulf of Mexico.

Linda Pansing has served as an instructor for several Nautical Archaeology Workshops offered by the Great Lakes Historical Society in conjunction with Firelands College of BGSU; Ohio Department of Natural Resources, Ohio Historical Society; and Ohio Sea Grant College Program. Through these workshops, she has organized a volunteer group of divers, known as MAST (Maritime Archaeological Survey Team), which has mapped 3 Lake Erie shipwrecks in the vicinity of Kelleys Island: *ADVENTURE*, *W. R. HANNA*, and *F. H. PRINCE*, the only archaeological sites to be designated in the Ohio waters of Lake Erie.

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The H. G. CLEVELAND, a 3-masted, 132-foot-long schooner, loading large blocks of dimension stone at the south dock of Kelleys Island, circa 1875 (courtesy of Georgann and Michael Wachter). On the evening of August 12, 1899 the H. G. CLEVELAND departed Kelleys Island with 515 tons of flux stone taken from the island's quarries and bound for the steel mills of Cleveland. Approaching Cleveland Harbor, the 32-year-old schooner developed a leak. Despite desperate efforts by the crew to pump water from the hold and an attempt by the tug MATHAM to tow her safely to harbor, at 7:00 A.M. on August 13th, her decks swamped and she sank in 55 feet of water about 4 miles off Lakewood, Ohio. Her crew, sensing the final demise, lept to the tug just as the schooner disappeared. Her stone cargo can still be seen on the lakefloor pierced by her massive centerboard.