**ADVENTURE Site Plan**

- Bow stem (detached) located 155° NW of bow
- Keel & keelsons
- Bottom (outside) planking
- Bow
- Rider keelson
- Outer planking
- Stem iron
- Sand
- Propeller
- Stern post
- Pipe
- Connecting rod
- Crankshaft (journal)
- Eccentrics
- Engine bed (oak)
- Bearing blocks
- Deadwood
- Rudder shoe
- Shafts
- Engine frame
- Condenser
- Bottom planking exposed by fire damage
- Thick strakes (4")
- Three futtocks forming a reinforced frame adjacent to centerboard trunk
- Iron keelson
- Centerboard & trunk
- Centerboard winch
- Two futtocks forming one frame
- Piping
- Fly wheel
- Engine frame
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**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.

**SPECIFICATIONS:** 108' length x 24' breadth of beam x 8.3' depth of hold; 141 gross and 95 net tons; propeller 1,600 lb., 4 blades; centerboard trunk 33' long. Reconstruction to a steam barge included a fantail stern to accommodate propeller and rudder, installation of boiler from the tug *Myrtle*, and steam engine from the steam barge *Handy Boy*.

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

**CAUSE OF WRECK:** Caught fire at the North Bay Dock of Kelleys Island (Kelley Island Lime & Transport Co. facility); towed to east side of North Bay off Long Point by steam tug *L. P. Smith* where she burned to the water line and sank in 15’ of water.

**LOSS:** Vessel valued at $2,500, cargo at $1,000, plus personal belongings; no insurance. Captain, his wife & young daughter, and crew escaped.

**SITE:** Sand and boulder bottom over rock; depth 5’ to 15’; burned timbers (planking & frame); centerboard trunk; winch midship on starboard side; propeller; some machinery in place. Propeller was removed in 1964 and returned October 1997.