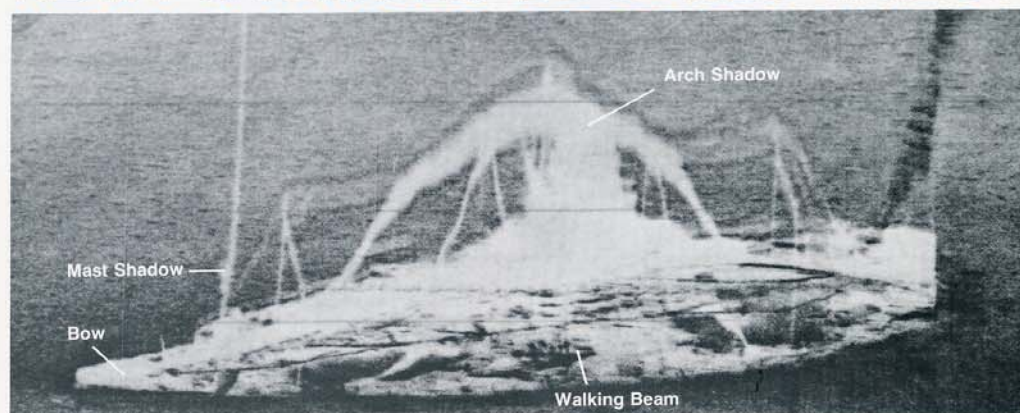


THE KLEIN LINE

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KLEIN ENGINEER LOCATES WRECK OF THE ATLANTIC



In 1852, the steamer *Atlantic* plunged to the bottom of Lake Erie in 160 feet of water after collision with another vessel. Of the 500 people aboard, immigrants from Denmark and Sweden who had hoped to start a new life in America, 150 lost their lives and all lost everything they had brought to the new land.

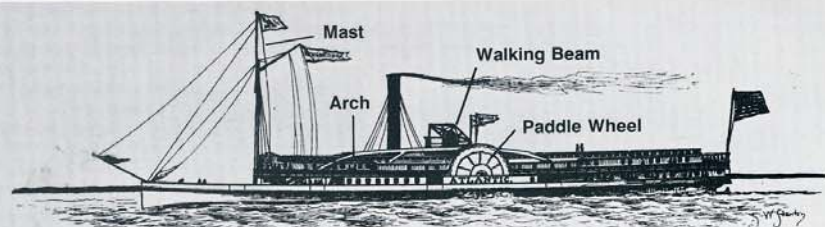
The wreck was located by a noted diver of that era, John B. Green. Green was hired to recover the strongbox of the ship, and made a number of unsuccessful attempts to dive on the ship during the summers of 1853 and 1854. Finally, in August of 1855, he reached the deck of the *Atlantic*, 150 feet below the surface, located the strongbox and managed to haul it onto the deck for recovery on his next dive. Upon surfacing, however, Green was stricken with the bends, the agonizing dread of all divers, and was not able to return to the site until July of 1856. Diving again to the wreck, he found that the strongbox was gone. Reaching the surface he was again struck down with the bends, plus the overwhelming despair that someone else had recovered the strongbox.

It turned out that another diver, Eliot P. Harrington, had in June 1856 reached the wreck and recovered the strongbox and its \$36,000 in contents. Green spent the rest of his life in pain and anguish, accusing Harrington of piracy.

In 1873, an attempt was made to lift the entire vessel so that the belongings of the immigrants could be recovered, of considerable total value to a salvor. The salvors managed to get the *Atlantic* off the bottom and towed it for some distance under the surface, only to lose the ship to the depths once again. Many attempts were subsequently made to relocate the ship, but it was not until this summer that Klein Associates field engineer, Garry Kozak and colleagues, again found the wreck of the *Atlantic*.

The finding was accomplished only by accident, since Garry was looking for another ship, the *Dean Richmond*, a freighter loaded with zinc and lead ingots and copper sheathing. Garry had spent seven years looking for the *Richmond* with side scan sonar, mapping hundreds of square miles of the bottom of Lake Erie. In the process, 25 previously unknown wrecks were located, including the *Atlantic*, but the *Richmond* is yet to be found.

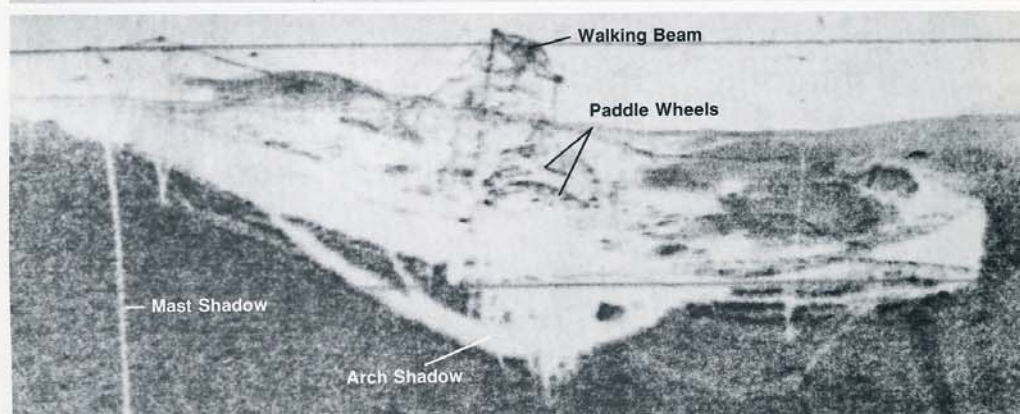
The capability of side scan sonar in rendering the sea virtually transparent is evident in the accompanying recordings made with a Klein HYDROSCAN® system. The recordings can be compared with an early engraving of the ship.



From "American Steam Vessels," Copyright 1895, by Smith & Stanton.

STEAMBOAT ATLANTIC.

Built at Newport, Mich., in 1848. Length 267 feet; 1,155 tons; in her day unsurpassed in elegance and convenience; in 1852 run down off Long Point, by propeller Ogdensburg, and sunk; 150 lives lost.



Klein side scan recordings of the *Atlantic* on the bottom of Lake Erie. Note the image of arch, mast, paddle wheels and the walking beam of this early steamer. Sonar records courtesy of Garry Kozak.