

# Ports and Portholes

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Conneaut Lighthouse



Ashtabula Lighthouse

# Saving Those in Peril on the Inland Seas

## Conneaut Lighthouses: Selected Stories in Their Own Words, Numbers, and Pictures



Conneaut Light Station in the mid-1800s which served as the home of the Light Station Keeper. A tower at the northeast corner of the house held the first oil

lighthouse. The brick building in the background the automatic controls which operated the light and foghorn on the break wall at the entrance of the outer harbor which was used in recent years prior to 1972.

In his history of Conneaut Harbor, Conneaut historian Raymond H. Welsh noted that Conneaut Harbor contained a lighthouse as early as 1837, with W.W. Woodward as its keeper. In 1846, the harbor was described as an important shipping port "with a pier with a light house on it, two forwarding houses and eleven dwellings."

### Conneaut Lighthouse in the Beginning

- Established in 1835. Rebuilt in 1858, 1875, 1897.
- Appropriated by act of Congress for a beacon light on pier at Conneaut River, Ohio, June 30, 1834, \$2,000
- For erection of a dwelling for the keeper of Conneaut light. March 3, 1871, \$4,000
- For a new beacon at Conneaut light station, Lake Erie June 23, 1874, \$4,000

Report of Lieut. C.T. Platt, U.S.N., to the Secretary of Treasury. Geneva,  
New York

November 26, 1838

Conneaut River Beacon, Lake Erie, State of Ohio. This beacon, situated at the outer end of the piers forming the entrance to the harbor is built of wood, and is lighted with four plain lamps. There are not deemed sufficient; Winslow Lewis's patent lamps are, therefore, recommended to be substituted in their stead. Forty dollars, it is calculated, will supply the deficiency. With this exception, the beacon and materials furnished by the contractor are without fault.

Here I find it necessary to submit an estimate for a dwelling. The keeper has heretofore been under the necessity of renting a tenement at a cost of seventy-five-dollars per annum to the Government. A building one and a half story in height, measuring thirty-two by twenty-vie feet, so partitioned as to make two rooms, with a bed-room and larder on the first floor, and two arched rooms on the second floor with a good cellar, may be built for one thousand dollars, of stone or brick, under contract. The necessary outbuildings, with fences, including a well of water, may be constructed for two hundred dollars. A lot of one-fourth of an acre can be purchased for the same amount, making a total cost for houses and appurtenances, with a lot, of fourteen hundred dollars.

This is an important and safe harbor. The piers will soon require rebuilding, and it will be economy in the Government to do it effectually, with stone. The harbor west of Conneaut is Ashtabula.

1894

Conneaut Pierhead, entrance to Conneaut Harbor, Lake Erie, Ohio

This light was moved to the outer end of the west pier as recently extended. It consists of a lens lantern, protected by a wooden housing or hood with glass front, at a height of 20 feet above water level, and supported upon two oak timbers braced by iron rods.

Conneaut, entrance to Conneaut Harbor, Lake Erie, Ohio

This light was established in 1835 as a guide to vessels entering the harbor of Conneaut, and it was placed on the outer end of the west pier, the commerce of the place was not maintained, and the piers were allowed to decay and fall to ruin. In 1885, the pier was so much decayed that the beacon was insecure and it was removed to the bluff on shore. A new and extensive enterprise is now established at Conneaut, which will probably make it a leading port in the shipment of iron and

coal. The harbor is being improved at great expense, and lights to mark the entrance are not important. The old beacon upon the hill, which is of little use as a guide to the harbor or as a coast light, is now so far decayed, except as to the lantern, as to be unfit to the pierhead. It is therefore recommended that an appropriation of \$2,500 be made for the construction of a new beacon on the end of the pier, and for a second beacon near the shore to form the rear beacon of a range. The two beacons to be connected by an elevated walk to the west pier. When the range is completed, the present lights can be discontinued.

1897

Conneaut, Lake Erie, Ohio

This light was transferred to a beacon built near the shoreline on the west side of the entrance to Conneaut Harbor to form, with the light on the outer end of the pier, a range for approaching the entrance to the harbor. The light was first exhibited in the new tower on the night of March 1, 1897. The ell part of the keeper's dwelling was rebuilt two stories in height and general repairs were made throughout the other part. A driveway was made leading from the street to the barn. The cement walk was extended, and the lot was graded.

The original lighthouse was torn down in 1904 and the light installed in a 70-foot tower on the west pier of the harbor. The pier was extended and the "red light" as it was known, was moved to the new north end of the pier where a bell-tower lighthouse was erected. Later it was moved to a 500-foot break wall built of wood where schooners tied up.

The frame house built in the 1800s, the exact date being unknown, still overlooks the harbor. It was home for the lighthouse keeper who in the early years climbed a tower at the northeast corner of the house to tend the oil light which guided the men who sailed the lakes.

Although the tower holding that first oil beacon light is gone, the foundation of the tower may still be seen. Many years ago, an addition to the house was built on the south side of the structure, making it a double house. Families of the lighthouse keeper and his assistant occupied the dwelling.

A brick building at the back of the house held the remote-control system for the present lighthouse far out in the lake at the east end of the stone breakwater which ends on the west side of the outer harbor entrance. This lighthouse replaced one erected in 1917 and put in commission in 1921. The earlier one was not controlled from land.

The double house which has six rooms on either side, and the brick building which has been made into a modern apartment, plus the garage, is now owned by Richard



Gleason of Conneaut who remodeled the buildings last summer. The house had been boarded up since 1972, when the automatically controlled light and foghorn at Conneaut was put under the operation of the Ashtabula Coast Guard. The nation's lighthouses were formally under the Civil Service but were placed under the U.S. Coast Guard in 1939.

Among those most keenly interested in the changes which the lighthouse keeper's home has undergone is Mrs. Leigh Griswold. The former Mary Pfister is the daughter of the late Edward Pfister who was appointed "Acting Keeper" of Conneaut Light Station on February 28, 1904, and served in that position for 44 years, retiring at age 67. Mrs. Griswold was born in the local lighthouse keeper's home as was her brother, the late Edward A. Pfister, former editor of the Erie Times. Edward Griswold, former mayor of Conneaut, is a grandson of the former lighthouse keeper.

Edward Pfister began his career in November of 1892 at the Light Station on Presque Isle Pierhead, Erie. On December 23 of that year he received his formal notice of appointment sent by the U.S. Treasury Department Office of the Secretary in Washington D.C. His annual salary was \$400. With the transfer to Conneaut, which was a promotion, his salary was increased to \$450 a year. Serving as a lighthouse keeper in the early days took a great deal of courage. In 1922, Edward Pfister was officially recognized by the United States Government for his bravery when he saved the lives of six men, crew of the Lighter, Newman, which foundered near the lighthouse.

On January 10, 1922, the Great Lakes tug, Oregon, was towing the lighter barge Newman, and as it came near the lighthouse on the breakwater, about a half mile shore, a gale struck, and in the angry seas the cable to the tug snapped in two. Heavy snowfall made visibility impossible. The barge was washed toward the sharp-edged rocks of the breakwater. One man in the crew had reached the breakwater, and when the barge was driven against the rocks, the other five leaped to the wall. With high waves and freezing weather, their position was perilous. Edward Pfister, with the aid of his assistant at the lighthouse, lowered a skiff into the water. The power boats were on shore. Edward helped the six men down the left side of the icy stone breakwater, accomplishing this rescue two at a time until all six were in the lighthouse where Edward, his assistant, and the six-man crew were marooned two nights and a day before the storm passed.

Joseph Lasko, of Harbor Street, who began his career as Assistant Lighthouse Keeper in 1923, succeeded Pfister as the Keeper. Joseph retired in 1950 with 26 years of service.

Recently, the U.S. Coast Guard at Cleveland requested information on the history of the house which had been the old Conneaut Light Station. Joseph Lasko provided some facts and loaned his copy of a 1972 feature on the house and various lighthouses by Maxine Morgan. Howard Jeffords of Conneaut, a member of the Ashtabula County Historical Society had the story reproduced and sent this copy to the Coast Guard Officers. According to Howard Jeffords, it is believed that the buildings are eligible for listing in the National Register of Historical Places,

## Conneaut Lighthouse Clips

Conneaut Post Herald

January 13, 1897

### New Lighthouse Under Construction

The Old Lighthouse on the Hill Will be Abandoned.

Superintendent Seeley of the lighthouse construction department was here yesterday and active work on the inner beacon light has been commenced. When this light is perfected the old one on top of the hill will be moved to the new location. This new light will be about 75 feet high on an iron frame on a wooden foundation.

## Conneaut Lighthouse

Conneaut News Herald

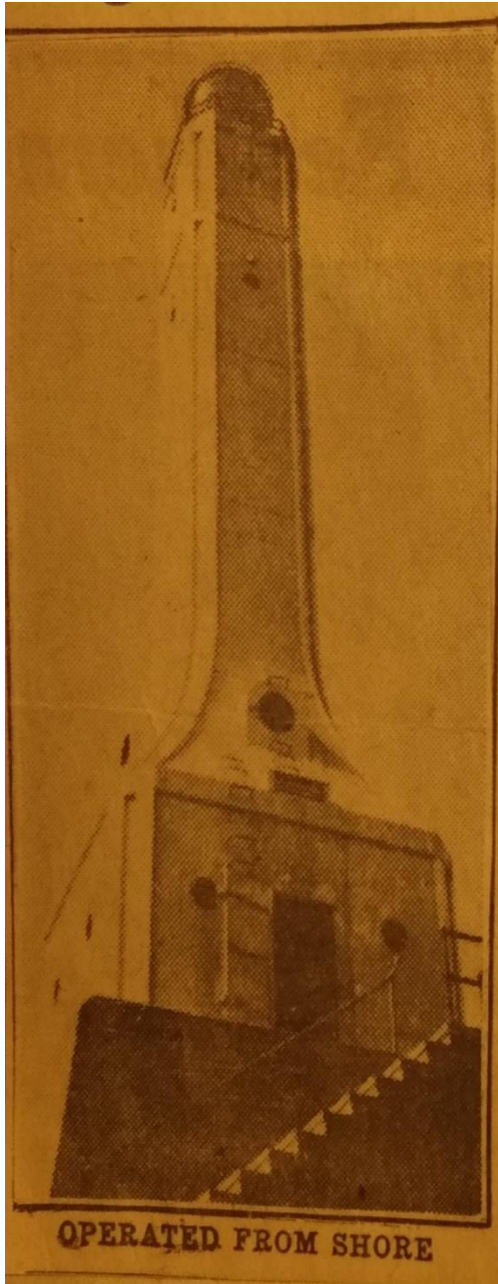
January 16, 1926

Edward Pfister, keeper of the Conneaut lighthouse at Conneaut Harbor, Frank Larose, First Assistant Keeper, and J.F. Lasko, Second Assistant were signally honored recently when they were accorded the Efficiency Pennant awarded each year to the lighthouse in each district coming up to every requirement in the way of inspection.

For the past two years, Mr. Pfister has worn an Efficiency Star and also will wear one this year.

There are only eight Efficiency Stars awarded in the district each year and only one Efficiency Pennant.

The Conneaut light is in the Tenth District.



## Conneaut's New Automatic Light Nearing Completion

Plain Dealer Special

Conneaut, Ohio. August 17, 1935

Towering 85 feet above the level of Lake Erie, Conneaut's new \$100,000 automatic shore-controlled lighthouse neared completion today.

Only the work of installing the control cable along the west break wall from the shore control station remains to be done and Captain Fred Barker of Buffalo, representing the United States Lighthouse Department, said that laying the cables would begin as soon as the Great Lakes Dredge & Dock Company completes the new west break wall.

Built on the pierhead of the west wall, the lighthouse replaces the \$125,000 light, constructed in 1917, which was blasted from the lake last year to make way for the modern unit, one of the few of its kind in the world.

The new lighthouse occupies considerably less space than its predecessor, because all of the heavier mechanisms, with the exception of a small dynamo and air compressor, are located in the shore station.

The job of operation the modern unit from the shore plant will be placed in the hands of Ed Pfister, veteran lighthouse keeper here.

Captain Barker declared that the new unit probably would be placed in operation late next month.



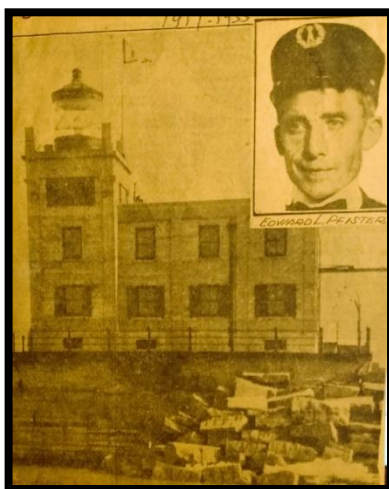
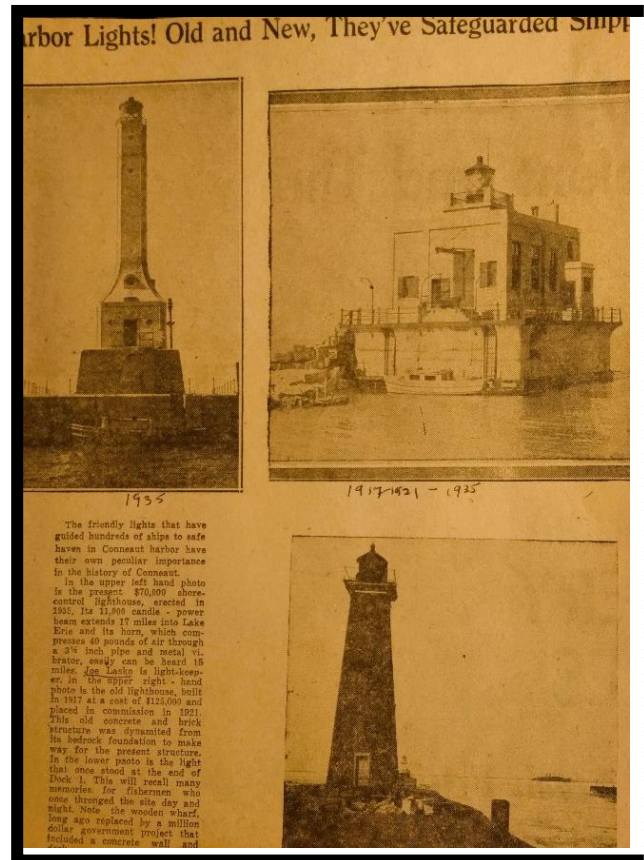
## Harbor Lights Old and New, They've Safeguarded Shipping

The friendly lights that have guided hundreds of ships to safe haven in Conneaut Harbor have their own peculiar importance to the history of Conneaut.

In the upper left hand photo is the present \$70,000 shore control lighthouse, erected in 1935. Its 11,000 candle-power beam extends 17 miles into Lake Erie, and its horn, which compresses 40 pounds of air through a 3 1/2 inch pipe and metal vibrator, easily can be heard 15 miles. Joe Lasko is lightkeeper.

In the upper right-hand photo is the old lighthouse, built in 1917 at a cost of \$125,000 and placed in commission in 1921. This old concrete and brick structure was dynamited from its bedrock foundation to make way for the present structure.

In the lower photo is the light that once stood at the end of Dock 1. This will recall many memories for fishermen who once thronged the site day and night. Note the wooden wharf, long ago replaced by a million dollar government project that included a concrete wall and dock.



Edward Pfister, Lightkeeper from 1894-1937. Just four years old when his parents came to the United States, his father Lawrence, was a fisherman who drowned when his tug foundered in a storm in 1882. Edward was educated in Erie, Pennsylvania, schools and worked for the United States government as a lighthouse keeper for 33 years. He was one of the oldest lightkeepers in the government service, serving in Erie for a year and coming to Conneaut in 1893. He married Mary Smith of Crossingville, Pennsylvania, and they had three children, Esther, Mary, and Edward. Educated in Conneaut public and parochial schools, Edward A. Pfister became a newspaper reporter and writer, later becoming the editor of the Erie Times News. He traveled extensively throughout



the United States and Europe and served in the U. S. Navy during World War I.

## Start Construction of New Fabricated Steel Structure for Harbor

Conneaut News Herald

July 6, 1935

Department of Commerce Work Resumed; 85-Foot Tower, Mounted on Concrete Pyramid to Guide Ships

Construction of a new \$100,000 lighthouse at Conneaut Harbor was in full swing this morning. The light, automatically controlled from shore by use of a mile and one half of heavy, submarine cable, will be one of the most modern on the entire chain of lakes.

Work was underway today under the supervision of Captain Fred Barker of the 10th District office division of the lighthouses at Buffalo. This work is being carried out by the Department of Commerce, independently of the \$1,604,000 harbor improvement program of the War Department.

A crew of 11 regular lighthouse division employees is supplemented by a number of Conneaut men. Three local men were employed this morning and additional men will be added to the crew Monday. The crew is taking up the work where it was left off last fall by the Great Lakes Dredge & Dock Company. Work now entails erection of the fabricated steel lighthouse structure upon the heavy concrete base that was built by the Dredge & Dock Company.

The new light is situated at the lake end of the 900 foot east breakwater extension. It differs slightly from the old lighthouse which was blasted out of the harbor last fall. The old lighthouse was a huge concrete structure that housed not only heavy generation machinery, light, and fog signals, but also quarters for the lighthouse crew.

### Steel Tower

The new structure is to be a slim, steel tower rising to a height of eighty-five feet above mean lake level. The tower will be mounted on an all-steel house which will contain necessary equipment for operating the light and fog signal.

The house will be mounted on the deck of a broad concrete pyramid which rises 20 feet above mean level. The pyramid sits on a huge, stone filled crib or Oregon fir. The new light will sit approximately 35 feet higher than the light on the old structure.

Operations will center in a modern new control house built on lighthouse property at the northern end of Harbor Street. Heavy machinery will be situated in this

building. Power will be transmitted to the lighthouse itself by a 7,000 foot submarine cable.

The lighthouse crew will stand its watches ashore at the house. No longer will it be necessary to make the daily trips to the lighthouse. The heavy 84,000 pound cable will be laid in a three-foot trench from the control house west along the shore to a point near the Sandusky Street jetty.

From shore it will extend diagonally northwest across the floor of the harbor to the west breakwater extension and then following the breakwater lakeward several thousand feet to the new light.

Barring delays, crews expect to complete the house and laying of the cable within about six weeks.

In May 2007, the Coast Guard designated the Conneaut West Breakwater Lighthouse as excess and offered it at no cost to eligible organizations, including non-profit corporations and educational institutions. When there were no takers, an online actions for the lighthouse was held on September 9, 2008. Eventually Gary Zaremba, president of a New York lighthouse restoration group won the lighthouse with a bid of \$35,000, but eventually he let the lighthouse revert to the General Services Administration. In 2011, a another auction new owners purchased the lighthouse and it is now privately owned.

Walter Woodward – 1835-1841

Ezra Dibble – 1841-1846

James Gregg– 1846=1849

Ephraim Capron-1849-1853

Whiting Grant – 1853-1861

Ephraim Capron – 1861-1869

George W. Miller – 1869-1885

John H. Starkey- 1885-1894

Edward Pfister – 1894-1937

Joseph F. Lasko – 1937-1950

Thomas Baker – 1950-1965

## Ashtabula Lighthouses Up Close and Personal



Ashtabula Range Lights and fog whistle – National Archives

Ashtabula Lighthouses. Established in 1834. Rebuilt in 1858, 1871, 1876, 1897, 1905, 1916. Range lights and fog signal in 1893-1897.

### Reports of the Lighthouse Board, National Archives

- Appropriated by act of Congress for a beacon light at Ashtabula Creek. State of Ohio. June 30, 1834. \$2,000.
- For a dwelling for the keeper of the Ashtabula lighthouse. March 3, 1871. \$4,000.
- For rebuilding lighthouse at Ashtabula. March 3, 1873. \$3,400.
- For establishment of Range-lights and steam fog-signal at Ashtabula harbor,



Lake Erie, Ohio. March 3, 1891. \$4,700.

- For new light and fog signal on new west break water. June 28, 1902. \$18,000.

June 12, 1851, Conneaut Reporter

James D. Ray has been appointed Light Housekeeper at Ashtabula in place of J. W. Hills.

November 11, 1881, Ashtabula, Telegraph

The Marine News of the Cleveland Leader of Sunday last, says that "Mr. Oakley, light house keeper at the port, has been transferred to Ashtabula and Mr. John M. Reed has been appointed to take his place.

April 11, 1904, Ashtabula Beacon Record

Life Savers at Harbor Station Resume Routine

The life saving crew go on duty at 12 o'clock tonight. Three members of the old crew will come back. They are Irvin Henman and George Jackson of Oswego and Frances Mallett of Ashtabula. The other members of the crew will be men new ot Ashtabula station.

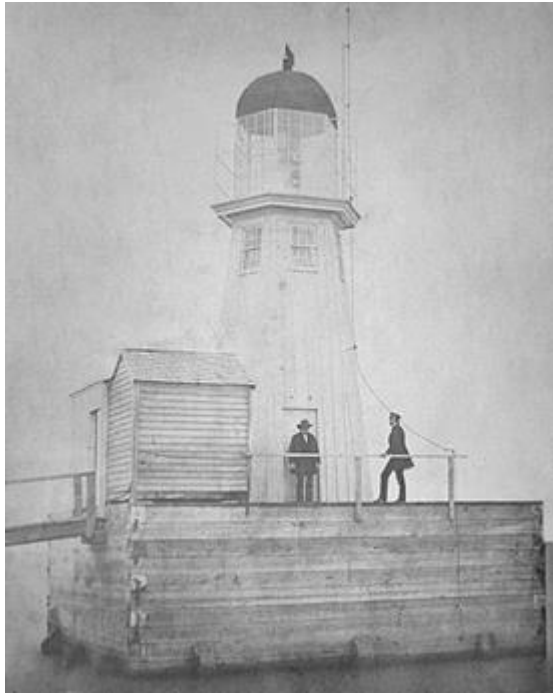


*First Assistant Light Keeper Frederick Hartley, 1905-1908*

The duties of a life saver consist of watchman stationed in the lookout on top of the station both night and day, who has to note the arrivals and departures of boats and anything of interest that occurs on the beach. From 5:30 p.m. to 5:30 a.m. the beach is patrolled. In the day time the crew has certain drills. The station house and paraphernalia has to be kept in first class shape and numerous other jobs have to be done so that their work, although perhaps not as laborious as some, keeps them always on duty from the time the station opens in the spring until it closes in the fall except a part of a day is allowed once a week as a relief day. Many will welcome

the sound of the station bell, which can be heard tolling off the different watches both day and night.

## Ashtabula Lighthouses: Up Close and Personal



This 1836 hexagonal tower was the first Ashtabula Harbor lighthouse. The tower sat on top of a forty-foot-square wooden crib that a ramp connected to the east pier of the Ashtabula River. Samuel Miniger, the first recorded light keeper, had the responsibility of keeping the beacon's eight lamps burning using sperm whale oil.

In 1855, the government installed a fifth-order Fresnel lens in the lantern room. This changed the light's character to a fixed white, interrupted every ninety seconds by a flash.

In 1876 when the navigation season opened, so did a new lighthouse in the shape of a square, pyramidal thirty-foot tower. It was

located on the west pierhead to complement the new docks that had just been built. Workers built an elevated walk so the keeper could reach the tower when waves washed over the pier. A schooner damaged the walkway in 1880 and six feet of it had to be repaired and then in 18812 , the lighthouse was moved 471 feet toward the end of the pier and the elevated walkway extended the same 471 feet.

The second lighthouse, made of wood, had a fourth order Fresnel light. It was used until 1905, and the lighthouse keepers lived on shore at the lightkeepers house at 10 Walnut Boulevard and were ferried out to the lighthouse by boat. In later decades the Walnut Boulevard lightkeepers house would become the Ashtabula Maritime and Surface Transportation Museum.

When the Ashtabula River was widened and a break wall built to protect the harbor in the early 1900s, the next logical step was building a new lighthouse. Work on a third lighthouse which is still operating in 2023, began in 1904 at the end of the new break water. The lighthouse was a square, two-story iron building featuring a short tower shaped like a cylinder rising from the center of its hopped roof. On June 3, 1905, a fixed, fourth-order red light and a compressed air siren were installed in the new lighthouse, making the steam whistle at the west pier's outer end obsolete. It was discontinued. In the 1930s, the west break water was extended 600 feet, and a white tower with a red band installed to mark its end. A green banded hourglass shaped tower marked the end of the break water across from the entrance to the harbor.

The United States Coast Guard occupied the Ashtabula Lighthouse until 1973, earning it the distinction of being the last manned light on Lake Erie. Also in 1973, the light keeper's residence where Coast Guardsmen lived, was deeded to the City of Ashtabula. Originally, the city intended to transform the Coast Guard house into a museum, but in 1976 the city returned the property to the Federal Government.

The General Services Administration awarded the Ashtabula Jaycees and Ashtabula Marine Museum the lighthouse in 1982, and the Ashtabula Marine, Museum was officially dedicated on June 2, 1984. After the lighthouse received modern lighting in 1995, its Fresnel lens became a permanent exhibit at the Ashtabula Marine Museum. In 2003, the Ashtabula Lighthouse Restoration and Preservation Society assumed ownership of the lighthouse and ownership was officially transferred to the Society at a ceremony held on May 6, 2007. The Society has ongoing plans to fully restore the lighthouse and open it to tours.

## The Oakland Connection: Conneaut and Ashtabula

Photo by Dave Sandford



On September 17, 1883, towering Lake Erie storm waves overcame the steam barge Oakland while off Elk Creek, five miles from Conneaut Harbor, and eight miles into the lake. They washed away her yawl boat and filled the Oakland, extinguishing her boilers. Captain George D. Stevens gave the order to abandon



ship, and several of the crew members launched the yawl boat and rowed for Conneaut harbor. The other four remained on the sinking Oakland.

The sailors in the yawl boat safely reached Conneaut Harbor and telegraphed the news of the Oakland's capsizing to Cleveland. Collector Stafford telegraphed the Revenue Cutter Perry at Ashtabula Harbor to go to the relief of the Oakland, but the storm convinced the Perry's crew to stay in port. The tug Red Cloud was the only other boat in the Port of Ashtabula that would brave the storm to find the Oakland.

The fury of the storm and the accounts of the surviving mariners convinced many people that the four sailors who stayed behind had gone down with the Oakland. The newspaper Ashtabula Advance reported news to the contrary.

Shortly after the news of the Oakland's sinking reached Ashtabula, the staunch tug Red Cloud embarked on a search for Captain Stevens and the three men who were still on the Oakland when she sank. Storm waves still roiled Lake Erie so the Revenue Cutter Perry stayed safely in port. The Red Cloud was the only boat that ventured out into the waves, making her way to about five miles below Conneaut, but not finding any trace of the wreck.

The next morning reports of a dark object about five miles northwest of Ashtabula reached the port and the Red Cloud ventured out into Lake Erie again shortly before six o'clock. The sailors aboard the Red Cloud soon discovered that the dark object proved to be part of the cabin deck and on the deck were four men, Captain Stevens, the second engineer, a fireman, and one of the wheelmen drenched, shivering, and devoid of any hope of rescue. They had fastened part of the ships' deck load of lumber and piled it to the windward of them which partially broke the force of the storm. They constructed some crude oars and by working these kept themselves partially warm though they did not make any headway against the strong current.

For twenty-six hours the four men had drifted on their makeshift boat, scantily clad because all of them had been in bed when the ship began to disintegrate. They had suffered the most terrible hardships. The Red Cloud brought them in and they will likely go to Cleveland this afternoon. They reported that they saw the smoke of the Red Cloud yesterday, but they were too far away to be noticed. They lost everything except the clothes they had on their backs.

The Marine Record of September 20, 1883

Marine people here have been much disturbed during the week in regard to the fate of the crew of the steamer OAKLAND, which was caught in the gale off Elk Creek, near Conneaut, and about eight miles out. The vessel left Detroit River on Saturday night and passed this port on Sunday evening, when Captain Stevens turned over a tow to Cleveland tugs and went on to Erie, for which place the OAKLAND had a cargo of 355,000 feet of lumber, consigned to Carroll Bros., from Bay City.

When between Fairport and Ashtabula, there being a smooth lake and but little wind, Capt. Stevens turned in, leaving the mate, Mr. Andrews, on watch. Soon, however, the wind freshened into a gale and the vessel, which was not considered a safe risk by the insurance companies, began to show evident signs of distress. The vessel listed to port and soon began to settle at the stern, when the unfortunates knew that all hope of the vessel was past and they began preparing the yawl, in which Capt. Stevens directed all who wished to place themselves, pull for the shore, and send assistance to the remainder.

The men who took to the yawl were John L. Andrews, of Bay City first mate; E.H. Stern, of Bay City, chief engineer; E. Davis, of Cleveland, cook; Fred Hart of Cleveland, fireman, Harry Montgomery, of Bay City, wheelsman, Thomas Halligan, of Spring-field, Illinois, a deck hand, and Thomas O'Rourke, deckhand of Patterson, N.J. These men pulled out on the waves, and their boat was tossed about like a shell, but finally reached the shore without mishap.

The fact that the OAKLAND went down in a few minutes after these men left her gave rise to the rumor that Captain Stevens and the three men with him were lost. But not so, however, as the captain, who had three brave men with him, never lost his presence of mind. They clung to the wreck until she was about to go down, when an order was given to jump for life, and they all succeeded in clearing themselves from the suction and in capturing a large portion of the deck, twelve by twenty feet, upon which they all gained a footing, supporting the raft with a cask, which they lashed to it.

Then came a night of exposure and hardship of which it is impossible to conceive, the great danger at the time being from the lumber, which the waves continually dashed against them, threatening to kill or knock them off the raft. Thus they passed an entire day and night, seeing many tugs pass and repass, but being unable to attract attention by their signals and shouts, and on Tuesday morning, chilled through and drenched to the skin, they were entirely discouraged and without hope, when they sighted a tug.

They quickly made a staff out of a piece of timber with which they had been fighting off the lumber, tied a sheet to it, and raising it and shouting with all their strength, they succeeded in attracting her attention. She bore towards them and they were soon on board the tug RED CLOUD, of Ashtabula Harbor, where everything possible was done for their comfort. All the men arrived in Cleveland Tuesday evening feeling grateful that they have been permitted to gather with their families again.

The OAKLAND was owned by Captain Stevens and his father. She was valued at about \$10,000, while her cargo was valued at \$8,000. There was a \$5,000 fire insurance on the OAKLAND, but nothing can be recovered on that, so that both vessel and cargo vessel and cargo are a total loss. The engine and boiler were first class, and valued at \$5,000 or more

She lies in about forty feet of water, about four to six miles out, and can easily be raised. The captain is of the opinion that her engine and boiler are not injured and that her hull is not strained, as she seemed to settle easy. Consequently, if her owners conclude to raise her, they will have no more to do to make her a good vessel than ought to have been done before.

Marine Record  
September 20, 1883



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