

UNITED STATES LIGHT-HOUSE ESTABLISHMENT.

JOURNAL OF SHIPWRECKS

AT THE

PRESQUILE, PA. 1879 to 1904

LIGHT-STATION.

ERIE, PA.

INSTRUCTIONS.

The Journal of Vessels which passed by or in the vicinity of the Lights, must be kept according to the form, by noting in the proper column, at the close of each day, from the log slate, the number of the different classes of vessels which have passed during the preceding 24 hours.

A quarterly return must be made to the inspector of the district, by filling the blanks in the printed form, which will be transmitted to him with the other quarterly returns required to be made by the regulations of the Light-house Establishment.

By order:

THORNTON A. JENKINS,
Secretary Light-house Board.

OFFICE LIGHT HOUSE BOARD,
Washington.

JOURNAL OF SHIPWRECKS in the vicinity of the Light-Station

at Presque Isle Erie Pa.

DATE.		Nationality and kind of vessel.	Name of Master.	No. of crew and passengers.	Cargo.	Where from.	Where bound.	No. of crew and passengers lost.	No. of crew and passengers saved.	REMARKS, Showing what assistance was afforded from the Light; cause of wreck; when the vessel was first seen and if the light was seen by any person on board the wreck.
Year and month.	Day.									
1879 November	20	Schooner two Masted Nationality not known Canadian	not known John Malloy of Kingville Ont	not known 8	coal R.R. ties	not known	not known	all	none	No assistance was afforded from this Light. The cause of the wreck is not known, the vessel was not seen from this Light at all, and it is not known whether this Light was seen on board the wreck or not. as the crew were all lost. Nov 26/79 It has been found that the cause of the wreck was that it became waterlogged and unmanageable off Long Point Canada and was abandoned by the crew in their yawl who finally reached Port Rowan in safety.
November 1883	15	American Steam Barge	John L. Pope	14	hard coal	Buffalo	Chicago	none	all	No assistance was afforded from this Light the cause of the wreck was it was blowing and snowing a gale from the north west and I do not know whether this Light was seen or not. The barge was first seen from this station about 11.0 AM being up the lake and at 4.35 PM it was seen passing down and struck about 5.00 PM I saw these signals of distress at 7.45 PM and before I could render any assistance or notify the life saving crew they were on their way to assist them they took the crew of with their surf boat and landed them safely. The Barge has been released and is now in port she sustained very little if any damage she went ashore about half way between the station and the Bacon Light Station on the north East shore of the peninsula.

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1892 July	15	American Schooner Plow Boy	J. McCarthy	6	none	Buffalo	Ashtabula	none	all	This Schooner was first seen about 2 P.M. going up the lake with a light breeze and a heavy S.W. gale sprung up towards evening and she turned back and was trying to make Erie harbor for shelter about half past nine when she ran a shore half a mile east of this Station as being a small Schooner she run high and dry so the crew was able to get a shore with their own help this Light was seen plainly by all hands aboard crew was sheltered and fed in this Station one night.
Sept. 1896	4	American Schooner Bertha Winnie	John Parker	3	stone	Cleveland	Erie	none	all	The Schooner capsized about three-quarters of a mile north of the entrance of the harbor and was not seen from this station the crew was picked up by the tug M.E. Carter
July 1903	11	American Sloop	E.L. Richards	2	none	Erie	Ashtabula	none	all	The sloop stopped at this station at 5 a.m. to wait a more favorable wind to proceed on their way to Ashtabula. And at 7:30 a.m. a sudden wind and rain squall came up from the N.W. which soon shifted to the N.E. There being no lee here the boat began pitching badly against the dock. Seeing the danger to the boat the keeper at once proceeded to rig blocks and tackle and with the assistance of the boat's crew succeeded in drawing the boat out of reach of the surf, saving the boat from certain destruction against the pier. The two persons from sloop were supplied with dry clothing, hot coffee etc. and at 11 a.m. the wind and sea

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										Having moderated, the keeper assisted them to launch their boat again and they proceeded on their way to Ashtabula. This light was plainly seen by both persons on board the sloop.
October 1903	15th	American Gasoline Yacht	Kelly	3	none	Erie	Cleveland	none	all	A thirty foot gasoline yacht. The engine became disabled and the boat was beached about two miles west of this station. The Capt. reported the matter to keeper who telephoned to the Life saving crew. They responded promptly and released the boat without further damage.
November 1903	2nd	American Propeller "Bransford"	Quinn	-	Iron ore	Erie		none	all	Str. "Bransford" stranded during a heavy fog 1 1/4 miles west of this station at 5:30 am. released at 8:00 clock P.M. of same day, without damage.
1904 August	5	Sailboat Not known		2	Light	Erie	Erie	none	two	While keeper was crossing Misery Bay on the afternoon of Aug. 5th he discovered two men clinging to bottom of their sailboat which had capsized in a sudden squall. Keeper hastened to their aid, assisted them into his boat, and landed them at pier near Life Saving station. Their boat was later picked up by the Life Saving crew. It sustained little or no damage.
September	22	Fish Tug		2	Light	Ashtabula	Erie	none	all	The ^{gas} fish tug "Ping Pong" became disabled 1/2 mile N.W. of this station. Keeper saw their signal of distress and telephoned to the Life Saving crew who responded.

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