

Wreck Descriptions – Lake Erie, Eastern Basin, Recreational

Crystal Wreck - This is an unidentified wooden schooner that sank in 115' of water off Long Point, Ontario. It is completely intact except for its missing cabin, and the hull stands high off the bottom. The deck can be viewed at 90', allowing for a long bottom time. It features all its original equipment, including a windlass, anchor, capstan, winch, hand pump, deadeyes, and cargo hatches. The bowsprit juts out impressively high above the lake bottom. This wreck is also judged to be one of the best recreational wrecks in Lake Erie since it contains a wealth of other interesting artifacts. Seen on the wreck are its wheel, stove, dishes, a frying pan, a pair of spectacles, and one leather shoe.

Tradewind - This three-masted barquentine sank in 1854 off Long Point, Ontario, in a collision during a snowstorm. It sank in 120' of water, but it can be easily viewed swimming at 95'. It is actually more intact than the *Crystal Wreck* since its cabin is still in place - a rarity. The ship's wheel sits mounted at the top of the cabin, and the rudder is visible. All original equipment is in place, including two large wood-stocked anchors hanging off the railings, windlass, capstan, winch, and cargo hatches. The deck cargo of railroad iron is scattered on the deck like match sticks, and all its masts are lying parallel to the wreck on the bottom on the port side. This wreck has a wealth of details to examine and see - more than the bottom time will allow.

http://www.sea-viewdiving.com/shipwreck_info/lake_erie/tradewind.htm

George C. Finney - This is a wooden sailing vessel that sank in 1891 in 100' of water off Dunkirk, NY. Much of the decking is gone, but there is still a wealth of details to see. The highlight is the ship's wheel at the stern. The forward deck is intact along with the windlass, chain locker, starboard anchor, hand pump, and winch. The centerboard box, cargo hatches, deadeyes, and belaying pins are also present.

Niagara - This is a wooden steamer that sank in 1899 in 90' of water off Dunkirk, NY. The sides have collapsed inwards and outwards, the decking is gone, and the hull is mostly empty except for a fallen winch amidships. However, the bow remains standing and has a large square tow bit, a fallen windlass, and a metal anchor hanging on the tilted forecastle deck. At the stern is a large engine and boiler, fallen rudder, and tools and dishes that have been placed there by divers.

Dean Richmond - This large wooden steamer sank in a terrible storm in 1893 with the loss of its entire crew. It was rumored to be a treasure ship that Gary Kozak spent nearly 10 years searching for, but no treasure was found when it was finally located. It lies upside down in 110' of water near the Penn.-NY state line. Its large relief allows the wreck to be easily viewed at 90', and it can be circumnavigated in one dive. Despite being upside down, there is a lot of debris to examine and see. The mast can be seen stuck upside down vertically into the

bottom, and many salvage holes in the hull allow peering into the interior. The mooring line is located at the stern where the rudder, one propeller, and one empty prop shaft can be seen. The second propeller was removed by salvagers.

Indiana - This wooden barquentine is also called the *Stone Wreck* because of its sandstone cargo from Buffalo, which eventually helped to identify it. It sank near Erie, PA, in 95' of water. The stone cargo litters its deck, which is collapsed at the bow. The rudder post is standing, and various equipment items can be seen scattered about the deck and collapsed areas. Several cargo hatches are intact, and deadeyes can be seen on the railings. Although not large or highly intact, this wreck is considered a pleasant, enjoyable dive with many details to see and explore.

Boland - This large steel freighter sank in a storm in 1932 off Barcelona, NY. It is lying on its starboard side in 135' of water, but its large relief allows the port gunwale to be in only 100' of water. This is a huge wreck that cannot easily be seen in just one dive. The rudder and propeller are easily seen at 90', and the stern section - where the mooring is located - offers a view of the cabins, deck equipment, and the beginning of its cavernous cargo holds. Adventurous divers will swim the length of the wreck to also view the bow with its officer's cabins and wheelhouse, but there is plenty to see and do just at the stern.

Betty Hedger - This wooden barge sank during a storm in 1937 off Barcelona, NY, in 115' of water. Its cargo was sulfur, which is in a huge pile at the center of the wreck. The wreck used to be called the *Sulfur Barge* before it was identified. The large cargo hatch frames, bow deck, and parts of the stern's cabin are still standing high off the bottom at 90'. The whole structure is supported by teetering on a series of center posts down the middle of the ship, and the sides of the barge have fallen outwards. The bow deck contains a small Navy-style anchor, winch, capstan, and navigation light. The cabin still contains its portholes with screens installed. The area around the wreck is also scattered with all sorts of interesting debris to examine, making for a pleasant dive.

Acme - This wooden steamer sank in 1867 in 130' of water off Dunkirk, NY, with no loss of life after springing a leak. The most unique feature is the two 15'-high hogging arches that run the length of the ship along the port and starboard sides. This was a common structural reinforcement in the early days of steamers. The hull is mostly sunken into the silt, but the deck and its features are still visible, including a windlass and hatch openings. All cabins and superstructure were blown off during its sinking and are missing. Visible at the stern are its boiler and engine.

Carlingford - This excellent wooden schooner wreck sank in 1881 in 95' of water off Dunkirk, NY, after colliding with the freighter *Brunswick*, which also sank several miles away. It stands 5'-10' high off the bottom and still shows the point of collision near its bow. Its masts and cabin are missing, but the deck and hull

are completely intact. The deck contains a capstan, windlass, pumps, five rails, and many other interesting details. An anchor also exists on the bottom next to the wreck. The wreck allows easy penetration for those who would like to look inside.

J.G. McGrath - This wreck is also called *Stone Wreck #2*. It was a wooden schooner that sank in 1878 in 85' of water during a violent storm while carrying a load of stone. The cabin is missing, the deck is mostly collapsed, and the structure is split from the weight of the stone. However, it still offers nice details and equipment to view. It also features an impressively long bowsprit that has falls down into the bottom from the bow.