



Lake Erie SHIPWRECKS & MARITIME TALES OF THE LAKE ERIE COASTAL OHIO TRAIL

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

• Herman Melville, "Moby Dick," 1851

Lake Erie is the shallowest of the Great Lakes, averaging just 62 feet compared to the 483-foot average depths of Lake Superior. These shallow waters, along with the lake's network of shoals and reefs, make navigation a challenge in good weather and dangerous when storms roll in, often with little warning. Because of this, more than 1,700 shipwrecks lie at the bottom of Lake Erie, only 277 of which have been found.

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

Lake Erie Islands Region

1 F.H. Prince

During routine sand dredging on Aug. 8, 1911, an engine aboard the F.H. Prince burst into flames near Kelleys Island. Four other sand suckers tried in vain to save the Prince by dousing her with water, but on Aug. 14, the smoldering wreck ignited again and was lost. The captain and his crew of 18 survived.

Latitude: 41 36.240

Longitude: 82 40.520

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

Year Built/Location: 1890, Detroit, Michigan

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

2 Adventure

On Oct. 7, 1903, the Adventure sailed from Sandusky to Kelleys Island to load limestone. While the crew loaded its cargo, the Adventure caught fire. A tugboat towed the burning Adventure approximately 200 feet from the island's wooden dock, saving the dock and a schooner nearby.

Latitude: 41 37.088

Longitude: 82 40.871

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

Year Built/Location: 1875, Detroit, Michigan

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

3 W.R. Hanna

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

Latitude: 41 39.03

Longitude: 82 41.06

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

Year Built/Location: 1857, Sandusky, Ohio

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

4 Success

From 1857 to 1869, the British government used the Success to house prisoners in Geelong, Australia. In 1910, the vessel was converted to a tourist attraction, advertised as a "convict ship." Success spent the next 29 years touring the world, including 20 years in North American waters. A Port Clinton businessman purchased the Success and ran her aground while towing her from Cleveland to Port Clinton. Vandals set her on fire July 4, 1946.

Latitude: 41 31.319

Longitude: 82 54.703

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

Year Built/Location: 1840, Moulmein, India

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

5 Isabella J. Boyce

The Isabella J. Boyce grounded herself on East Point Reef, just off Middle Bass Island, on June 6, 1917. She caught fire and now lies scattered in 10 feet of water.

Latitude: 41 41.831

Longitude: 82 46.507

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

Year Built/Location: 1889, Manitowoc, Wisconsin

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

Lorain and Vermilion Region

6 City of Concord

This vessel had a lifetime of mishaps. Built in 1868 as a passenger steamer,

she survived at least four collisions, seven groundings, and three onboard fires. On Sept. 29, 1906, City of Concord left Cleveland loaded with coal for St. Clair, Michigan, when she encountered gale-force winds west of Huron. She sprang a leak at 8:30 p.m., and her pumps couldn't keep up with the flooding. A yawl boat was lowered and the crew commanded to abandon ship. Two crew members refused to abandon the vessel and perished in the storm.

Latitude: 41 32.730

Longitude: 82 32.808

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

Year Built/Location: 1868, Cleveland, Ohio

Diving Specifics: The City of Concord lies upright in approximately 40-45 feet of water. You can view a rudder, engine, boiler, windlass, chain, decking, and a relatively intact hull.

7 Morning Star

Morning Star was enroute from Cleveland to Detroit when it collided with the bark Cortland on Saturday, June 20, 1868. Both vessels sank, the Morning Star plummeting within 15 minutes. Around 3 a.m., the R.N. Rice arrived on the scene and rescued passengers and crew from both ships. A reported 30-45 lives were lost on the Morning Star, as well as five crew members from the Cortland. That summer, Morning Star was raised with the intention to tow her to shore for repairs, but after traveling only 8-10 miles, she sank to her final resting place approximately 8 miles north of Lorain.

Latitude: 41 36.812

Longitude: 82 12.53

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

Year Built/Location: 1862, Trenton, Michigan

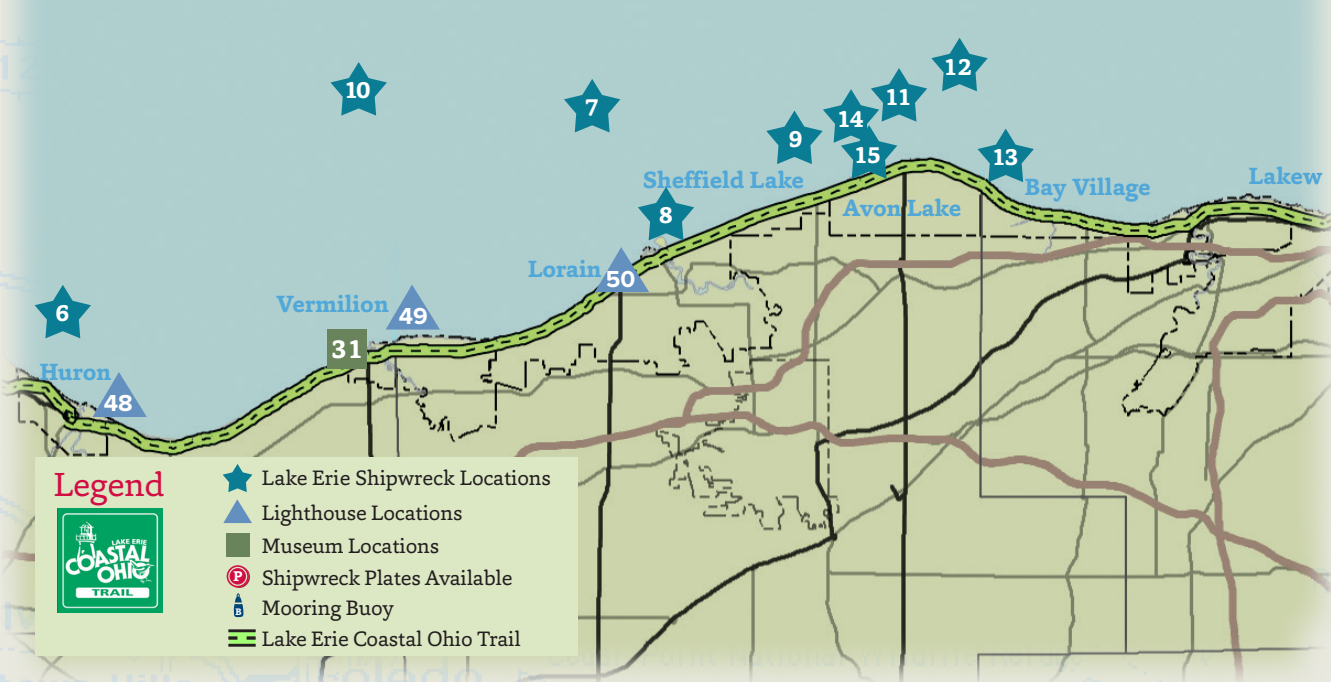
Diving Specifics: Much of the debris sunk into the soft bottom in approximately 60 feet of water. Portions of the paddlewheels, the large boiler, decking, timbers, and the walking beam are the most prominent artifacts.

8 Sarah E. Sheldon

On Sept. 17, 1905, Capt. James Garant ran the steamer ground on Lake Huron. Assuming no further damage, Garant instructed his crew to lighten the load. On Thursday, Oct. 19, the coal-laden Sheldon left Cleveland headed for Huron. Midway between Rocky River and Avon Point, the chief engineer reported the vessel was "leaking worse than usual," indicating that damage had probably occurred earlier with the Lake Huron incident. Seeking safe harbor, the steamer headed for the closest shore and struck a sandbar about 1,000 feet from the beach and four miles east of Lorain. Attempting to reach help, Garant tied the whistle cord so it would continuously blow and hoisted a red tablecloth on the mast. Crew members clung to the mast after the vessel's lifesaving yawl, along with two crew members, was lost in the storm. Remaining crew members were rescued six hours later by the Cleveland Lifesaving Station and the tug Kunkle Brothers.

Latitude: 41 29.737

Lorain-Vermilion



Latitude: 82 06.676

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

Year Built/Location: 1872, Lorain, Ohio

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

9 Hickory Stick

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

Latitude: 41 32.299

Longitude: 82 06.241

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

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

Diving Specifics: Divers can find the crane, boiler, and hull, although most of the wreck is scattered.

10 Anthony Wayne

One of the oldest shipwrecks on Lake Erie, Anthony Wayne left Toledo on April 27, 1850, bound for Buffalo, picking up passengers and cargo in Sandusky before heading toward Cleveland.

Just after midnight on April 28, approximately eight miles offshore Vermilion, two starboard boilers exploded. The vessel, which carried approximately 80-100 passengers and crew, sank bow-first in 15 minutes. Eleven passengers and crew escaped in a yawl boat to Vermilion, where they were able to secure a schooner to return to the site to assist others still adrift. An estimated 38 passengers lost their lives.

Latitude: 41 31.668

Longitude: 82 23.092

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

Year Built/Location: 1837, Perrysburg, Ohio

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

11 The Craftsman

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

Latitude: 41 31.938

Longitude: 82 00.370

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

Year Built/Location: 1921, Cleveland, Ohio

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

12 Sand Merchant

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

Latitude: 41 34.431

Longitude: 81 57.520

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

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

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

13 Two Fannies

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

Latitude: 41 33.850

Longitude: 81 55.280

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

Year Built/Location: 1862, Pishtigo, Wisconsin

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

14 Ivanhoe

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

Latitude: 41 33.312

Longitude: 82 02.824

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

Year Built/Location: 1848, Irving, New York

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

15 Alba B.

The Alba B. sank Nov. 1, 1917, off Avon Lake. Like many shipwrecks, the cause is not clear. Speculations include running aground in shallow waters after her crew mistook amusement park lights for Cleveland, as well as being forced to beach after having sprung a leak traveling from Sandusky to Cleveland.

Latitude: 41 30.769

Longitude: 82 01.923

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

Year Built/Location: 1890, Buffalo, New York

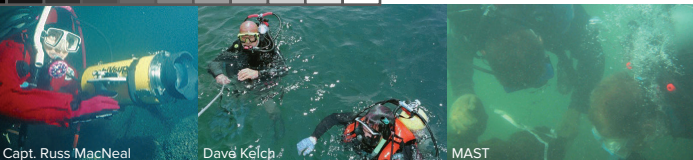
Diving Specifics: Waves and ice scour have taken their toll over the years. Scattered remains, including some timbers, planking, the steam boiler, and other various engine parts, lie in 10-12 feet of water on a bottom of mostly sand, rock, and gravel. The boiler can be a navigation hazard when water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

Get more information about the Lake Erie Coastal Trail's more than 300 historical sites and natural areas by visiting LakeErieCoastalOhio.com and more detailed shipwreck information by visiting Ohio Sea Grant's ohioshipwrecks.org



L A K E E R I E





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Dave Kélp

MAST

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Cleveland Region



Cleveland Region

16 Dundee

Built in 1893, the Dundee was en route from Duluth to Ashtabula with a load of iron ore, in tow of the steamer John H. Glidden. On Sept. 11, 1900, gale-force winds caused the tow ship to free the Dundee to save itself. After losing the ship's rudder, the captain and crew climbed onto the rigging and lashed themselves onto the masts. The ship's cook was lost. The remaining six crew members were rescued.

Latitude: 41 41.333
Longitude: 81 50.632
Dimensions: 211-foot length, 35-foot beam, 16-foot depth

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

Diving Specifics: The Dundee sits upright in approximately 68 feet of water about 14 miles north-northwest of Cleveland. This is one of the most complete shipwrecks in the central basin of Lake Erie, with much of her hull and decking intact. Her cargo hatches are open and often entered by advanced divers.

17 Pidgeon, Jr.

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



Latitude: 41 35.316
Longitude: 81 58.597
Dimensions: 221-foot length, 36-foot beam, 14-foot depth
Year Built/Location: 1875, Detroit, Michigan
Diving Specifics: The wreck lies on its port side with the stern almost upside-down. Divers can view much of its lumber cargo, a huge propeller, and engine. This wreck is for advanced divers.

18 Cleveco

For an account of the disaster, please refer to the listing for the Admiral.

Latitude: 41 41.468
Longitude: 81 36.006
Dimensions: 260-foot length, 43-foot beam, 25-foot depth
Year Built/Location: 1913, Lorain, Ohio

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

19 Mecosta

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

Latitude: 41 31.854
Longitude: 81 52.998
Dimensions: 281-foot length, 40-foot beam, 20-foot depth
Year Built/Location: 1888, West Bay City, Michigan
Diving Specifics: This wreck is in a heavy boating area. Divers can view a Victorian bathtub.



20 Duke Luedtke

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

Latitude: 41 41.628
Longitude: 81 57.654
Dimensions: 68.7-foot length, 17-foot beam, 11-foot depth
Year Built/Location: 1917, Cleveland, Ohio
Diving Specifics: This advanced diver wreck is intact, and the open pilothouse door allows penetration, but use caution. A plaque, commemorating the loss of U.S. Coast Guardsman Petty Officer 3rd Class Michael E. O'Neil during his attempt to rescue the crew is attached to the wreck.



21 Stephen F. Gale

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

Latitude: 41 44.451
Longitude: 81 52.919
Dimensions: 123-foot length, 24-foot beam, 10-foot depth
Year Built/Location: 1847, Chicago, Illinois
Diving Specifics: View a stove, mast, railings, pump, winch, windlass, and ladder.



22 Admiral

The tugboat Admiral left Toledo Harbor towing the tanker-barge Cleveco on Dec. 1, 1942. The Cleveco carried a wartime supply of crude oil. Just after midnight,

temperatures dropped below freezing, and visibility became so poor that crewmen from the Cleveco could no longer see the Admiral. At 4 a.m. on Dec. 2, Cleveco crewmen noted that the towline linking the barge to the tugboat was coming straight from the bottom of the lake. Left without any power of its own, the Cleveco called for help. When tugboats arrived to assist, the Cleveco could not be found. Fourteen lives were lost on the Admiral, while 18 were lost on the Cleveco.

Latitude: 41 38.243
Longitude: 81 54.198
Dimensions: 68.7-foot length, 17-foot beam, 11-foot depth
Year Built/Location: 1907, Manitowoc, Wisconsin
Diving Specifics: The stern is partially buried under silt and mud, with the smokestack along the port side in the muddy bottom. Although the pilothouse and engine room are diver accessible, experienced divers caution against penetrating the wreck without training and preparedness. Some artifacts removed from the Admiral prior to the 1991 Ohio Shipwreck Protection Act are on display at the Inland Seas Maritime Museum in Vermilion, Ohio.

Fairport and Ashtabula Region

23 Queen of the West

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

Latitude: 41 50.769
Longitude: 81 23.133
Dimensions: 215-foot length, 33-foot beam, 16-foot depth
Year Built/Location: 1881, West Bay City, Michigan
Diving Specifics: This deep wreck, settled at 71 feet, is recommended for advanced divers only. The bow is the most intact structure. Divers can find a huge engine, boiler, winches, chain, and the bow windlass. The midsection decking of the wreck is gone, leaving the hull open. This popular shipwreck is scheduled for mooring buoy placement by MAST.



24 North Carolina

This 81-foot tugboat sank Dec. 9, 1968, en route from Buffalo to Cleveland after springing a leak within its engine room. The North Carolina sank in 32 feet of water about two miles north of Mentor-on-the-Lake. Members of the U.S. Coast Guard rescued the captain and two crew members.

Latitude: 41 43.810
Longitude: 81 22.888
Dimensions: 81-foot length, 20-foot beam, 12-foot depth
Year Built/Location: 1908, Chicago, Illinois



Fairport & Ashtabula



25 John B. Lyon

On Sept. 12, 1900, the John B. Lyon encountered the remnants of a hurricane that had already destroyed Galveston, Texas. While the crew was below fixing a leak, a massive wave mounted the stern. The weight of the water, as well as her iron ore cargo, cracked the vessel and she sank quickly, leaving no time to launch lifeboats. Nine crew members were lost.

Latitude: 42 02.369
Longitude: 80 33.757
Dimensions: 256-foot length, 39-foot beam, 20-foot depth
Year Built/Location: 1881, Cleveland, Ohio

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



26 James Hay Reed

The James Hay Reed, built in 1903 in Wyandotte, Michigan, sank on April 27, 1944, after colliding with another vessel in dense fog about 20 miles north of Conneaut. Twelve lives were lost, as the ship quickly sank in 66 feet of water. Among those lost was the ship's cook, choosing to go down with the ship because his wife, who was also onboard, could not swim.

Latitude: 42 16.172
Longitude: 80 47.777
Dimensions: 448-foot length, 52-foot beam, 29-foot depth
Year Built/Location: 1903, Wyandotte, Michigan
Diving Specifics: The wreck is recommended for advanced divers, as she lies in 70-72 feet of water. Although dynamited for overhead shipping clearance shortly after the incident, there is quite a bit remaining to explore.

Explore Lake Erie's Lighthouses and Maritime Heritage Museums

The Lake Erie Coastal Ohio Trail national scenic byway offers a map linking 31 lighthouses and maritime museums. To receive a copy, visit LakeErieCoastalOhio.com.

Maritime Museums

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

Lighthouses

- 36-37. Manhattan Range Lights
38. Turtle Island Lighthouse
39. Toledo Harbor Lighthouse
40. West Sister Island Lighthouse
41. Port Clinton Lighthouse
42. Green Island Lighthouse
43. South Bass Island Lighthouse
44. Perry's Victory & International Peace Memorial
45. Wolcott Keeper's House
46. Marblehead Lighthouse State Park
47. Cedar Point Lighthouse
48. Huron Harbor Lighthouse
49. Vermilion Lighthouse
50. Lorain Breakwater Lighthouse
51. Cleveland West Breakwater Lighthouse
52. Great Lakes Science Center
53. Cleveland East Pierhead Lighthouse
54. Cleveland Harbor East Entrance Lighthouse
55. Fairport Harbor West Breakwater Lighthouse
56. Ashtabula Harbor Lighthouse
57. Conneaut Harbor Lighthouse

Visitor Information:

Lake Erie Coastal Ohio Trail National Scenic Byway
LakeErieCoastalOhio.com
Greater Toledo Convention & Visitors Bureau
800.243.4667 dotoledo.org
Ottawa County Visitors Bureau
800.441.1271 shoresandislands.com
Sandusky/Erie County Visitors & Convention Bureau
800.255.ERIE shoresandislands.com
Lorain County Visitors Bureau
800.334.1673 visitloraincounty.com
Positively Cleveland
800.321.1001 positivelycleveland.com
Lake County Visitors Bureau
800.368.LAKE lakevisit.com
Ashtabula County Convention & Visitors Bureau
800.337.6746 visitashtabulacounty.com

Latitude and longitude locations are approximate and should not be used for navigation.

Sources for information, photographs, and locations include the Peachman Lake Erie Shipwreck Research Center, The Great Lakes Diving Guide by Chris Kohl, MAST, CLUE, local dive centers, private divers, Historical Collections of the Great Lakes, Bowling Green State University, Great Lakes Historical Society, Russ MacNeal of the Elyria Underwater Dive Center, and Jack Papes.

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

Maritime Archaeological Survey Team (MAST)
ohiomast.org

Cleveland Underwater Explorers (CLUE)
clueshipwrecks.org

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



Mooring buoys have been placed on seven Lake Erie shipwrecks by the Maritime Archaeological Survey Team (MAST). Shipwreck mooring buoys are removed in the fall and winter months. For information, visit OhioMAST.org.



Ohio Sea Grant has created underwater guides for three shipwrecks: the Adventure, W. R. Hanna, and F. H. Prince, developed in partnership with MAST. Packaged as a set, each plastic waterproof slate measures 9.5" x 6.25" and features a site map, schematic diagram, diving information, vessel data, and ship history. To order, contact 614.292.8949 or visit ohioseagrant.osu.edu.

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

Lake Erie SHIPWRECKS & MARITIME TALES

Diver information to explore shipwrecks and maritime heritage along the Lake Erie Coastal Ohio Trail



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