Jet Express
Lighthouses & Islands Tour

Prepared specifically for the Port Clinton High School (PCHS) Alumni Weekend
Shown below are two websites for accessing local WebCams.

https://www.shoresandislands.com/webcams/  
https://ohioseagrant.osu.edu/research/live/cameras
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The first Port Clinton Lighthouse was constructed of split-stone and was 40 feet tall in height. Austin Smith was the first keeper of the lighthouse six months after it was built. Despite calls for the light to be discontinued due to a lack of harbor traffic, it remained until 1870. In that year the lantern room was removed from the tower which resulted in complaints from residents regarding its aid. In 1883, piers in the port were extended into Lake Erie which prompted congress to act in 1895 on the construction of a new lighthouse. The new lighthouse was constructed from wood and went into service on the outer end of the west pier in 1896. The old tower was razed in 1899, and the original keeper's dwelling was replaced in 1901 in favor for a more modern residence.[3]

The lighthouse was automated in 1926, and was sold the following year which resulted in its deactivation. The Keeper's residence was used as an apartment building in the 1940s and later as a restaurant in 1983. The wooden lighthouse was removed from the pier in 1952 and was relocated to the new owner's marina on the Portage River. That same year a new white skeleton tower was erected on the spot which used a modern 375 mm lens.

In 2009 the restaurant that had been in the Keeper's residence closed due to a fire. The owner was arrested and charged with arson in 2010 which resulted in the residence being sold to Croghan Colonial Bank in 2013. The wooden lighthouse tower was donated in 2011 to the City of Port Clinton by the owners of the same marina that had acquired it 59 years prior. Repairs were made to the old tower which resulted in a complete restoration but there were legal battles on where the structure should be placed. The Port Clinton Lighthouse Conservancy and the City finally had everything settled on July 14, 2015 with the placement in the northern end of Water Works Park. While the structure is illuminated during nighttime it is no longer considered a navigational aid.
West Sister Island is an 82 acre island jointly owned by the United States Coast Guard and the U.S. Fish and Wildlife Service and is Ohio's only designated Wilderness Area, the West Sister Island National Wildlife Refuge.

The wildlife refuge was featured in a 2007 episode of the Discovery Channel TV series Dirty Jobs with Mike Rowe. Due to the large number of birds vomiting and defecating from high in the trees the island is referred to as "Vomit Island" in the program. Much of the island ground coverage is poison ivy.

A lighthouse was established on the westernmost point of West Sister Island in 1848 to mark the west end of the South Passage through Lake Erie's Bass Islands. Standing on a stone foundation, the limestone and brick tower rises to a height of 55 feet (17 m). The West Sister Island Lighthouse is still an active aid to navigation, and is one of the oldest lighthouses to survive on the Great Lakes.

Ironically, after being established as a wildlife refuge in 1937, the island was used by the United States Army for artillery practice during World War II. Although the wildlife population and the lighthouse were not significantly damaged, the keeper's house was destroyed. It is also reported that fuel tanks jettisoned by dive bombers can still be found on the island.

West Sister Island was a popular stop for bootleggers during Prohibition. The island provided a certain level of visual cover from the authorities for rum runners crossing the lake. When approached by these authorities, bootleggers would often dump their illegal stash overboard. Legend has it that bottles of prohibition-era alcohol can still be found on the bottom of the lake around the island.
On September 8th, 2012 the US Coast Guard’s Mobile Bay, a 140 foot bay class icebreaking tug, left the Put-in-Bay harbor dock escorted by the US Navy’s Patrol Craft Hurricane, with the Battle of Lake Erie Buoy on board on a voyage into history. She sailed to very site where on that nearly windless day 200 years ago the American and British fleets converged, setting into motion a chain of events that would forever change the relationships between Canada, Great Britain and the United States.

September 10th 1813 was a pivotal day for us as a young country, for the emerging US Navy, and the many men aboard the ships of Commodore Perry’s fleet that sacrificed so much for a victory that day. This buoy will be a timeless reminder of the men, valor and courage required to change history’s course.

Finally we have a permanent marker for the site, this sacred place we refer to as the Battle of Lake Erie. Its 41-44-50.00 N by 083-02-00.00 W.

In May 2018 the Bicentennial Buoy was changed to the lighted Buoy shown below.
Peter Rindlisbacher’s Art and the Battle of Lake Erie
Wartime Training at Seamen’s Church Institute
Seamen’s Graves in a Brooklyn Cemetery
Camden Maritime Museum
SS Olympia Update
Battle of Lake Erie, 10 September 1813

by Captain Walter Rybka

As part of our ongoing series of articles expanding on the War of 1812, we present an excerpt from Captain Walter Rybka’s new book, *The Lake Erie Campaign of 1813: I Shall Fight Them This Day*. This passage examines the Battle of Lake Erie, with particular focus on the controversial actions of Master Commandant Jesse Elliott, second-in-command to Oliver Hazard Perry. Captain Rybka, the long-time senior captain of the US Brig *Niagara*, which still sails out of Erie, Pennsylvania, introduces the excerpt and afterwards offers some context and analysis of the events that played out.

By the end of a particularly hot summer in 1813, the War of 1812 had been going on for fifteen months—and going badly for the Americans. Far from being “a mere matter of marching,” the conquest of Canada had turned into a debacle of cascading failures. Both sides underestimated by orders of magnitude the difficulties of moving armies across a wilderness, a situation that favored the defenders. Also, the US hadn’t reckoned on the depth and effectiveness of the resistance of the Native Americans, who ultimately allied with the British. It was this hostile native presence, more than any other factor, that led to the decision not to attempt to retake Detroit until the US Navy gained naval superiority on Lake Erie.

Erie resident Daniel Dobbins, a merchant-shipmaster, had been present at the bloodless surrender of Fort Mackinac in July of 1812, and again a month later at the fall of Detroit. By September he had journeyed to Washington to give President Madison and his cabinet the first eyewitness briefing of the extent of the disaster taking place in the Northwest. Having been appointed sailing master in the US Navy, Dobbins returned to Erie and began organizing an effort to build gunboats there for service on Lake Erie.

The commander of US naval forces in the Great Lakes, Captain Isaac Chauncey, had established a base at Sackets Harbor, New York, at the eastern end of Lake Ontario, and in January of 1813 he visited Dobbins in Erie. Chauncey recognized the merit of building there, but also saw that a much larger level of effort was going to be needed. He contracted Noah Brown, a well-known shipbuilder from New York City, to travel to Erie with a crew of shipwrights and take charge of building a squadron. Soon after *HM Sloop-of-War Sir Isaac Brock, on the stocks at York (Toronto) in the spring of 1813. Shipbuilding in the wilderness presented a multitude of logistical difficulties, for both sides.*

their meeting, Chauncey sent Master Commandant Oliver Hazard Perry to Erie to establish a naval station and fit out the ships being built there. Letters between Perry and his superior reveal Chauncey’s initial hopes to defeat the British squadron on Lake Ontario in early 1813, and then come to Lake Erie to take command of the squadron. Perry most likely would be given command of one of the vessels.

As it turned out, Chauncey had his hands full on Lake Ontario—strategically the more important area of operations. Whoever controlled Lake Ontario would be able to shut off supplies from reaching the enemy along the shores of Lake Erie. Thus, the principle effort on both sides focused on getting control of Lake Ontario. Sizable ships in large numbers were built on both lakes, creating an insatiable demand for manning. Chauncey was slow to send men to Lake Erie, generating an increasingly acerbic correspondence between himself and Perry. While never fully manned to naval establishment standards, Perry eventually had enough men to sail from Erie, seeking battle with the British squadron.

The British had the advantage of having several armed vessels already in service on Lake Erie from prewar days, yet being on the end of a longer supply line soon told. Perry had to struggle with a difficult situation, but overall was much better off than his opponent, Commander Robert Heriot Barclay. Once Perry had his squadron out on the lake in August, Barclay retreated to his base at Amherstburg on the Detroit River to do what he could to hurry the completion of his largest vessel. By allowing a more powerful squadron to get between himself and his source of supplies to the east, Barclay condemned not only his men but the army, civilians, and Indian allies to increasing privation. As soon as the new ship, *HMS Detroit*, was ready to sail, Barclay felt compelled to seek action. The *Detroit* headed out of Amherstburg with borrowed sails, a mismatched battery of guns taken from the fort, and crews of mostly soldiers and landsmen with a thin leavening...
of Royal Navy professionals. Further, Barclay and his men had already been on half rations for a week. On the American side, Perry’s squadron had been wrecked by fever and dysentery, with nearly a third of the men on the sick list at any given time. The tenth of September 1813 can be called “the day the hungry came out to fight the sick.”

Although Perry had the stronger squadron—nine vessels to their six—and out-gunned the British in broadside weight by three to two, the weather initially favored the British. Having sailed on the ninth and been underway overnight in hopes of catching the Americans at anchor at Put-in-Bay at first light, Barclay was frustrated by light airs that kept him ten miles short of his destination at dawn, but at least able to hold his course and the weather gauge.

Perry had to bear directly to windward to clear the anchorage, and, after nearly four hours of short tacking and still not clear, Barclay’s squadron was getting dangerously close. Just as Perry was accepting that he needed to form a line somewhere on the lee, the wind went flat, and moments later filled in again from the southeast, suddenly turning the tables—

Excerpt from *The Lake Erie Campaign of 1813: I Shall Fight Them This Day* by Walter Rybka

**Close Action**

At ½ past Mer’n within musket shot of the Enemy’s new ship Detroit. At this time they opened a most destructive fire on the Lawrence—from their whole squadron. Continu’d to near them as fast as possible.

—Sailing Master William Taylor, USN

As Perry ordered the Lawrence through raking fire into the midst of the British fleet, he expected the rest of his squadron to follow him in. The Ariel and Scorpion kept station toward the head of the British line, and the slower Caledonia endeavored to close as well. The Niagara, however, did not. At the moment the helm was put up on the Lawrence—and held steady on the Niagara—a bitter and never-resolved controversy began between Perry and Jesse Elliott, who was in command of the brig Niagara. At the heart of the dispute is whether Elliott’s failure to closely follow Perry was the result of a deliberate and implicitly cowardly decision or because of the vagary of the wind that left him unable to follow.

The Niagara did not make sail with the Lawrence and accompany her down into close action as ordered, but continued her long shot with two bow guns. ... The Caledonia astern followed the Lawrence into close action against her antagonist the Hunter. But the Niagara, which when the battle began was within hail of the Lawrence, did not follow her down toward the enemy’s line, so as to encounter her antagonist the Queen Charlotte. —Usher Parsons, Ship’s Surgeon

Aboard the Lawrence, Parsons cared for all of the wounded of both squadrons after the battle and, thus, probably conversed with more of the participants than any other individual. While his sense of overall events may have been complete, he was not actually an eyewitness to the battle after the shooting started. His station was down below in the wardroom (officer’s dining room), which on small warships customarily became the surgeon’s operating room during battle.

The wounded began to come down before the Lawrence opened her battery...it seemed as though heaven and earth were at loggerheads. For more than two long hours, little could be heard but the deafening thunders of our own broadsides, the crash of balls dashing through our timbers, and the shrieks of the wounded. These were brought down faster than I could attend to them, farther than to stay the bleeding, or support the shattered limbs with splints, and pass them forward upon the berth deck.

—Usher Parsons
The waterlines of the *Lawrence* and *Niagara* would have been at about knee level for men standing in the wardroom, or anywhere else on the berth deck. Since the sides of the ship could be readily pierced by solid shot, those below deck were still exposed to lethal fire. During the battle, no fewer than five balls crashed through the small wardroom window, in two cases dismembering and putting an end to the agony of wounded men that Parsons was operating on. A consequence of the ships having been built to shoal draft requirements was that the handling room of the powder magazine could not be gotten below the waterline. Powder barrels could be low enough in the bilge to avoid a hit, but the gunner and his assistants stood exposed while ladling charges into flannel bags. These bags were passed to the powder monkeys through a slit in a wet blanket hung as a spark screen. While they were at this work, a British ball shattered the lamp-room lantern and window through which the magazine was illuminated. As remembered by Taylor in a letter, the candle fell out of the lantern and, still lit, plunged towards an open powder cask. A quick catch in the open palm of a gunner put the candle out and saved the ship from oblivion. No matter the level of courage, skill, and determination put forth, survival in such situations can be very much pure chance.

One measure of the ferocity of the battle is a complaint voiced by the wounded: "blood was dripping upon us through the plank seams of the gun deck above." One of the wounded towards the end of the battle was Purser Samuel Hambleton. A large splinter torn from one of the spars pierced his shoulder from above, and he was many months recovering. He later recorded in his diary,

> The *Caledonia*, Lieut. Turner, was close astern of us — the *Ariel*, Lt. Packet, & *Scorpion*, Sailing Master Champlin were on our larboard bow — and these 4 vessels sustained the fire of the enemy almost exclusively for more than two hours in which time we had 22 men killed and sixty one wounded. The ship was a complete wreck the rigging cut to pieces — masts and spars wounded & almost every gun on the starboard side dismounted or in some way disabled.... The *Niagara*, all this time, was a long way astern of the *Caledonia* & the Gunboats *Somers*, *Tripp*, *Tigress* & *Porcupine* considerable distance in line, astern of her. It is the general opinion of the officers that, during the time I spoke of, we did not receive the least support from them. —Purser Hambleton

The British view of this period of the action agrees.

About a quarter past the American Commodore...came to close action with the *Detroit*, the other Brig of the Enemy apparently destined to engage the *Queen Charlotte*...kept so far to Windward as to render the *Queen Charlotte's* 24 pr Carronades useless. —Robert Barclay, in a report to CDR James Yeo

Barclay’s statement is clear. The *Niagara* remained out of carronade range. He also mentions the fire of the gunboats astern, as well as from the *Caledonia*. The American gunboats lagging behind had only one gun each, but these were 32-pounder long guns, the most powerful in service at the time. They were at the outside limit of their range but may have scored an occasional hit. Small gunboats were usually ineffective as warships. They were not very seaworthy and, due to their limited size, it would take very little wave action to make them wildly inaccurate gun platforms. The near-calm conditions of that day were one of the rare instances under which their fire could be effective when they finally crawled into range.

The *Queen Charlotte* made sail & closed up with the *Detroit*, shortly after the action commenced, and directed her fire at the *Lawrence*. The *Niagara* still continued to remain a long way astern and firing at long shot.

—1818 affidavit by Sailing Master Stephen Champlin, Commanding Officer of *Scorpion*.

There is no question that Elliott lagged behind during the height of the battle. Elliott could be said to have been continuously engaged, as long as his 12 pounders were in range, but closely engaged would have required closing to within carronade range. Why Elliott stood off for so long has been in dispute ever since that day. His obvious defense was lack of wind. In sultry and light
air conditions, there are often “holes” in the wind, patches of dead calm in between areas of light breeze. The persistence of this calm spot affecting only the Niagara is less credible. The 260-ton Queen Charlotte was downwind of Niagara and had enough wind to pass the Hunter and closely support the Detroit. The slow-sailing Caledonia, just ahead of Niagara, was able to close, although her commander, Lt. Daniel Turner, wisely kept just out of range of British cannonades but well within range of his own guns, which were a pair of twenty-four-pounder long guns.

If the Niagara’s pair of twelve-pounder long guns were used throughout the action, then her distance from the British line could not have been much more than a mile. Getting within cannonade range meant closing to just under half a mile. Reaching effective range meant closing another quarter mile. To cover three quarters of a mile in less than two hours does not require much speed. In the light air at the beginning of the battle, the Lawrence covered the same distance in half an hour. Elliott’s defenders have also made much of his being constrained, in the absence of further signals from Perry, by the order to maintain his station in line and was thus held back by the slow sailing Caledonia. Perry’s order was in three parts: engage your designated adversary, stay close to the Lawrence, stay in line. When circumstances render it impossible to do all three, clinging to the least important, to the exclusion of the other two, is hard to justify. The argument that even if Elliott misjudged his priorities, it was up to Perry to command him to do otherwise via signaling is logical but naïve given the practical difficulty of communicating by flag in such light air that flags hung limp and smoke from the guns hung in dense clouds.

Between 12:30 and 2:30 pm, the static relative positions of the ships indicate the breeze died to a flat calm. This can be inferred from Perry’s statement that the Lawrence was “becoming unmanageable” and yet maintained a static position relative to the British ships. It would seem that having missed the chance earlier, Elliott was now stuck in position, unable to close regardless of what sails were set. This defense ignores the option of using the sweeps. Even if the wind had gone flat calm, Elliott should have had recourse to the sweeps. The Niagara had been built with sweep ports, as was revealed from the wreck that was raised in 1913. The previous March, Dobbins had paid for receiving delivery of sixty sweeps, twenty to twenty-five feet long; eighteen sweeps would have been a full inventory. The present-day Niagara has been maneuvered at over two knots by sweeps. Even at a mere one knot, Elliott could have closed the range in a half to three-quarters of an hour. It cannot be proved with certainty that Niagara had her sweeps onboard, but the ship being built to have them and Dobbins taking delivery of an adequate number to outfit the vessels is strong circumstantial evidence that Elliott had it within his power to close the range, even in a flat calm.

Elliott had been under fire before and had acquitted himself well, so it is too simplistic to write him off as a coward. Nor is there any evidence to indicate traitorous intent. Instead, the evidence points to an insubordinate officer who deemed he knew better than his commander, Elliott, encouraged by Purser Humphrey Magrath, judged that Perry was making a catastrophic error and perhaps decided not to fall into the same trap. Yet, however risky and ill-considered Perry’s decision to close, the wind did hold, just long enough for the Lawrence to get into close range. If Elliott had

followed Perry as ordered, the fire superiority of the Americans would have been decisive at the outset and the battle would have been over in half the time, with far fewer casualties. Everyone who was there knew it, including Elliott. Ever since, his defenders have either been drawn from among uncomfortable subordinates, dependent upon Elliott’s recommendation for promotion, or from those familiar with his good qualities but who had not witnessed the battle and the terrible punishment taken by the Lawrence and those on board her.

As senior captain aboard the Niagara (top photo) in the 21st century, Captain Rybka has used the ship’s sweeps to get the brig underway to test whether or not it was feasible for Jesse Elliott to have used them in the Battle of Lake Erie.
At 1½ past 1 pm so entirely disabled that we could work the Brig no longer called the Men from the Tops & Marines to man the guns — at this time our braces — bowlines — sheets & just almost every strand of rigging cut off — Masts & spars cut through in various places — At 2 pm most of the guns dismounted breccings gun carriages knocked to pieces — called the few surviving men from the first division to man the guns aft.

—Sailing Master Taylor

The fact that the masts remained standing with serious damage and all the supporting rigging severed is further evidence the wind had died altogether. Also, if the *Lawrence* was so badly shot up aloft, the reason she stayed in continuous close action with the *Detroit* and *Queen Charlotte* was that none of these vessels could move under sail at this time.

There is a truly amazing story of courage and unit cohesion here, perhaps equaled but never surpassed in the annals of the US Navy. An understanding of this heart-pounding drama is, ironically, enhanced by some dry statistics. There is a remarkable consistency in the casualty figures of all the naval engagements of the War of 1812. The ratio of killed to wounded averaged about one to four. The combined total casualties were between twelve percent and fifteen percent for the victor, and around thirty percent on board the vanquished. Sinking of ships and attendant loss of most of the crew to drowning was a rare occurrence. Solid shot striking water either skipped high or lost velocity and plunged. Hits at the waterline resulting in flooding were rare. The object in battle was to capture the enemy vessel, which might have valuable cargo on board or could be repaired for use by the victor. The surest means of accomplishing capture was closing range and firing into the opposing crew. The race was to be first to kill and maim enough of them to discourage the rest into surrender. When the "butcher's bill," in the idiom of the day, got to the point where one out of three men were bleeding and the ability to return fire was rapidly diminishing as fewer were able to work the guns, the situation became hopeless. A demoralized crew would cry for "quarter" and the surviving officers, generally recognizing the futility of taking further casualties, would haul down their flag.

Something very different took place on board the *Lawrence*. By 2:30 pm there were twenty-two dead and sixty-one wounded from a complement of 103 "effectives," or a staggering eighty percent. Actually, a portion of those on the sick list roused themselves to fight, so the number of men engaged was a little higher and the percentage of loss slightly lower, but the results were catastrophic by any measure. Yet this crew did not break. Clearly, Perry displayed a most charismatic and determined leadership to inspire this level of courage from his men. They fought until their ship was helpless and still did not give up. It would seem that Perry was facing certain defeat. His ship could no longer maneuver or fight and had suffered horrific casualties, but at this seemingly impossible minute the wind once again came to his rescue.

*(End of excerpt)*
Perry’s courage was rewarded by phenomenal luck. A few minutes more and he would have been forced to surrender, or see the last of his men slaughtered to no purpose on a defenseless wreck. As it was, the wind filled in again from the southeast. With most of its damage aloft, the Lawrence dropped back in relative terms as the action moved to the west. To windward, the Niagara was finally close enough to fire broadsides and sail along the British line. Perry did not know Elliott’s intentions—but he had been less than helpful so far. Taking four men to row a cutter across to the Niagara, Perry was met by Elliott at the rail. We have no agreement on what was said, but Elliott departed in the cutter to rally the gunboats, a superfluous errand since the wind had carried them into range by now. Perry ordered another downwind turn, bows-on to the enemy, but this time he was sailing a fresh ship against heavily damaged ones.

Just before the Niagara reached the British line, the British flagship HMS Detroit, attempting to turn to avoid being raked, was run into by the out-of-control Queen Charlotte. Before they could untangle themselves, Niagara was upon them, firing raking broadsides of double-shotted guns at half-pistol shot into the Detroit and Queen Charlotte to starboard and the Lady Prevost to port. Niagara rounded up to leeward and delivered another broadside, while the gunboats closed from windward, finally close enough to land grapeshot. The British situation became hopeless in an instant, and soon a white cloth waved on a pike.

Within minutes, the firing died out and down the line as the remaining British vessels struck their colors. All anchored and began the daunting task of clearing away the shattered remains of men, spars, and guns. In the sudden ear-ringing stillness, punctuated by the sound of more than 100 wounded—without anesthetics—Perry scribbled a hasty note to General Harrison: “We have met the enemy and they are ours, two ships, two brigs, one schooner and one sloop, yours with great respect and esteem. O. H. Perry”

Few battle reports have ever been more succinct or memorable. Lake Erie was the first US victory in a fleet action, however small and primitive the ships. It was the first really good news in a long time, and Perry became an instant hero. The victory on Lake Erie was not the turning point of the war; both sides would continue to fight to mutual exhaustion, which took another year and a quarter to achieve. But Lake Erie compelled the British to abandon Detroit and Amherstburg, which wrecked the Indians away from their alliance with the British. The true significance of the Battle of Lake Erie is that it enabled the United States to regain the territory bungled away at the beginning of the war. In the fall of 1814, when the negotiators met in Ghent, Belgium, agreeing on the pre-war status quo was made easier by the fact that, except for two American forts held by the British, the ground occupied by each side was the same as at the start. If the Battle of Lake Erie had not been fought—or been an American loss—there is a very good chance the Canadian border would run along the Ohio-Indiana-Michigan line.

A native of Brooklyn, Walter Rybka’s maritime interests were seeded in childhood by frequent visits to the harbor, and his love of history was nurtured by family trips to museums, national parks, and historic sites. His career has been divided between historic ship preservation and experiential programs sailing historic vessels. In command of the reconstructed US Brig Niagara since 1991, Capt. Rybka resides in Erie, PA. He has a USCG license as master, auxiliary sail, 1,600 tons, oceans. He is also the director of the Erie Maritime Museum, and is a board member of the Council of American Maritime Museums.

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The 688.6-acre (2.786 km²) **North Bass Island** is one of few islands that has not been commercially developed. The state of Ohio purchased 589 acres (2.4 km²) of the island to preserve it from development and operates it as **North Bass Island State Park**.

Historically, North Bass was mainly used as a vineyard. As of January 2007, there were roughly two dozen permanent residents residing on the island's 12 privately owned properties.

North Bass Island Airport offers a 1,804 ft (549.9 m) paved airstrip. Air traffic for take-off and landings to the north are complex as the Canadian border is challenging to avoid with less than two miles from the runway threshold. The runway underwent significant improvement October 2019 with a $2.338 MM grant from the FAA, the first improvement since the runway was originally paved in 1995. The runway is part of the Put-in-Bay Port Authority.

North Bass Island has no ferry service but has maintained a dock for commercial grape activity since 1880 with substantial improvements and additions as early as 1900. The most recent improvement to the dock to ensure that commercial vessels could still serve the island occurred in 2019. Nearly $500,000 worth of improvements were necessary just to make the dock operable.

North Bass Island School is the state’s last operating, public, one-room school. The school is designated by the Ohio Legislature and approved by the Ohio Department of Education as a K-8 building; the only one-room schoolhouse on an island in Ohio and the only other one-room schoolhouse in Ohio being located in College Corner.
High school students who reside on North Bass Island fly to the mainland or another island. High School students have attended EHOVE Career Center, Put-in-Bay, Port Clinton, and Sandusky High School. All of the current members of the Board of Education attended North Bass School. Because there is no ferry service to the island and ice surrounds it for four months per year school year, high school students fly to the airport closest to their school.

North Bass Island is the second largest and northernmost island of the Bass Islands; which are a part of the larger Lake Erie Islands archipelago. On the southwest corner of the island there is a small bay named Manila Bay and there is a small unnamed creek that protrudes from the bay. The island is part of Put-in-Bay Township, Ottawa County, Ohio.
Hen Island and Chickens Islands

Hen Island is the largest of four small islands called the "Chickens," that surround Hen Island. Their names are Big Chicken Island, Chick Island, and Little Chicken Island. These three smaller Chickens are flat treeless land masses that are really reefs instead of islands.

Hen Island is home to the Quinnebog Club, which owns the island. The Club was founded in 1897, still exists and is active. The main clubhouse holds the dining hall and kitchen facilities as well as staff bedrooms on the second floor. According to the club's website the U.S. Presidents Grover Cleveland and William McKinley have visited the club to do some fishing.

The Quinnebog Club website https://www.privateislandsonline.com/canada/ontario/hen-island has an impressive description which has been copied and pasted below for your reference.

Welcome to Hen Island, home of The Quinnebog Fishing Club since the year 1897. Hen Island is seven acres of magic nestled in the middle of Lake Erie’s Western Basin, in Canadian waters but just five miles north of the American/Canadian line. The Club charter allows for 25 individual members, and currently has a few openings available for those who might be interested in owning a share of our little paradise.

This is a well-established seasonal property with a sheltered harbor which is enjoyed each year from shortly after ice-out (April) until shortly before ice-in (October).
Transportation is simple, either via your private boat or via our private club ferry which provides service from both Colchester, Ontario and Catawba Island, Ohio for all events. Once ashore, amenities include:

**The Dining Hall**

The dining hall is situated overlooking the marina and offers a breathtaking view of the western basin islands. During all club meets, our friendly staff maintain traditional breakfast, lunch and dinner hours, and also serve snacks throughout the day. You will never depart for fishing on an empty stomach while on Hen Island.

**The Lodge**

The lodge is truly the focal point of the Club. Located only a short walk from the dining hall and bunkhouse, it features a forty-foot screened veranda complete with rocking chairs and a view south and east of the island. This is “the” favorite spot for members to enjoy a beverage, a cigar, and swap a few more fishing stories. Inside the lodge, there is an old-fashioned handmade wooden bar that is kept well stocked. It is also home to a pool table, card tables, reclining chairs next to an oversized fireplace, and over eleven decades of Quinnebog History, memorabilia and pictures.

**The Bunkhouse**

The two-story bunkhouse has 17 rooms - most of them with a single bed, and a few with twin beds. Everyone shares our community bathroom & shower rooms - one on each floor, which are well maintained by our housekeeper.

**Other Amenities**

Being the Walleye Capital of the World, Lake Erie and Hen Island offer fishermen of all abilities the chance to pursue their favorite pastime of chasing champion walleye and bass. When you're ready to head out fishing, our fleet of seven fishing boats, complete with all gear and fuel, are available to all members. The island is also encircled by a walking trail that will allow you a 360 degree view of beautiful Lake Erie, including a sitting area called "Sunset Strip" with perfect western views.

Club events are scheduled a year in advance, running three to five days in length, and are held monthly. During these times, members and their guests will enjoy a full-service, all inclusive stay, with everything from beverages to bait included in a simple per diem charge. All members have the ability to reserve the island for private events at any other time. Invite your family, or 20 of your closest friends, and allow the professional staff to take care of all cooking, cleaning, and maintenance for you.

Because we are a small group, it is critical that new members ultimately be of like-mind and interests. This is not simply a real estate purchase - it is a commitment to collaborate with a group of members both young and old towards our lifelong enjoyment of this unique property. As such, becoming a member here is not just a matter of money. Interested parties who we believe will be a good fit will be invited to accept a one-year "trial membership" at a one-time cost of USD 1,500. This trial allows the interested party to enjoy all the amenities, events, and features Hen Island has to offer for one season without making any long-term commitment. At the end of the trial, those
individuals becoming full members will have the cost of their "trial membership" credited against the cost of their share purchase. The total share purchase cost, including all registration, dues, and assessments, is USD 25,700.

We invite you to experience the unique opportunity to stay and enjoy all that Hen Island has to offer - contact us today for more information.
East Sister Island is a 15 hectare Island that was declared a sovereign state on April 2nd, 2020 in response to Canada’s inaction to the COVID19 epidemic. Prior to its independence, it was a part of Ontario, Canada, maintained as a national park. This large, wooded, Lake Erie island was uninhabited except for thousands of birds, but as of this writing is home to a small population of refugees.

East Sister Island is the one island of the Erie Archipelago that escaped being logged. Less than a kilometer across, the island supports a rich and distinct ecology. Its southern vegetation includes several plants that are rare in Canada, such as Short’s aster and the Kentucky coffee tree. These Kentucky coffee trees shelter a major breeding colony of great blue herons, black-crowned night herons, and great egrets. Other shorebirds, waterfowl and snakes also make the island their home.

The archipelago is unique from a geological standpoint. More than ten thousand years ago, a glacier scraped away the topsoil and carved deep scratches in the bedrock. Exposed to the elements of the lake, the island has suffered a lot of weathering. No trees stand along the rocky shoreline and only dense thicket remains in much of the interior. Patches of Silurian and Devonian bedrock, roughly 400 to 430 million years old, have been exposed by the elements.

There are no visitor facilities. Because of the possibility of disturbance to the bird colonies, visiting is discouraged, especially from May through August when the heronry is active.
There doesn’t seem to be much information available about Middle Sister Island other than its privately owned and seems to be frequently put up for sale through ads similar to the one shown below.

Buy your own private Lake Erie island for $685,000

By Laura Johnston | September 10, 2018 |

Dream of owning your own private island?

You can buy Middle Sister Island, just over 8 acres of pristine beach and woodlands in the Canadian waters of Lake Erie, for $888,888 Canadian. That’s less than $685,000 American.

The island, west of Pelee Island and the most wild and undisturbed of the Pelee archipelago, has been for sale for more than two years and is listed by Team Goran, a Re/Max Realtor based in Windsor, Ontario.

Middle Sister is about 17 miles from Ohio’s South Bass Island. It was used by Gen. William Henry Harrison as a staging ground for invading Canada during the War of 1812.
North Harbor Island is a tiny privately owned island in Canadian waters with one house and a storage shed.
Pelee Island, Ontario, Canada is the largest island in Lake Erie and the southernmost populated point in Canada. Nearby Middle Island is the southernmost point of land in Canada.

Due to its southerly location and the moderating effect of Lake Erie, it has a slightly milder climate than inland areas. Its climate is one of the mildest in Canada, and the island has long been used for vineyards and wine making. The wine industry was started here in 1860 and died out in the early twentieth century, but was restarted in the 1980s by the Pelee Island Winery. The island is an agricultural based community which grows about 2,000 hectares (5,000 acres) of soybeans, about 400 hectares (1,000 acres) of wheat, 200 hectares (500 acres) of grapes, and a few hectares of specialty corn.

Pelee Island is part of an important flyway for migrating birds between Ohio, the Lake Erie islands and Point Pelee. Pelee Island has, for many years, hosted a fall pheasant hunt which attracts hunters from Canada, the United States and many other countries. The pheasant hunt brings tourist dollars to Pelee at a time of year when virtually no other activities are available, thus generating important revenue in the offseason.
Pelee Island is part of the Township of Pelee which has its own mayor, deputy mayor, and three councillors. It is a separated township, separate from Essex County. The township comprises of nine islands, the largest being Pelee Island, and including Middle Island, Middle Sister Island, Hen Island, Big Chicken Island, Little Chicken Island, Chick Island, East Sister Island, and North Harbour Island. The total land area of all islands in the township is 41.84 km² (16.15 sq mi).

Pelee Island has one school which is part of the Greater Essex County District School Board and serves students from Junior Kindergarten through grade 8. Children on the island can choose to attend high school on the mainland or they can complete high school courses online with the assistance of the teachers at Pelee Island Public School. The school has a student population of about 10 to 20 pupils at any given time and a staff of two to three teachers. Classes are held in a traditional three room school house that was built in 1927 and is located at the north west corner of the island. Every year the children of the school raise money for an annual field trip by holding a raffle during the island's fall pheasant hunt.
Pelee Island Lighthouse was built in 1833. It is the second oldest Canadian lighthouse on Lake Erie. The completion in 1902 of the Pelee Passage Lighthouse, midway between Pelee Island and Pelee Point, greatly reduced the need for the Pelee Point Lighthouse resulting in the lighthouse being discontinued in 1909. Left to deteriorate, the abandoned Pelee Island lighthouse was all but forgotten when a Relight the Lighthouse Committee was formed to restore and activate the structure. In December 1999 the committee received word that it had been awarded a Canadian Federal Grant that would provide the needed additional funding to complete the restoration. The historic lighthouse was restored in time to be rededicated in August 2000.
Pelee Passage Light shown in the color photo above is the third light to be erected on this location. The light marks Middle Ground Shoal that extends northward from Pelee Island in Western Lake Erie. The light is adjacent to the shipping channel crossing Lake Erie. In 1980 the second Pelee Passage Lighthouse shown as the second photo above was rebuilt and relocated to Lakeview Park in Windsor, Ontario.
Southeast Shoal Light

This concrete and steel structure marks the eastern end of the Pelee Passage and the deeper water of Lake Erie. This island region in western Lake Erie is the shallowest part of the lake.

The bulk of commerce on the lake radiates from the mouth of the Detroit River to the various ports on Lake Erie, the Niagara River, and the Welland Canal. Most of the vessel traffic proceeds from the Detroit River through the north part of the island region and Pelee passage. This is the most important channel of the lake, guiding vessels plying between Lake Erie and Lake Ontario.

Prior to the light station being built in the 1920s, a lightship was placed on the shoal in 1901. The Lake Carriers Association chartered the lightship for the location when the Canadian government did not see fit to locate a light in the area.
Middle Island is a small island, just 18.5 hectares (46 acres) in area. It is the southernmost point of land in Canada.

There are no permanent settlements on Middle Island, as the entire island is a conservation area. The most common species are double-crested cormorants, though several others also nest there. The birds are so plentiful that in May 2008, Parks Canada attempted to cull the number of cormorants from more than 4,000 nests to between 400 and 800.

It once was the site of a lighthouse, built in 1872 but which fell into disuse by 1918. The 15-metre (49 ft) pyramidal square tower burned sometime afterward, but its stone foundation is visible.

Located in Canadian waters, and hence indisputably under Canadian sovereignty, the island was privately owned for years by various U.S. owners. Subsequently, Middle Island was purchased in 1999 by the Nature Conservancy of Canada, and then donated to the Canadian national park system on September 6, 2000.

Archaeological evidence from a study done in 1982 suggests human occupation dating from 1,000–1,500 A.D., with one site containing remains that may date to 500 B.C. Others claim that the island has seen inhabitation for more than 10,000 years. Despite early rumors of burial mounds, none were found.

The island is part of an archipelago across western Lake Erie, providing a natural migratory corridor for birds and other animals. It has also seen human migrations, mainly from the U.S. northward in the 19th century, including escaped slaves, prisoners of war and army deserters from the U.S. Civil War seeking asylum in mainland Ontario.

Throughout the later decades of the 19th century, parts of Middle Island were used for growing grapes to be used in the production of wine, as was being done on Pelee Island.
During Prohibition, the island was a way station for alcohol in route to the United States on the south shore of Lake Erie. Gangster Joe Roscoe acquired part of the island and built a seven-bedroom "clubhouse" that became the center of rum-running activity. The hotel offered electricity, fireplaces, and a large screened-in porch with views of the lake. The basement held a casino, carved out of solid bedrock.

In the years after 1933, after the ratification of the Twenty-first Amendment to the United States Constitution resulted in the repeal of the Volstead Act, the hotel drew as many as 200 visitors a day in peak season. Its kitchen became known for pheasant dinners.

Likely prior to the 1950s, there was an airstrip of about 275 meters (900 feet) in length. The runway began and ended in water, and is now choked with vegetation.

There was at one time a stately mansion on the island, rumored to be a brothel sometime after Prohibition. Only a remnant of the foundation remains.

When purchased in 1999 by the Nature Conservancy of Canada, the island had no physical improvements and had essentially become a nature preserve over the last ten years, hosting the occasional scientific visit, and curious boaters. Although part of Point Pelee National Park, Middle Island is not officially open to visitors.

Interest in preserving the island prompted a 1982 study by Parks Canada, which recommended naming it a national natural landmark. Its ecological, historical, and aesthetic value led Essex County to include it on its list of Environmentally Sensitive Areas and an Area of Natural and Scientific Interest. A conservation group, Carolinian Canada Coalition, named Middle Island one of 38 critical unprotected sites in its effort to preserve remnants of Ontario’s southern forests.
Kelleys Island was previously occupied by Native Americans of the area. During the beginning of the War of 1812, the island was used as a military rendezvous post, first by the British and later by the US Military. During the early 19th century, the island was mostly uninhabited. After the Kelley brothers purchased the land, there was commercial development through extraction of the island's limestone and lumber resources, and the population began to grow with workers and families. There was also growing of grapes as a commodity crop. As of the 2010 census, the island's population was 312.

Today, Kelleys Island is primarily a vacation destination, and is visited by thousands of people each summer. Notable attractions include its various beaches, parks, and campgrounds. Several ferries provide regular transport to the mainland for most travelers; the island also features a number of marinas, as well as a small airfield for private planes. It is the largest of the American Lake Erie Islands, and is a part of the Sandusky, Ohio Metropolitan Statistical Area.
The entrance to Sandusky Bay was originally flanked by two lighthouses: Marblehead Lighthouse, activated in 1822, on the west and Cedar Point Lighthouse, activated in 1839, on the east. Cedar Point Lighthouse and its associated front range light were officially discontinued in 1904. The real boon for mariners was the establishment of a new light and fog signal at the end of a jetty extending into the bay from Cedar Point. The nearly 5,000-foot-long jetty was completed in 1914, but it remained unmarked waiting the necessary appropriation. After $50,000 was provided in 1924, a concrete foundation was built at the outer end of the jetty and a steel tower was erected thereon in 1925.
The light, known officially as Sandusky Pierhead Light, had a focal plane of sixty-six feet and could be seen for up to fifteen miles. An air diaphone foghorn, which sounded a three-second blast every thirty seconds, was commissioned on June 1, 1928.

The original Sandusky Pierhead Lighthouse is shown below. The light was exhibited through a square window facing the entrance to Sandusky Bay.
The Cedar Point Light is a restored lighthouse on the grounds of the Cedar Point in Sandusky, Ohio, United States. The original lighthouse at the site was built in 1839, and a front range light was added to the station in 1853. A new lighthouse, the structure which stands today, was completed in 1867. This light served as a navigational aid until 1904, in which year the light tower was removed from atop the dwelling. In the ensuing years it was kept in use by the federal government as a buoy depot, a radio beacon station and a search and rescue boat station. These last duties were transferred to Marblehead Coast Guard Station in 1975, and the Cedar Point station was discontinued. Cedar Point Amusement Park acquired the structure around 1990, and spent the decade refurbishing the dwelling and reconstructing the light tower. The lighthouse opened as part of a vacation cottage development in 2001.
Marblehead Lighthouse is now part of the 9-acre (3.6 ha) Marblehead Lighthouse State Park. The park features picnic tables and offers views of Lake Erie, Sandusky Bay, Kelleys Island and South Bass Island. The Marblehead Lighthouse Historical Society operates the Marblehead Lighthouse Museum in the old keeper's house. Exhibits include the lighthouse, a Fresnel lens, ice harvesting, ice fishing, local maritime industry, ships, replica Lifesaving Station, local fossils and shipwrecks.

Visitors can take tours of the lighthouse tower in the summer. The museum is open when tours are available.

In 2016, a replica of the 1876 U.S. Lifesaving Station was built on the State Park property. The lifesaving station museum is located near the Lighthouse on the State Park Property and features a variety of exhibits and an authentically restored 27-foot Coast Guard rescue boat complete with launching railway.
Buckeye Island is a small island located just off shore of the northeast tip of South Bass Island, in Put-in-Bay Township, Ottawa County. It was seasonally populated early in the 20th century. It is privately owned, and has been by the same family since 1916. It is sometimes labeled as "Buckeye Point".
Ballast Island is known primarily as a navigation point for boats going to or from Put-in-Bay from the east. There are shoals between Ballast and South Bass, but there is a passage between known locally as "the wagon tracks".

Ballast Island received its name when commodore Oliver Hazard Perry used rocks from this island, according to legend, to ballast his ships.

George William Gardner purchased Ballast Island from Lemuel Brown in 1874 according to Ottawa County Records. The deeds show that Brown acquired the island from Joseph de Rivera St. Jurgo in 1869. Lemuel Brown was a half-breed Erie Indian who had married the daughter of the chief of the Erie Indians who claimed all the islands.

Commodore Gardner was a well-known Clevelander who served as Mayor from 1886-1890. He founded the Cleveland Yacht Club in 1878 and served as Commodore until 1895. He also organized the Inter Lake Yachting Association in 1884 and was its commodore until 1894. The Greater Cleveland Sports Hall of fame honored him in 1981.

After completing his purchase of Ballast, Commodore Gardner sold to his friends, including Henry Coming, Will Claflin and Civil War General James Barnett, undivided interests with the right to build a cottage. The island then became a cooperative association of wealthy families. During the late 19th and early 20th centuries, Ballast
Island flourished. A large hotel and dining hall were constructed high on the cliffs of the north side of the island. A windmill supplied water and carbide lanterns supplied light. During this time many cottages were built around the east and west shores along with the Gardner Log Cabin. Over the years the Gardner family has lived in this log house, including George W., his son George Henry, Kenneth and Constance Gardner, and currently the daughter of Ken and Constance.

During the 1890-early 1900 time span the southeast corner of Ballast facing Buckeye Point on South Bass was adorned by a boat house. This boat house served as the headquarters for the Longworth Canoe club. The canoe club was named after Nicholas Longworth, who was the father-in-law of Theodore Roosevelt's daughter, Alice. Presidents Theodore Roosevelt, William McKinley, James Garfield and Grover Cleveland all have visited Ballast.

During the depression years, Ballast was not used as often because of the expense. In the 1930s and 1940s the steamers Goodtime, Put-in-Bay, and Chippewa brought friends to the island, and Ballast once again flourished. In the 1950s, several owners died but the partition deed that was in place, held. This was because one of the original signers, Constance "Kiki" Gardner was still living.

In 1958 one of Kiki's daughters, Constance Gardner Moore offered to buy Roseanne Gilmore's property. The offer was accepted and the Moore family became part owners of Ballast Island. At the same time two other sections of Ballast Island were for sale. They were purchased by a Cleveland businessperson.
A 352-foot (107 m) monument — the world's most massive Doric column — was constructed in Put-in-Bay, Ohio by a multi-state commission from 1912 to 1915.

Perry's Victory and International Peace Memorial was established to honor those who fought in the Battle of Lake Erie during the War of 1812, and to celebrate the long-lasting peace among Britain, Canada and the U.S. The Memorial column, rising over Lake Erie, is situated five miles from the longest border in the world.

The Doric Column is the only international peace memorial in the United States National Park System and stands 47 feet taller than the Statue of Liberty in New York Harbor. The upper deck platform is 12 feet higher than the statue of Liberty's torch.

To visit the observation deck near the top, visitors must walk up 37 steps, pay the admission cost ($10.00 cash, card, or check for adults 16 and older starting 2019 season, 15 and younger are free) then a National Park Ranger will transport them by elevator to the top. Rangers are stationed at the observation deck to answer questions and speak about the history and surrounding area. Views span Lake Erie, the islands and mainland of Ohio, and nearby islands in Ontario, including Middle Island, the southernmost point of land in Canada, and part of Point Pelee National Park.

The column is among the tallest monuments in the United States (the Gateway Arch, San Jacinto Monument, and Washington Monument are taller). Although substantially completed in 1915, funding problems prevented the proper completion of a fully realized memorial complex. In 1919 the federal government assumed control of the monument and provided additional funding. The official dedication was celebrated on July 31, 1931. In 2002, $2.4 million was spent on a new visitor center. The memorial is visited by 200,000 people each year.
Gibraltar Island is the small 6.55-acre (0.026 km²) island just offshore of South Bass Island. It is part of Put-in-Bay Township, Ottawa County, Ohio. The rocky island is named for its resemblance to the Rock of Gibraltar.

Gibraltar Island became a lookout point for Commodore Oliver Hazard Perry in the fight against the British during the War of 1812. Perry and his men defeated a fleet of British sailing vessels during the famous Battle of Lake Erie on September 10, 1813. As a result, the lookout point on Gibraltar Island became known as Perry's Lookout.

The island remained with an owner in Connecticut until Pierpont Edwards, a New York City banker purchased the deed in 1807. Sandusky, Ohio, native Jay Cooke bought the island from Edwards in 1864 and immediately began construction of a 15-room Victorian-Gothic mansion (now known as Cooke Castle).

The Cooke family entertained a variety of notables, such as William Tecumseh Sherman, Salmon P. Chase, Rutherford B. Hayes, Grover Cleveland, and Benjamin Harrison. Cooke's daughter, Laura Barney, sold it to Julius Stone who eventually gave it to Ohio State University. A photograph of Cooke Castle is shown below.

From donations Ohio State now owns Gibraltar Island which has been used for teaching since 1929. The F. T. Stone Laboratory (known simply as Stone Lab) which is also part of Gibraltar Island was dedicated on June 22, 1929, making it the oldest freshwater field station in the United States. It contains six classrooms, offices, laboratories, computing facilities, and a 100-seat auditorium. It hosts workshops for grade school students.
throughout the year, and full-credit college courses are offered to advanced high school students, undergraduates, and graduate students over the summer. Gibraltar Island is not open to the general public. However, group tours are conducted throughout the summer months.
South Bass Island is the southernmost of the three Bass Islands and located 3 miles (4.6 km) from the south shore of Lake Erie. It is the third largest island of the Lake Erie Islands, and is part of Put-in-Bay Township. In the bay of South Bass is Gibraltar Island, home to the Ohio State University's Stone Laboratory.

The island is a popular recreation spot and is often referred to as the "Key West of Lake Erie." The village of Put-in-Bay is a popular tourist destination during the summer. It is served by ferries from nearby Port Clinton and Sandusky on the mainland. The island is the annual host of the Inter-Lake Yachting Association regatta, known as Bay Week.

Perry's Victory and International Peace Memorial, including Perry's Monument, commemorates the Battle of Lake Erie, which the United States won during the War of 1812. It is located on South Bass Island, near Put-In-Bay.
"One of the Most unique homes you’ll find on Put-in-Bay and throughout the Country,

The Benson Ford offers visitors the majestic atmosphere of an old-world shipping vessel with the convenience of modern amenities. Original black walnut wood and brass fittings place this luxurious vacation home into a category all its own.

Towering over the rocky cliffs of the island and jutting out into the lake, it's a marvel to be viewed. The Benson Ford shthouse has been featured on MTV Extreme Cribs, Home & Garden TV's Extreme Homes, the Travel Channel, The British Daily Mirror, Ohio Magazine, the National Enquirer and in countless local publications. A Put-in-Bay landmark, the shthouse alone makes a trip to the Lake Erie islands worthwhile."

The Benson Ford is a private residence so it’s not available for tours. However, one can experience a virtual tour through the Benson Ford website:

http://www.shiponthebay.com/
The 805-acre (3.258 km²) **Middle Bass Island** is shaped like the Big Dipper and is one of three Bass Islands located at the center of a group of 23 smaller islands. It is located in Put-in-Bay Township, Ottawa County, Ohio.

The island was landed upon by French explorer, Robert La Salle, in 1679. It was acquired by a German count in 1856. With the aid of immigrant German workers, the island was used for grape cultivation. This proved to be a very successful undertaking. Old aerial photos of the island (and its neighbor, North Bass Island) show the majority of the island covered with neat rows of grapevines.

By 1875, Middle Bass Island's Golden Eagle Winery was reputed to be the largest wine producer in the United States. The Lonz family acquired the business in 1884 and owned and operated it until the death of George Lonz in 1968. Lonz Winery has often been compared with the wineries of the German Rhineland. The old castle-like structure has been visited by countless dignitaries including five American Presidents. The winery is now part of a corporation bearing the Lonz name. Since 1979, the wines have been made by Italian enologist Claudio Salvador.

On July 1, 2000 tragedy struck the Lonz Winery when a terrace collapsed leaving one dead and dozens injured.

Lonz Winery was purchased by the State of Ohio and Middle Bass Island State Park established in 2001. A view of the Lonz Winery in 2010 is shown below.

Lonz Winery has been renovated by the State of Ohio, and was reopened to the public on June 22, 2017. They are not producing or selling wine on site, but it is open for tours.
Sugar Island is a private island and one of the smaller of the island group at 0.123 km² (30.39 acres). It lies just off the northwest shore of Middle Bass Island. It is located in Put-in-Bay Township, Ottawa County, Ohio.

Sugar Island was once part of Middle Bass Island, connected by way of a short isthmus. As trees were lumbered from this strip of connecting land; Lake Erie began to reclaim the newly exposed, loose soil. Thus, the connecting isthmus sank into the lake, leaving Sugar Island separate from Middle Bass Island.
Rattlesnake Island is an 85-acre (34 ha) island which is one of several islands known as the Lake Erie Islands. The name Rattlesnake comes both from the actual rattlesnakes that used to inhabit the island, as well as from the overall shape of the island (two small islets near the tip resemble a rattlesnake's rattle).

The modern history of Rattlesnake Island began with the purchase of the island about 1929 by Hubert D. Bennett, the owner of the Toledo Scale Company, who developed the island by putting in a lodge, harbor, and east-west landing strip. A second north-south landing strip was added in the 1950s by a Catholic order. In 1959, the island was sold to James P. Frackelton, M.D., a Cleveland surgeon and owner of the Cleveland Stamp and Coin Company, and Robert C. Schull, a stockbroker. Frackelton and Schull further developed the island, but economic and market conditions forced the sale of the island in 1989.

Rattlesnake Island then became a private island that was re-sold in 1992 for $4.6 million. Frackelton and sixty-five other investors re-purchased the island in 1999.

Today, Rattlesnake Island is accessible only to the 65 members of the Rattlesnake Island Club. There are currently only about fifteen private and exclusive lots on the island. Sale of property on the island is controlled by the island club.

Most of the members travel to the island to take advantage of the private facilities, including a bar, restaurant, large pool and hot-tub, health club, tennis courts, bocci courts, miniature golf, and much more. Inside the main building, underneath the bar, is a racquetball court, basketball court, pool table, dart board, big screen television, a pinball machine, card table, and even a suit of armor.
There are two landing strips for airplanes, which come and go often. These grass landing strips double as a small golf course. The pilot's lounge doubles as a pro-shop, with access to score cards and golf balls. Near the runway is a small cage containing peacocks. Members and guests on the island travel from one place to another on an electric golf cart. There are also seven hotel rooms which members can stay in for the night. Rattlesnake Island clothing can be purchased from a store located in a small shed adjacent the restaurant. In recent years, a second marina was added to the island.

The summer staff, mostly from Eastern Europe, numbers around 25 and there are separate dorms for the men and women working there. There is also a year-round caretaker and chef. The island's workers are trained to recognize each of the members and their families both by appearance and by the yacht they come in on. Any non-members will immediately be turned away by armed security guards in one of the island's two boats before the intruders even have time to dock. Because of the secrecy behind the island, many rumors and myths have arisen, including a rumor that criminal organizations use the island as a place to relax. With the tight security, the best place to view the island is atop the Perry’s Monument on Put-in-Bay.[3]

In order to join the Island Club, one of the current members must quit, and the potential member must receive recommendations from at least two of the island's current members. The cost to join is estimated to be between $90,000 and $200,000 initially, as well as a monthly maintenance fee.

The reported population as of the 2000 census was only 2 persons.
Green Island is a small 17-acre (0.07 km²) island that is part of Put-in-Bay Township, in Ottawa County.

The U.S. Government purchased the island in 1851, and in 1854 the first lighthouse was built, a wooden structure of which no definite image remains. This light was equipped with a reflector system.

The lighthouse caught fire on New Year's Eve in 1863, during a ferocious storm in which the temperature dropped to minus 25 degrees. The lighthouse keeper, Charles Drake, his wife and daughter were forced to take refuge in an outhouse, wrapped in a pair of comforters, after an unsuccessful attempt to quench the fire with buckets of lake water. Drake's son Pitt, attending a party at Put-in-Bay, was dissuaded from braving the storm. The next day he went with a rescue party to the island to find nothing standing but the outhouse. Though suffering from exposure, the three refugees were found alive.

The following year a new light was erected, a two-story limestone residence with a square tower applied to one end. A photo of this lighthouse is shown at the bottom of this text. In later years a small barn was added to house livestock belonging to the keeper. Newspaper reports state that one keeper also maintained a team of greyhounds which pulled his children across the ice to school by sled. In 1889 a boathouse was constructed at the northeast corner of the island, and a walkway, originally of planks but later of concrete, was run the length of the island to link it to the light.
In 1926 the light was automated and the residence abandoned. In 1939 a new steel tower, considerably taller than the old light, was erected on the extreme southwest corner of the island. The old light was discontinued, and at some point vandals set it afire, leaving only the tower and the shell of the house standing among the trees which have grown up in the pasture which once surrounded the station.

Green Island is currently a wildlife refuge, managed by the Ohio Department of Natural Resources, and is no longer open to the public.
South Bass Island Light is a lighthouse on the southern end of its eponymous island in Lake Erie. It was listed in the National Register of Historic Places on April 5, 1990 and is thought to be the only lighthouse in the United States that is owned by a university - Ohio State.

Increasing tourist traffic to the island in the late 1800s prompted the Lighthouse Board to approve construction of a light in 1893. The light was to help to mark the southern passage from Sandusky to Toledo, along with several other lights in the vicinity. The site chosen was Parker Point on the southwest corner of the island, and in 1895 a two-acre plot was purchased. The light was not brought into service until 1897. It is an atypical structure for its era, a large 2 ½-story brick Queen Anne house with a 3-story tower built into one corner. It was fitted with a fourth order Fresnel lens, originally lit by oil, but eventually converted to electricity.

In 1962 the light was deactivated, replaced by a steel tower standing adjacent to the old house. The lens was transferred to the Lake Erie Island Historical Museum, where it can still be seen. Five years later, the property was declared surplus. Ohio State, which maintains the Stone Laboratory on Gibraltar Island at nearby Put-in-Bay, saw an opportunity for expanded facilities. Eventually a thirty-year quit claim deed was negotiated, and when this expired in 1997, the university took permanent possession, save for the replacement light tower. An automated NOAA meteorological station was placed on the property in 1983. The lighthouse is used to house university researchers and staff. Beginning in the summer of 2007 it was also made available for occasional tours. The exterior of the house is almost unaltered, and in 1990 it was added to the National Register of Historic Places.
**Mouse Island** is privately owned and is not open for public visitation. A limestone reef between the island and shoreline presents a safety hazard for watercraft that draw more than 3 feet. It was formerly named "Ship Island", as denoted on early-19th-Century maps and in some late-18th-Century documents). It was later named Mouse Island for its small size. It is part of Catawba Island Township.

The island was once owned by the American president Rutherford B. Hayes. The Hayes family built two small cabins, a hand ferry to the shore, a tennis court and supplied the island with running water. In the 1930s the island fell into disuse and all amenities were destroyed by fire or neglect. Remains of the structures can still be found on the island today – including the native stone chimneys of the summer cabins as well as part of the foundation.