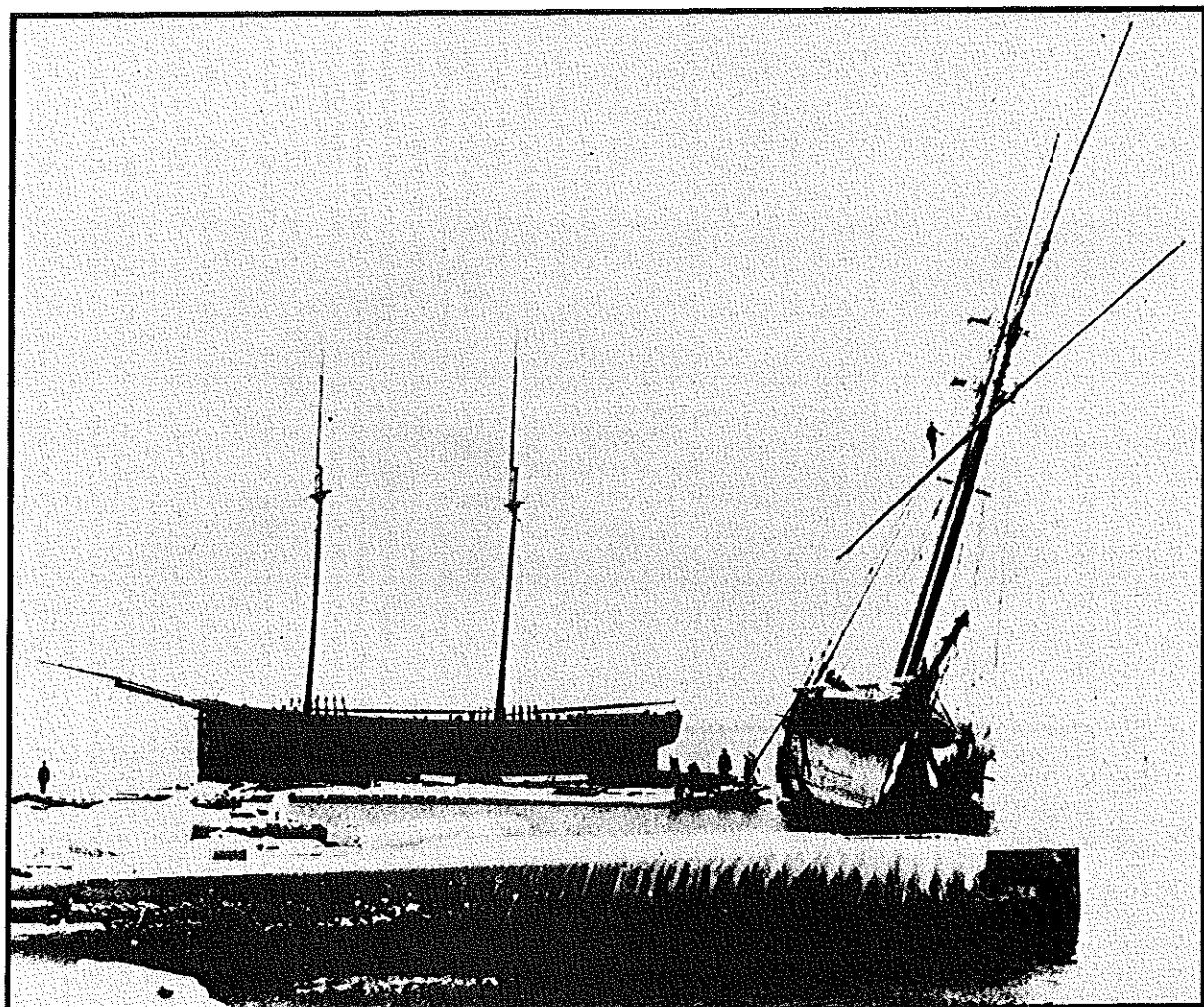


# Inventory of VESSEL LOSSES in Death's Door,

DOOR COUNTY, WISCONSIN AND SURROUNDING WATERS

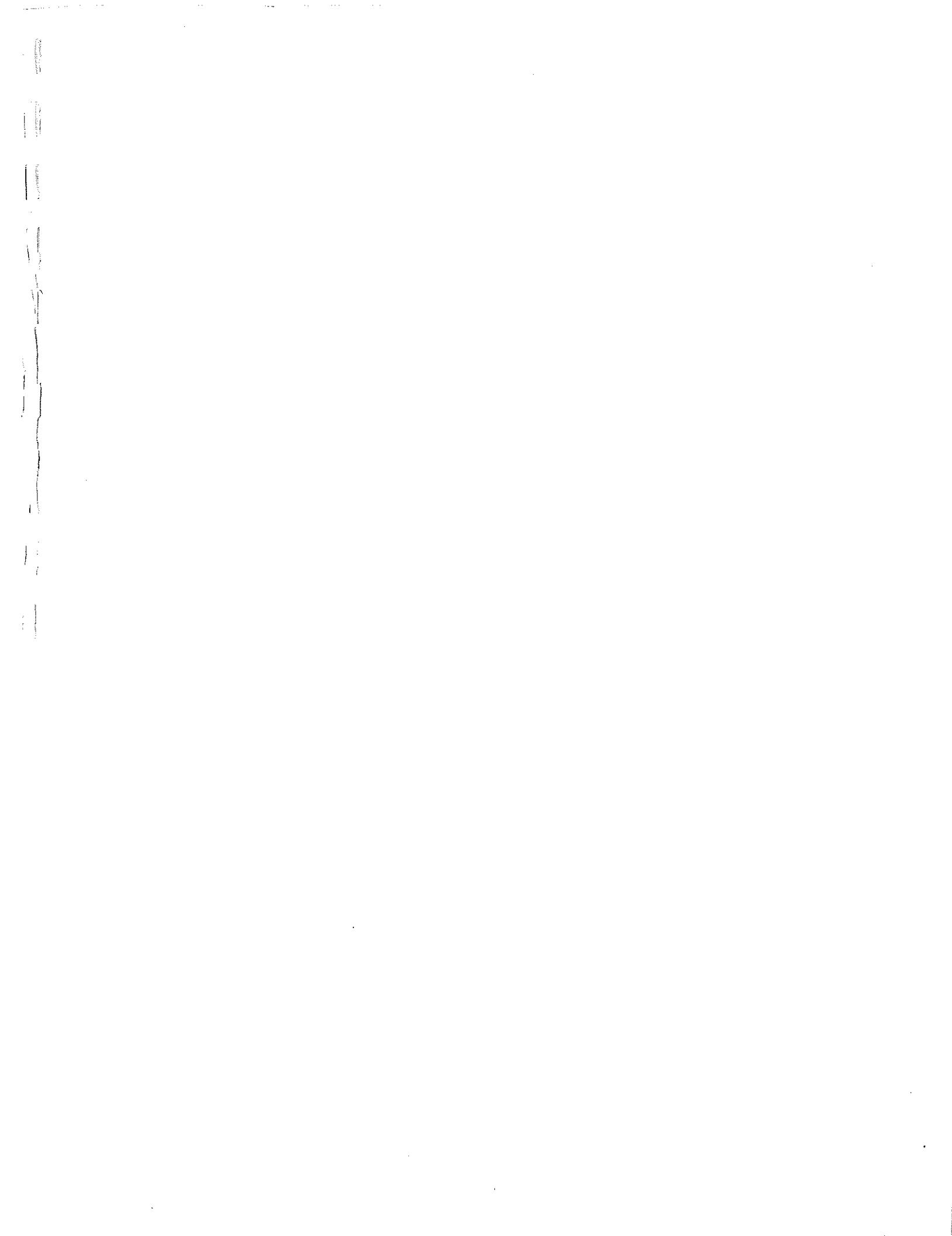
1837 - 1938



David J. Cooper, Underwater Archeology Program  
STATE HISTORICAL SOCIETY OF WISCONSIN

June, 1988

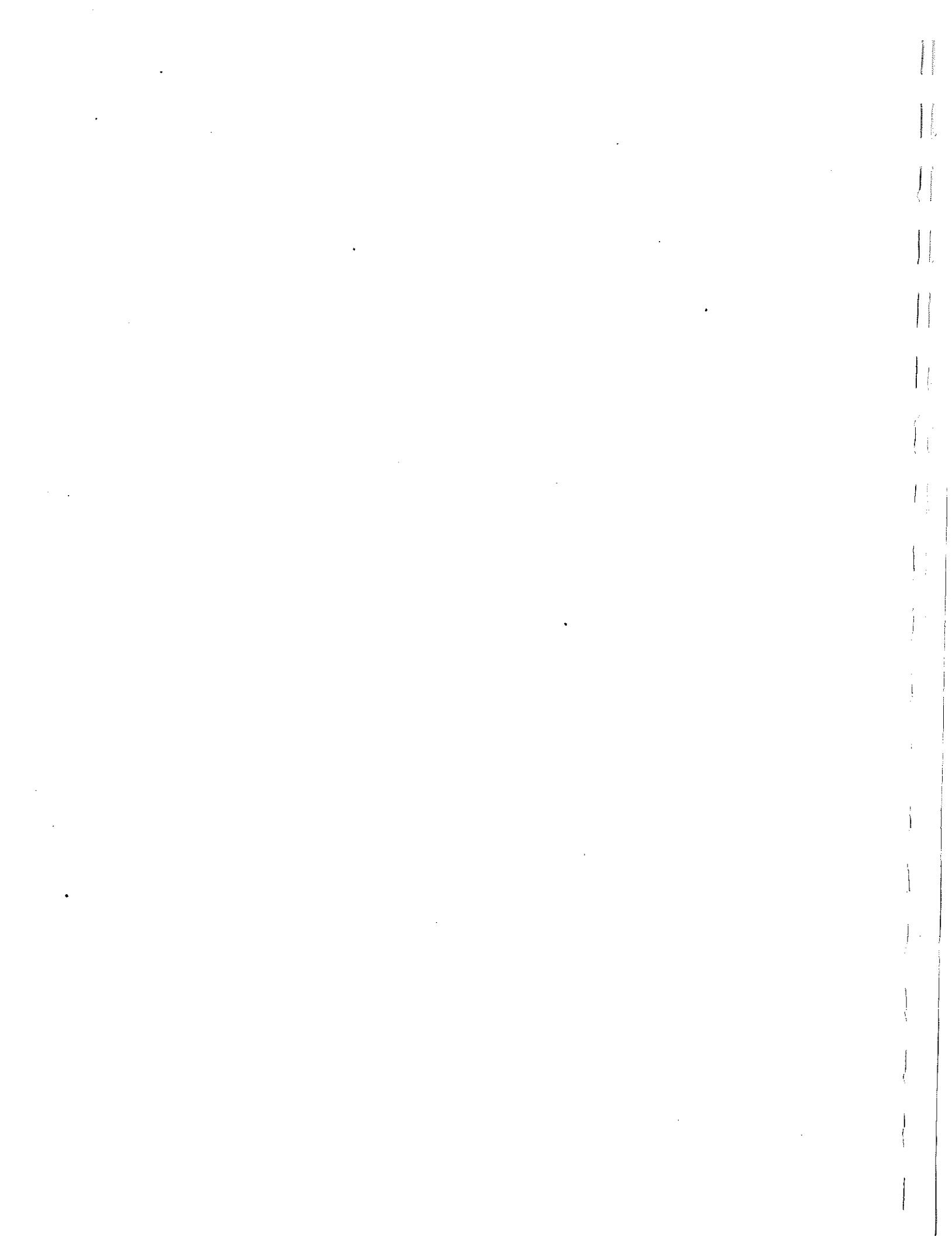






## ACKNOWLEDGEMENTS

The following individuals were instrumental in planning, researching, and completing this report, and I most gratefully acknowledge their assistance. Dr. Walter Hirthe of the Wisconsin Marine Historical Society made the inventory possible through his generous sharing of information, patience in reviewing the data, and suggestions for more productive approaches to the research. Henry Wend of the University of Wisconsin-Madison Department of History was an invaluable and thorough research assistant, whose long labors over microfilm added greatly to the body of research, if having the opposite effect on his eyesight. I am also grateful to Dr. Richard Boyd of Petrie's Scubalab for his overview of Door County's shipwreck resources, which will aid in directing field verification of these wreck sites. I owe many sincere thanks to Judy Patenaude and Melanie Smith for graphics production and Paul Hass for helpful editorial comment. Last but not least, thanks must go to State Representative Lary Swoboda, State Historical Society of Wisconsin Director Dr. H. Nicholas Muller III, the combined staffs of the Museum and Historic Preservation Divisions, and most especially State Archeologist Dr. Joan Freeman for nurturing and guiding the underwater archeology program in its first and formative months with patience and humor.



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Cover photo: A.P. NICHOLS (right), J.E. GILMORE (left), and remains of scow FOREST (between dock in foreground and GILMORE) ashore on Pilot Island, October 1892.



## LIST OF ILLUSTRATIONS

### PLATE

1. (cover) A.P. NICHOLS (right), J.E. GILMORE (left), and remains of scow FOREST (between dock in foreground and GILMORE) ashore on Pilot Island, October 1892.
2. Schooner CAPT. GEO. W. NAUGHTIN, later BERWYN, at East Lake, Michigan.
3. Brig COLUMBIA
4. Steamer GEORGE PRESLEY
5. Dismasted hull of schooner ashore on Pilot Island, possibly J.E. GILMORE (left). Unknown wreckage at far right.
6. Tug KATE WILLIAMS, at Sheboygan.
7. Steamer LOUISIANA
8. Schooner MADONNA (left) at Sheboygan.
9. Schooner RESUMPTION loading at Marinette.

All photos courtesy of the Marine Collection, Milwaukee Public Library

### MAP

1. Door County and Surrounding Waters
2. Death's Door and Northern Islands
3. Whaleback Shoal and Hedgehog Harbor



## INTRODUCTION

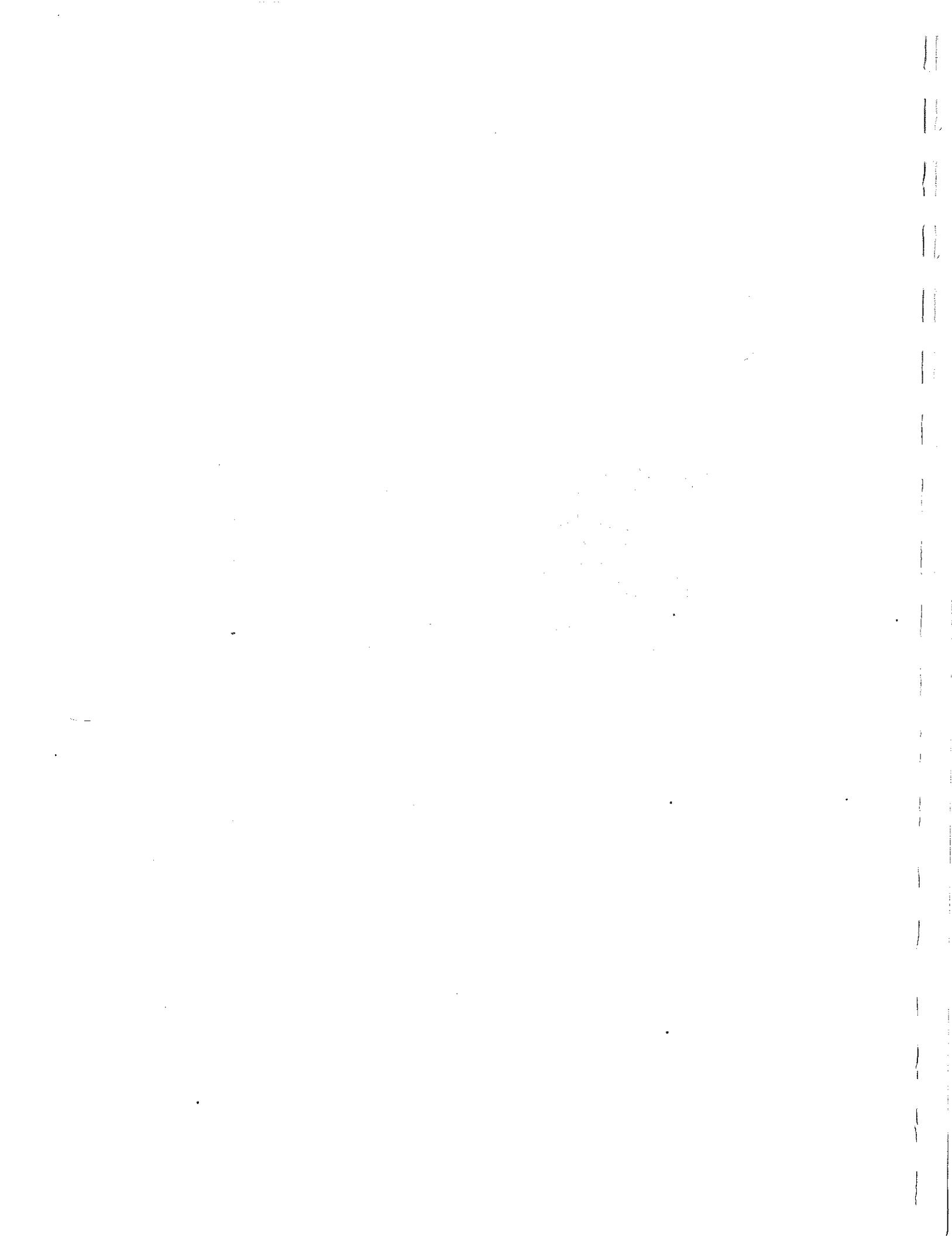
This report is part of a six-month underwater archeology pilot study undertaken by the State Historical Society of Wisconsin, the purpose of which was to reconnoiter submerged cultural resources in Wisconsin waters, specifically shipwrecks. An immediate priority was the creation of an inventory of shipwreck sites, with an eye to their preservation and recreational development. Project staff determined that a sound assessment and preservation program required a clear understanding of the nature, location, present condition, and significance of these resources, something the state did not have. The waters of northern Door County were chosen as the first study area due to the region's known concentration of shipwrecks and the potential for recreational development of these resources.

The resultant inventory is a data summary of known vessels lost in Death's Door, Door County, and surrounding waters. It is not a general maritime history, nor is it a listing of all known marine casualties in these waters. The inventory includes all losses for which historical references could be found, and which, regardless of earlier salvage efforts, are expected to have left significant material remains on the lake bottom. Those vessels released, raised, or completely salvaged have been eliminated from the inventory, other than in cases where salvage appeared incomplete, and vessel remains are suspected to be extant. Also eliminated from the inventory are vessels previously reported lost in the area, either by primary or secondary references, and which further research shows to have been lost elsewhere, or whose reported loss has proven to be false in some other way. Reference files separate from this report have been kept on those sites eliminated from the inventory.

The inventory is as complete as the depth of research and the quality of the historical record will allow. It is quite probable that some of the vessels listed were salvaged without report, and that additional marine casualties occurred in the area but were not recorded.

Each vessel entry is necessarily brief, and is limited to specific data regarding physical characteristics, history, and loss. This information was chosen on the basis of the vessel data most necessary for identifying and evaluating a wreck site, and what data would be most important in conducting more in-depth research on that vessel. Therefore, salient physical characteristics have been chosen for which historical documentation exists, and the descriptions of loss have been chosen to describe as completely as possible the events and circumstances of the casualty, not in paraphrasing, but in the words of eyewitnesses and contemporaries.

The inventory is intended to be an overview. It contains a body of brief and largely uninterpreted data on which further research can be undertaken.



## RESEARCH METHODOLOGY

Central to the research was the problem of identifying and locating pertinent sources. Published directories of Great Lakes shipwrecks are few, and they are largely inaccurate and incomplete. Many shipwrecks in Wisconsin waters were subsequently salvaged or location was misidentified, the actual loss frequently occurring as far away as Lake Erie, Maine, and in one case Long Island Sound, New York. These inaccuracies are not surprising, given the scattered and largely unverified nature of most shipwreck information.

A survey of secondary references identified Death's Door as being a concentration of shipwrecks, perhaps the most renowned area in Wisconsin. Subsequent examination of primary sources showed this reputation to be well-deserved. Its scattered shoals and islands made the Death's Door Passage a major hazard to navigation under sail, and a number of steam vessels also fell afoul of these obstacles, despite lighthouses and buoys.

The secondary literature research produced a listing of reported sites for Death's Door and the surrounding waters. The next (and more time-consuming) step was to verify the secondary reports in the primary literature. At this critical juncture, advice was solicited from marine historian Walter Hirthe of Milwaukee. Hirthe confirmed the inadequacies of the secondary literature and suggested a plan of research which would both verify or refute secondary reports, as well as produce new, previously unreported casualty references from the primary literature.

The author elected to utilize a pair of manuscript loss indexes compiled by Hirthe and another private researcher, Richard Boyd. This material would provide the best casualty references, upon which would be focused additional research to gain a selected field of vessel attributes and historical data, the basis for the shipwreck inventory. Paralleling this would be a survey of primary literature for those periods and sources which had not received much previous attention. This procedure would maximize a body of previously well-researched and referenced data, and would build on this research by examining unresearched gaps in the data field.

The most useful sources for primary information were identified, both on the basis of the author's prior research in this area, and with suggestions from Hirthe. Three major categories of sources emerged: newspaper (for eyewitness or contemporary reports of casualties), government documents (for vessel registration and dimensions data, as well as some loss data), and commercial documents (for vessel insurance classifications). Minor categories included secondary accounts with vessel histories and losses included, hydrographic and cartographic materials which occasionally indicated loss locations, and iconographic sources, which helped illustrate the vessel or (rarely) the

location and appearance of the wreck.

The author also made an effort to learn the location and present condition of these sites through hydrographic records, divers, and local watermen. While this produced some very general information on sites, it could not be reliably tied into the historical report without field verification of both sets of reports. We expect that solicitation of local information will be a vital and ongoing portion of the field verification and evaluation process which will be necessary to accurately address these sites.

Newspaper accounts form the chief narrative sections of the inventory, supplemented when appropriate with secondary or government sources. Newspaper accounts, when available, are an excellent means of gaining local or regional intelligence regarding a vessel's loss, the circumstances of the disaster, subsequent salvage efforts, and general information on local commerce and the marine community of the day. As such, they have been a mainstay for shipwreck researchers. Unfortunately, much of the popular research has not gone beyond these colorful but frequently inadequate accounts.

Government sources are varied and often expensive to access, lodged as they are in distant Federal repositories or the National Archives. The primary sources for data on vessel dimensions, builders, and ownership are Bureau of Customs vessel enrollments (a vessel's official papers for coastal merchant trade). A published abstract of this information can be found in the annual Federal List of Merchant Vessels. While more complete, the enrollments are archival sources, and are therefore significantly less accessible.

Other useful government sources include U.S. Life-Saving Service reports, wreck reports, Bureau of Steamboat Inspection annual reports, and many miscellaneous archival documents pertaining to vessel registration, sale, change of master, and loss. Unfortunately, with the exception of published annual reports, much of this information is archival, and represents a significant expenditure of effort to access. Where possible, this archival information was examined, but is frequently far too miscellaneous for the limited research objectives of the inventory, with the very notable exceptions of the wreck reports.

Commercial documents such as insurance registers, marine registries, and Lake Carrier Association annual reports can provide supplementary information on a vessel, especially in the absence of government vessel data; but these are secondary in nature and are frequently redundant.

#### USER NOTES

Vessel Name: listed alphabetically; gives name at time of loss, also previous names. Vessels with initials (i.e.; A.P. NICHOLS, R.J. HACKETT) are listed using the name appearing on official documents, or what is believed to be the most common form of the name.

Type: based on the typological distinctions of the period; by rig (schooner, brig, bark); by usage (barge, tug, fish tug); by propulsion (steamer, gasoline schooner); or by hull type (scow).

Casualty Date: best available date (where known) by month, day, and year for day of casualty. In many cases the date of casualty (such as in a stranding) is not the date of loss (either by abandonment or subsequent destruction through storm, salvage, etc.). In many cases, legal abandonment and salvage efforts remained pending for several months or even years.

Casualty Type: categories include stranding (all forms of beaching, running aground, running ashore), burning (fire at sea or while moored/anchored), collision (with another vessel), foundering (midwater losses due to capsize, leaking, or scuttling), abandonment (due to age), or a combination of the above. Burnings, despite their apparent consumption of a wooden vessel's fabric, are presumed to have left material remains behind (charred wood, iron, etc.).

Casualty Location: approximate area of loss, as cited in historical documents. More specific locational information may be available for field verified sites.

Cargo: where known. Light indicates unladen vessel; ballast indicates unladen but ballasted vessel; probability of a cargo may be given where known commercial practices and trade routes would indicate the likelihood or unlikelihood of a cargo.

Registry Number: given for vessels post-1866 (Act of July 28, 1866; U.S. Treasury Dept. 1874:5). Vessels built and lost prior to the official numbering system are given as "n/a" (not applicable).

Hull: most hulls of the dates covered would be wood (probably white oak) fastened with wood, or iron. Where known, the number of decks or other identifying features are given.

Propulsion/Masts: indicates primary means of propulsion and auxiliary power (if used)/gives number of masts where known, also number of stacks for steamers.

Dimensions: given in feet and tenths of feet (written as decimals) or feet and inches (written as twelfths). The first number is the vessel's registered length on deck; the second the vessel's registered beam (maximum breadth); the third is the vessel's registered depth of hold (note that this is not the same as the vessel's draft or the overall height of the hull; U.S. Treasury Dept. 1874:63). These are the last known measurements for the given vessel, and should represent its final configuration as nearly as possible.

Tonnage: refers to a merchant vessel's cargo-carrying volume, not its deadweight, as is sometimes mistakenly assumed. Given as "old measurement"

(OM) for the period 1790 to 1864, a vessel's old measurement tonnage being calculated in increments of ninety-five cubic feet of cargo area (Hirthe 1986:xi). An act of May 6, 1864, modifies this, and tonnage is thereafter calculated in areas of 100 cubic feet, using formulas and a series of vessel length and transect admeasurements which better allowed for variations in hull shape. These vessels are given in gross or total tons (Hirthe 1986:xi, U.S. Treasury Dept. 1874:63-71). An act of February 28, 1865, allows exemption from admeasurement for enclosed above-deck structures unassociated with cargo, stores, or berthing; for example, machinery, pilot house, and galley areas (U.S. Treasury Dept. 1874:67,70-71). Where two numbers appear separated with a slash [/], the second refers to the vessel's net tonnage. Net tonnage appears with an act of August 5, 1882, and allows for deductions from the gross tonnage for non-cargo areas below decks such as cabins, machinery spaces, ship's stores, etc. (Hirthe 1986:xi). Net tonnage, therefore, represents the total commercially-useable interior volume of a vessel, each ton being 100 cubic feet of space.

Built/Builder/Date: where known.

Owner/Home Port: Lists all known owners and home port. Home port is where permanent documents (enrollment or registry) resides. This is different from port of ownership (which may not always be the same) or port of hail (where vessel commonly works out of and uses as a base of operations). For example, a vessel owned at a small settlement like Washington Island may have its home port as Milwaukee, its port of hail as Jackson Harbor, and its owner residing somewhere within the Custom District. The first is determined by the location of the closest Customs District (usually Buffalo, Detroit, Milwaukee, Chicago, Marquette, and Oswego); the second as the trade dictates; and the third, obviously, by the owner's choice of residence.

Description of Loss: pertinent passages from primary sources are quoted; where such information is lacking or incomplete the best secondary information is given. Every effort has been made to preserve the original wording from the primary texts.

References: all available references pertaining to the vessel loss; this is not a complete listing of all sources pertinent to the vessel in question, and in many cases only refers to the most significant or least redundant sources.

Documents of Enrollment: gives last enrollment and number, port of issue, date of issue, port of surrender, date of surrender, and cause of surrender.

## LIST OF ABBREVIATIONS

BLU	[National] Board of Lake Underwriters
<u>CIO</u>	<u>Chicago Daily Inter-Ocean</u>
<u>CT</u>	<u>Chicago Tribune</u>
c	column #
<u>DCA</u>	<u>Door County Advocate</u>
<u>DFP</u>	<u>Detroit Free Press</u>
E	Certificate of Enrollment
<u>EIP</u>	<u>Escanaba Iron Port</u>
<u>GBA</u>	<u>Green Bay Advocate</u>
<u>IL</u>	<u>Vessel Classification of the Inland Lloyds</u>
m	masts
Ms.	Manuscript
<u>MC</u>	<u>Marine Casualties of the Great Lakes 1863-1873</u>
<u>ME</u>	<u>Marinette Eagle</u>

MV      List of Merchant Vessels of the United States

MS      Milwaukee Sentinel

n/a      not applicable

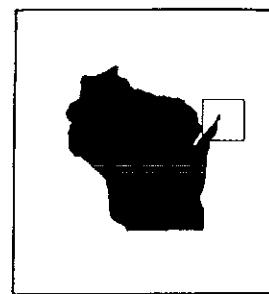
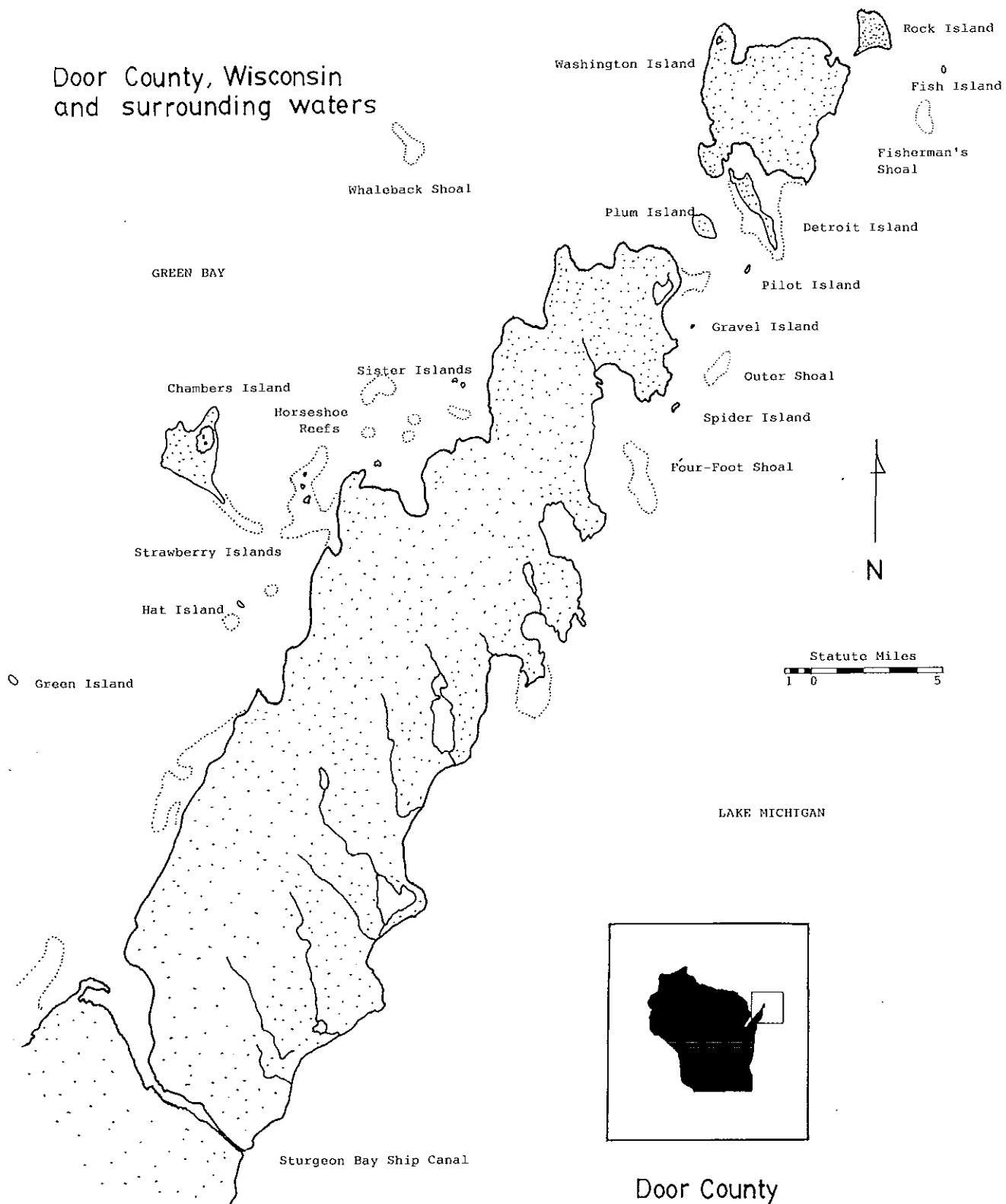
n.d.      no date

p      page #

RDJ      Racine Daily Journal

USLSS      U.S. Life-Saving Service

## Door County, Wisconsin and surrounding waters



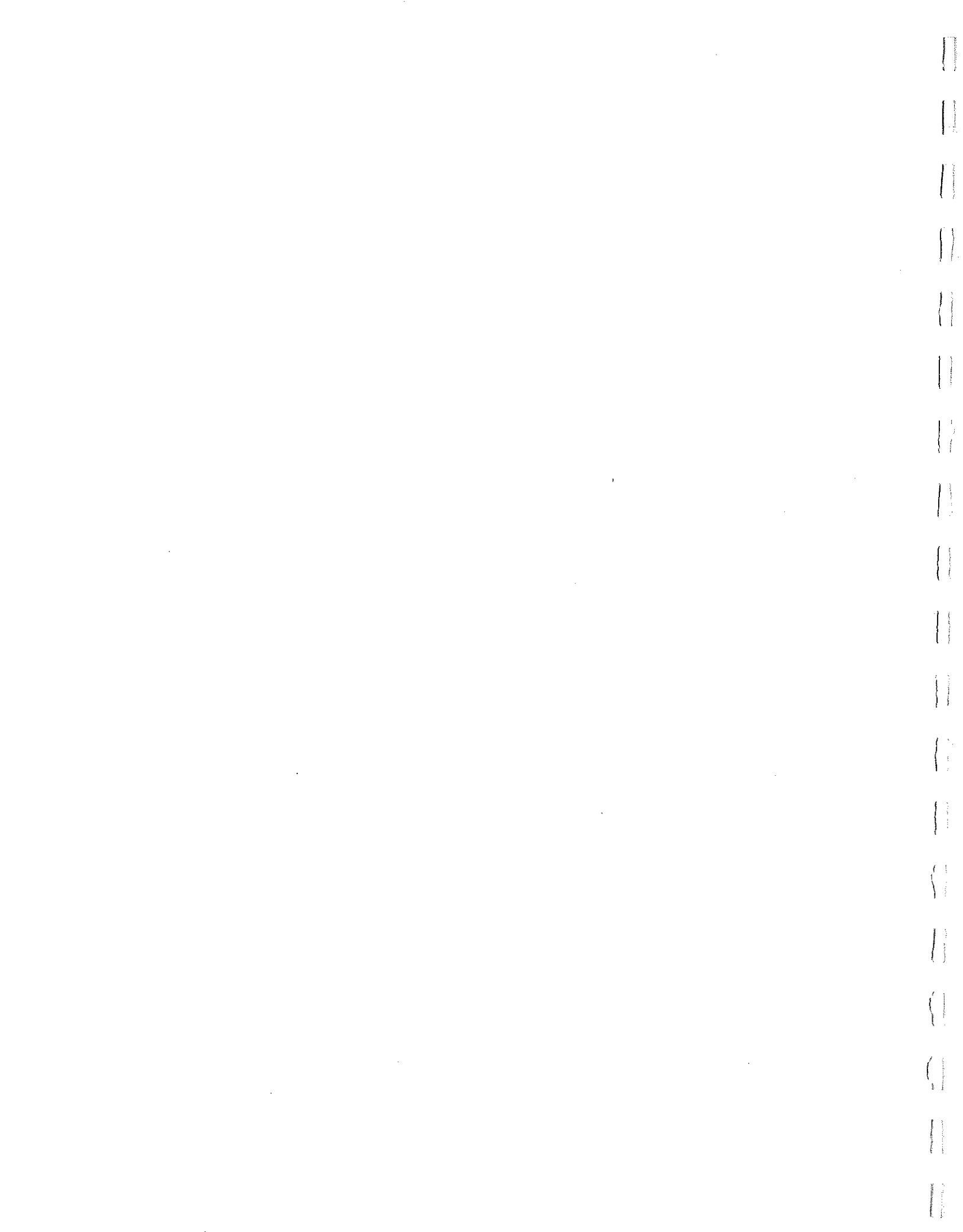
Door County

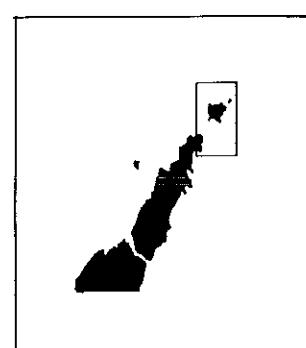
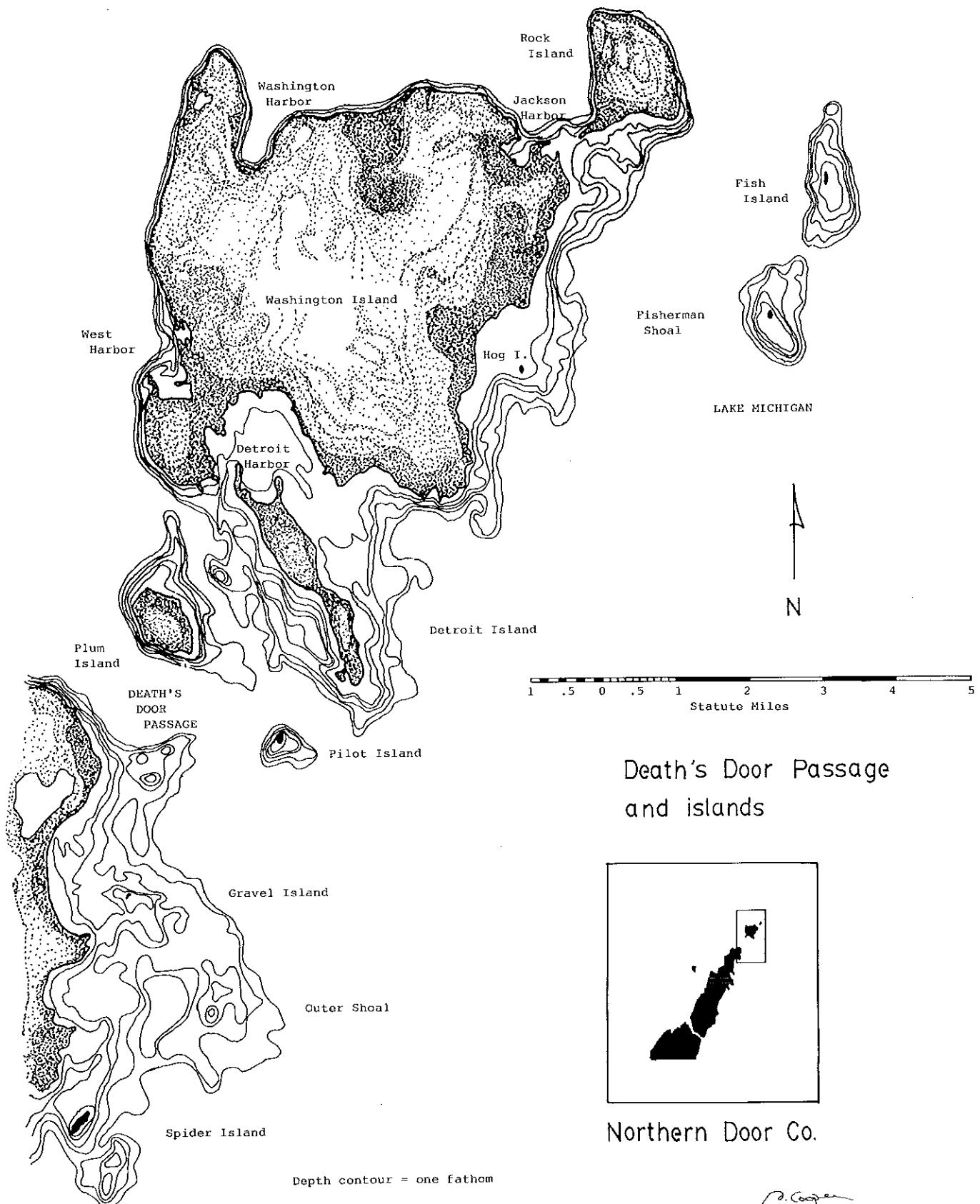
After NOAA Chart 14902 North End of Lake Michigan

*J. Cagan*

MAP 1

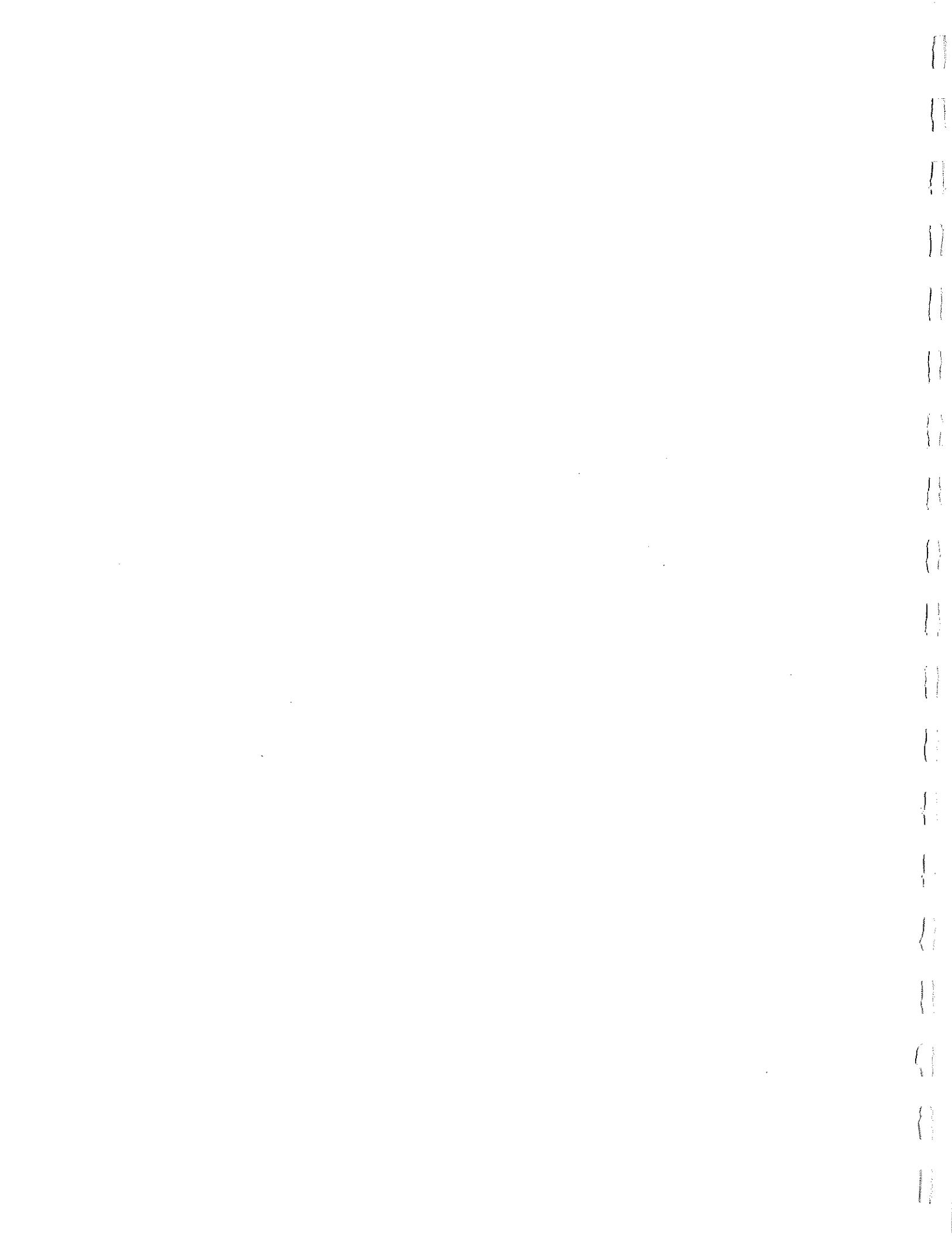
Door County and Surrounding Waters





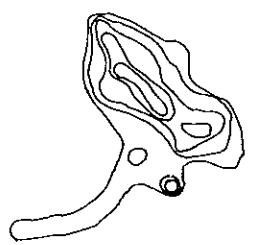
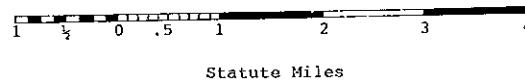
Northern Door Co.

MAP 2 Death's Door and Northern Islands



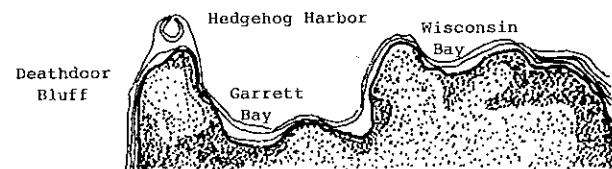
N

Whaleback Shoal  
and Hedgehog Harbor



Whaleback Shoal

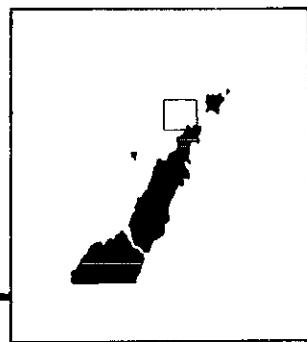
GREEN BAY



Depth contour = one fathom

After NOAA Chart 14909 Upper Green Bay

*D. Cooper*



Door County

MAP 3

Whaleback Shoal and Hedgehog Harbor



VESSEL NAME: A.P. NICHOLS  
TYPE: schooner  
CASUALTY DATE: 10/28/1892  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: light  
REGISTRY NUMBER: 566  
HULL: wood  
PROPULSION/MASTS: sail/3m  
DIMENSIONS [feet]: 145.0 x 30.03 x 11.0  
TONNAGE [Gross/Net]: 299.67/284.69  
BUILT/BUILDER/DATE: Madison Dock, OH/Bailey Bros./1861  
OWNER/HOME PORT: David Clow/Chicago

DESCRIPTION OF LOSS:

"Escanaba, Mich., Oct. 30. The schooner A.P. Nichols dragged ashore on Pilot Island, at Death's Door entrance to Green Bay, in the gale of Friday night. She is full of water and resting easy. Her captain arrived here last night on the steamer Outhwaite and is now awaiting orders from the underwriters as to whether a wrecking expedition is to be sent to her or not." MS 10/31/1892 p.2,c.3.

"The schooner A.P. Nichols is reported a total wreck on Pilot Island, the late heavy gales having proved too much for her." DCA 12/03/1892 p.5,c.4.

"Nothing is to be seen of the schooner A.P. Nichols, ashore on Pilot Island. It is supposed that the hull has been broken up by the action of the sea and ice." DCA 02/10/1894 p.5,c.3.

"The schooner Gillmore is the only one left now on Pilot Island. The Nichols was chucked on the beach in pieces and the previous ones have also disappeared from view." DCA 02/17/1894 p.5,c.3.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 11/05/1892 p.5,c.3; 11/12/1892 p.5,c.3; 12/03/1887 p.5,c.4; 12/31/1892 p.5,c.3; 2/04/1893 p.8,c.4; 2/18/1893 p.5,c.4; 3/11/1893 p.5,c.3; 4/08/1893; 2/10/1894 p.5,c.3; 2/17/1894 p.5,c.3; Hirthe 1986:33-42; Knudsen 1948:56-62; Mansfield 1899:l:866; MV 1885:62 MS 10/31/1892 p.2,c.3; 11/08/1892 p.6,c.1; Stabelfeldt 1981:44-46.

DOCUMENTS OF ENROLLMENT: E 82, Chicago, 5/01/1891, surrendered Chicago 11/17/1892; "vessel lost."

VESSEL NAME: AGNES BEHRMAN  
TYPE: scow schooner  
CASUALTY DATE: 10/30/1898  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: maple wood  
REGISTRY NUMBER: 106189  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 91.7 x 24.9 x 6.7  
TONNAGE [Gross/Net]: 110.93/105.39  
BUILT/BUILDER/DATE: Detroit Harbor/C. O. Pedersen/1883  
OWNER/HOME PORT: C. O. Pedersen/Milwaukee

DESCRIPTION OF LOSS:

"The Behrman was moored in this harbor to unload a cargo from Milwaukee when the anchor lost its hold and began to drag. Before anything could be done to stop her, the vessel had struck bottom at what was called the Hedgehog Harbor pier. The hull soon broke apart.

"C. O. Pedersen from Detroit Harbor, the captain and owner of the vessel, lost his ship and his \$200 cargo. Unfortunately, he had no insurance on either."  
Boyd/Hirthe Ms.

REFERENCES: Boyd/Hirthe Ms.; Hirthe 1986:97,127; McDonald 1984:142;  
Mansfield 1899:1:795; MV 1894:58; Runge.

DOCUMENTS OF ENROLLMENT: E 16, Milwaukee, 8/30/1898; surrendered  
Milwaukee, 12/01/1898; "total loss by stranding."

VESSEL NAME: ARDENT  
TYPE: schooner  
CASUALTY DATE: 10/05/1880  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: bark and wood  
REGISTRY NUMBER: 563  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 77.5 x 18.0 x 5.2  
TONNAGE [Gross/Net]: 57  
BUILT/BUILDER/DATE: Sheboygen/Stokes/1857  
OWNER/HOME PORT: Joseph Duke/Milwaukee

DESCRIPTION OF LOSS:

"The schooner ARDENT, of Milwaukee is on the beach at Hedgehog Harbor. She has been stripped and left for good. She was loaded with wood and bark for Wm. Voight, The cargo can nearly all be saved. The wreck was caused by the anchor chain breaking." DCA 10/21/1880 p.3, c.6.

"Capt. Joseph Duke, master and owner of the schooner ARDENT, reached this city yesterday and reports that the vessel parted her anchor chain in Hedge hog Harbor during a forty-mile gale from the west on the 5th inst., and found the beach, where she soon became a total wreck. The vessel was laden with bark from Ellison's Bay for this port, most of which, with the vessel's outfit, were saved. In his wreck report Capt. Duke places his loss at \$600, and the loss on cargo at \$400. The ARDENT measured 57 tons, and was built 19 years ago."  
MS 10/13/1880.

REFERENCES: BLU 1874:9; Boyd/Hirthe Ms.; CT 10/13/1880 p.10,c.4;  
10/15/1880 p.10,c.5; DCA 10/21/1880 p.3,c.6; MS 10/13/1880.

ENROLLMENT: E 42, Milwaukee, 12/27/1879; surrendered Milwaukee,  
10/05/1880; "total loss."

VESSEL NAME: ARROW  
TYPE: schooner  
CASUALTY DATE: circa 1924  
CASUALTY TYPE: abandoned  
CASUALTY LOCATION: Detroit Harbor  
CARGO: ballast  
REGISTRY NUMBER: 105940  
HULL: wood  
PROPULSION/MASTS: sail, auxiliary gas screw (1908); unrigged (1920)/unknown  
DIMENSIONS [feet]: 63.2 x 16.9 x 5.5  
TONNAGE [Gross/Net]: 31/21 (1908); 31 (1920)  
BUILT/BUILDER/DATE: Oshkosh/unknown/1879  
OWNER/HOME PORT: unknown/Milwaukee

DESCRIPTION OF LOSS:

"Sch. Arrow, ballast, abandoned in Detroit Harbor." Frederickson 1959

"Arrow, 31 gross tons, Abandoned." MV 1924:448.

REFERENCES: DCA 12/05/1891 p.8,c.2; Frederickson 1959; MV 1894:70; 1908:159; 1920:358; 1924:448.

DOCUMENTS OF ENROLLMENT: Milwaukee, 9/6/1919; surrendered Milwaukee, 5/12/1924; "dismantled and abandoned."

VESSEL NAME: BERWYN, ex-CAPT. GEO. W. NAUGHTIN,  
ex-CRAWFORD

TYPE: schooner

CASUALTY DATE: 11/23/1908

CASUALTY TYPE: stranding

CASUALTY LOCATION: Plum Island

CARGO: light

REGISTRY NUMBER: 21585

HULL: wood

PROPELLION/MASTS: sail/3m

DIMENSIONS [feet]: 132.2 x 29.2 x 10.0

TONNAGE [Gross/Net]: 269.00/238.00

BUILT/BUILDER/DATE: Algonac, MI/Charles Hinman/1866

OWNER/HOME PORT: J. Perry Bates/Chicago

DESCRIPTION OF LOSS:

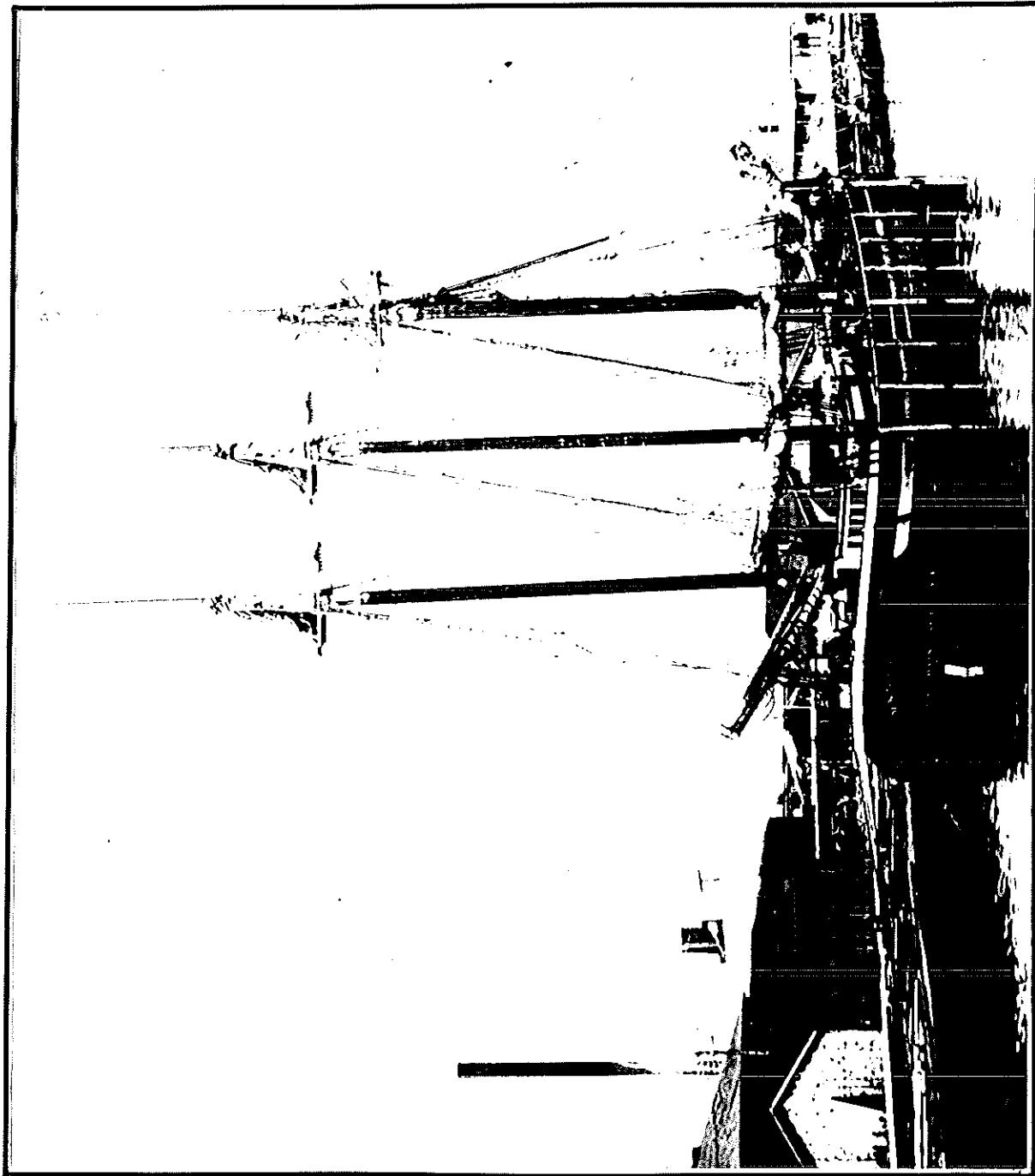
"The schooner BERWYN is ashore on the south end of Plum island having stranded during a dense fog Monday. The vessel was in tow of the steambarge WALTER VAIL; Capt. Bob Evans, and was bound to Nahma for cargo. The VAIL also stranded, but succeeded in releasing herself. She also made an unsuccessful attempt to release the BERWYN, but after parting her towline a couple of times was obliged to give it up.

"Word was sent here Tuesday morning by telephone for a tug and the DUNCAN CITY, Capt. Fred Johnson, responded. A second message called for a steam pump and the 10-inch siphon of Leathem & Smith Towing and Wrecking Co. was put on the tug in charge of Wm. Binks. The DUNCAN got away about midnight and no doubt arrived on the scene early yesterday morning. If the schooner is released she will be brought here for a docking and repairs at the shipyard.

"J.P. Bates, owner of the vessel arrived here from Chicago Tuesday morning and accompanied the wrecking crew to the stranded schooner. The BERWYN is an old-timer, having been built in 1866. She was formerly named the CRAWFORD and later the CAPT. GEO. W. NAUGHTIN. She is in command of Capt. Nelson.

PLATE 2

Schooner CAPT. GEO. W. NAUGHTIN, later BERWIN,  
at East Lake, Michigan.





"LATER.-The DUNCAN CITY returned here last night, the BERWYN being abandoned. The wind shifted into the SE, driving her onto a rocky ledge and pounding the side in short order." DCA 11/26/1908 p.1,c.1.

"Capt. N.T. Nelson, master and part owner of the wrecked schooner BERWYN, passed through the city this week on his way to Chicago. As stated in the last issue of the schooner had been lost on Plum Island in the Door. The vessel's outfit has been left in charge of Capt. Fred Richter, Detroit Harbor, and will be forwarded to Chicago after the opening of navigation. Capt. Nelson has been a master for the past 22 years, and this is the first serious mishap that occurred to him in all the times that he has been in command of vessels. There was no insurance on the craft, and the loss is therefore a pretty severe one for the owners." DCA 12/03/1908 p.1,c.2.

"While in tow of the steamer WALTER VAIL the schooner BERWYN stranded 1 mile SE. of station. Disaster discovered by patrol at 12.20 a.m. Surfboat put off to the schooner and piloted the steamer back to the stranded vessel, the weather being very foggy. A hawser was run between them, but all attempts to float the vessel were unsuccessful. Her crew were taken to the station, given food, and carried to Detroit Harbor, where they obtained passage home. Wreckers stripped the Berwyn, and she was abandoned." USLSS 1909:128.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/26/1908 p.1,c.1; 12/03/1908 p.1,c.2; MV 1908:17; MS 11/27/1908 p.8,c.6; Runge; USLSS 1909:128,260-261.

DOCUMENTS OF ENROLLMENT: E 21, Chicago, 1/17/1903; surrendered Chicago, 12/05/1908; "vessel lost."

VESSEL NAME: BLAZING STAR  
TYPE: schooner  
CASUALTY DATE: 11/10/1887  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Fisherman's Shoal  
CARGO: lumber  
REGISTRY NUMBER: 2868  
HULL: wood  
PROPELLION/MASTS: sail/3m  
DIMENSIONS [feet]: 137.0 x 26.0 x 10.0  
TONNAGE [Gross/Net]: 279.17/265.21  
BUILT/BUILDER/DATE: Manitowoc, WI/Henry B. Burger/1873  
OWNER/HOME PORT: Capt. Comerford/Chicago

DESCRIPTION OF LOSS:

"Chicago, Nov. 14.-The crew of the schr. BLAZING STAR arrived here to-day and reported the wreck of that vessel on Fisherman Shoals, at the foot of Lake Michigan. She will probably prove a total loss as she has been pounding on the rocks for four days without any effort having been made to save her. The vessel left Manistique last Wednesday bound for Chicago and laden with lumber. At 1 o'clock Thursday afternoon, with the sun shining brightly, clear weather and fair wind she ran on the south shoal, within a short distance of where the I.N. FOSTER was wrecked last summer. All hands were set at work throwing the cargo overboard. They got off the deckload and part of the cargo in the hold, but the more the vessel was lightered the further up on the rocks the sea would drive her. Capt. Comerford finally became satisfied that the vessel could not be released and abandoned her, all hands getting into the yawl and rowing over to Plumb island. After staying there some time they pulled to Pilot island, where they were picked up by a steambarge and brought to Chicago, Capt. Comerford alone remaining on the island to see that no one stole the outfit of the vessel. When questioned about the wreck the crew kept silent and looked wise, remarking only that they did not care to talk about it until after they got their

pay. Dan Mitchell, the mate, said he was in the cabin sound asleep when the vessel struck. John Burke, a foremast hand, was at the wheel steering the course laid down by Capt. Comerford, who was on watch. He said he could see the shoal and the wreck of the FOSTER, but the course was not altered. Capt. Comerford bought the BLAZING STAR last spring for \$8,000 and has \$6,600 insurance on her. It was this vessel that passed within a short distance of the VERNON victims and did not stop to pick them up." MS 11/15/1887 p.7,c.2.

"The schr. BLAZING STAR, ashore on Fisherman's Shoal, lies in six feet of water and is a total loss." MS 11/24/1887 p.2,c.6.

"Washington Harbor, May 27. The wrecking tug LEVIATHAN is here working on the schooner BLAZING STAR ashore on Tantalon reef. The lumber has been removed from the vessel and placed on the dock, where it is being sold at five dollars a thousand, and it goes like hot cakes. The captain says that there is not a bit of the rigging or any moveable articles left on the schooner, someone having completely stripped her during the winter." DCA 6/02/1888 p.2,c.1.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/26/1887 p.3,c.3; 12/17/1887 p.3,c.3; 12/10/1887 p.3,c.3; 12/17/1887 p.3,c.3; 3/03/1888 p.3,c.3; 4/07/1888 p.3,c.3; 5/19/1888 p.3,c.4; 6/02/1888 p.2,c.1; 6/09/1888 p.3,c.3; Mansfield 1899:I:750, 797; II:284; MV 1885:87; MS 11/15/1887 p.7,c.2; 11/16/1887 p.3,c.5; 11/17/1887 p.3,c.3; 11/20/1887 p.2,c.3; 11/24/1887 p.2,c.6.

DOCUMENTS OF ENROLLMENT: E 103, Chicago, 5/23/1887, surrendered Chicago 12/02/1887; "vessel lost."

VESSEL NAME: CLEVELAND  
TYPE: bark, former propellor  
CASUALTY DATE: 06/11/1875  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Plum Island  
CARGO: light  
REGISTRY NUMBER: 4330  
HULL: wood  
PROPELLION/MASTS: sail/3m  
DIMENSIONS [feet]: 149.51 x 24.20 x 10.05  
TONNAGE [Gross/Net]: 230.59  
BUILT/BUILDER/DATE: Cleveland/Jones/1846  
OWNER/HOME PORT: Ludington, Wells, and Van Schaick/Chicago

DESCRIPTION OF LOSS:

"Disaster.-The bark CLEVELAND, owned by the Ludington, Wells, & Van Schaick Co., went ashore on Plum Island, at Death's Door, on Friday night of last week, during the gale which prevailed at that time, while on her way from Chicago to this place. She was light. The tug ESCANABA was promptly sent to her relief and endeavored to pull her off, but without success and efforts to save her were abandoned. The ESCANABA and a scow left here Wednesday to strip her. She was an old vessel, having been built as a side-wheel steamer and ran several years as a passenger steamer in Ward's line between Milwaukee and Chicago." ME 6/19/1875 p.4,c.6.

"-The crew of the bark CLEVELAND arrived in the city on yesterday by rail. The outfit was taken off and the vessel abandoned." CIO 6/21/1875 p.7,c.1.

REFERENCES: BLU 1860; 1866; 1874:26; Boyd/Hirthe Ms.; CIO 06/21/1875 p.7,c.1;  
CT 06/15/1875; DCA 06/24/1875 p.3,c.3; Mansfield 1899:l:731, 808; ME 06/19/1875  
p.4,c.6; MV 1875:61; MS 6/15/1875 p.5,c.1; 6/16/1875 p.8,c.4.

DOCUMENTS OF ENROLLMENT: E 17, Chicago, 8/01/1868, surrendered Chicago  
06/19/1875; "Vessel total loss."

VESSEL NAME: COLUMBIA  
TYPE: brig  
CASUALTY DATE: 06/ /1859  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Death's Door  
CARGO: "back freight"  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 91 x 24 x  
TONNAGE [Gross/Net]: 177 OM  
BUILT/BUILDER/DATE: Sandusky, OH/ /1842  
OWNER/HOME PORT: Jesse Birmingham, Joseph Harris/Sturgeon Bay

DESCRIPTION OF LOSS:

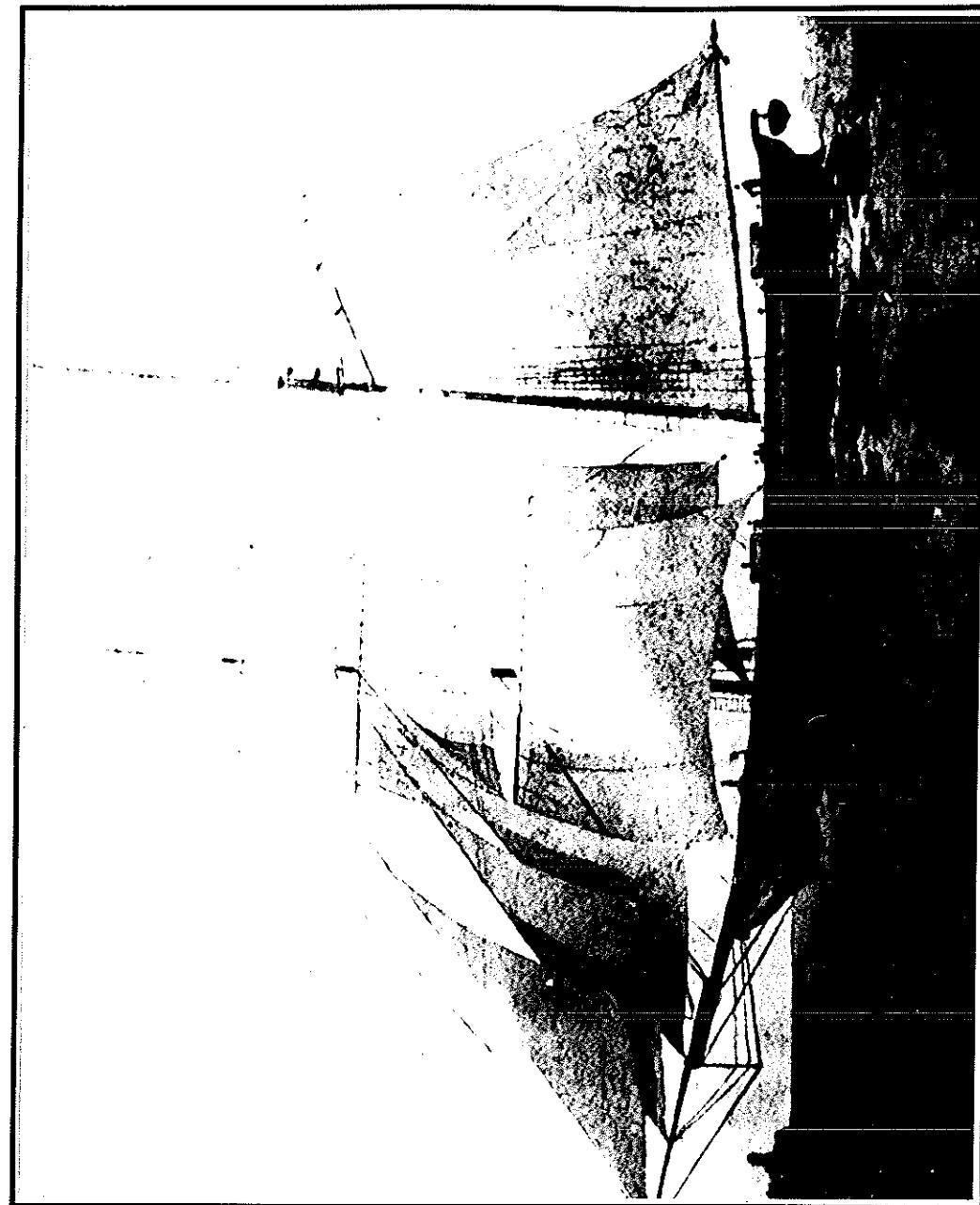
"June 23, 1859.-The Brig COLUMBIA, which went ashore at Death's Door, a short time since, will be a total loss. She went on a ledge of rocks, and will probably go to pieces in the first gale." CT 6/24/1859.

"The brig COLUMBIA, which went ashore at Death's Door, has gone to pieces and is a total wreck, nothing being saved but the rigging, which was brought to this city. She was owned by Jesse Birmingham of Sturgeon Bay, and was uninsured. She was valued at about \$3,000. There were two mortgages held against her by parties in this city." CT 6/30/1859 p.4.

"The first sail craft of any size owned at Sturgeon Bay was the brig COLUMBIA, which was purchased by the late Joseph Harris and Jesse Birmingham in the winter of 1859. At the opening of navigation the following spring she was fitted out at the port of Chicago, and the trip here commenced under the command of the late Jacob Hanson. All appears to have gone well until the vessel reached the Door, when a heavy snow squall from the north set in, causing those on board to lose their bearings, and it was not long before she fetched up on the

Brig COLUMBIA

PLATE 3





rocks, which were so near that the whipping about of the yards on the foremast caused the breaking of the limbs from the trees on the side and top of the bluff to fall on the decks below, and greatly endanger the lives and limbs of the crew. The vessel became a total loss, and having a lot of back freight on board this was also more or less damaged. As there was no insurance the loss proved a pretty serious matter to the owners of the craft." DCA 1/14/1909 p.1,c.1.

REFERENCES: Boyd/Hirthe Ms.; CT 06/24/1859; 06/30/1859 p.4; DFP 6/30/1859; DCA 01/14/1909 p.1,c.1; Mansfield 1899:l:811; MS 9/14/1842 p.2,c.6; Runge.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: CYNTHIA GORDON  
TYPE: schooner  
CASUALTY DATE: late October, 1907  
CASUALTY TYPE: abandoned  
CASUALTY LOCATION: Detroit Harbor  
CARGO: lumber  
REGISTRY NUMBER: 22344  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 67.0 x 16.0 x 6.0  
TONNAGE [Gross/Net]: 44.63/42.40  
BUILT/BUILDER/DATE: St. Joseph, MI/J. Shaw/1864  
OWNER/HOME PORT: Nels Jepsen/Milwaukee

DESCRIPTION OF LOSS:

"Sch. Cy. Gordon, ballast, abandoned in Detroit Harbor." Frederickson, 1959.

"[Nels Jepsen] . . . acquired the 'Cynthia Gordon'. I believe her bones lie in Detroit Harbor." McDonald 1984:150-151.

"Pa owned this sailboat named the Cynthia Gordon. During the sailing season he used her to carry many different cargoes from one lake port to another. It might be a cargo of fruit or vegetables or a load of lumber or wood. . .

"One fine day in late October we sailed from the little harbor near our home . . . we would be gone six or eight weeks. By that time Lake Michigan would be frozen over and we had to be home before the ice was too thick . . .

"It was just before Christmas when we were making our way home. We were anchored at Escanaba where we had taken a cargo of lumber to take back to Washington Island . . .

"When we were just a few miles from home Pa took over the steering wheel. The ice made the guiding the boat a hard job and I was beginning to get tired.

'The boat is leaking some but we will get home all right. There isn't anything to be afraid of,' Pa remarked calmly . . .

"The boat, rocking and plunging wildly, surged steadily on before the wind which had become a regular gale. At last we could see Washington Island through the storm . . .

"The boat is sinking fast. I will have to ground her if I want to save the lumber,' Pa said. Pa grounded the Cynthia Gordon and she never sailed again. Her bones are lying in that little harbor yet." DCA 11/22/1972 p.11,c.3

REFERENCES: BLU 1874:47; DCA 11/22/1972 p.11, c.3; Frederickson 1959; McDonald 1984:150-151; MV 1894:94; 1906.

DOCUMENTS OF ENROLLMENT: Milwaukee, 8/9/1898; surrendered Milwaukee, 6/10/1908; "abandoned."

VESSEL NAME: DANIEL SLAUSON  
TYPE: schooner  
CASUALTY DATE: 10/18/1863  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: wheat  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 115 5/12 x 27 5/12 x 9 7/12  
TONNAGE [Gross/Net]: 273.91/95 OM  
BUILT/BUILDER/DATE: Racine, WI/A. Gilson/1857  
OWNER/HOME PORT: Daniel Slauson and Isaac Taylor/Racine

DESCRIPTION OF LOSS:

"At an early hour on Friday evening of last week, news of the loss of the schooner DANIEL SLAUSON, hailing from and owned in this city, was brought to Racine by one of the mates of the ill-fated craft. The SLAUSON cleared from this port for Buffalo on the night of the 17th, laden with 12,500 bushels of wheat, upon which there was an insurance of \$1.15 per bushel. She subsequently encountered the terrific south-easterly gales of Sunday, and after weathering the fury of the sea and the tempest during the day, when night closed in, was at the entrance to Green Bay, at a point ominously named "Death's Door," and between the hours of eight and nine p.m., stranded upon the rocks of Pilot Island, about one hundred feet from shore. The crew managed to reach terra firma, without loss . . . [i]t is thought that the vessel and cargo will prove a total loss. When the mate, who brought the news of her stranding, left the scene of the wreck, several holes were in her bottom, through which the wheat was fast escaping . . . [h]er partially dismantled hull now lies on the reef off Pilot Island, near the lighthouse." [from the Racine Journal, 10/28/1863] CT 10/30/1863 p.4,c.8.

REFERENCES: CT 10/30/1863 p.4,c.8; Hirthe Ms., Mansfield 1899:l:698; MC 1863;  
MS 10/27/1863; Runge.

DOCUMENTS OF ENROLLMENT: E 3, Milwaukee, 07/11/1863; surrender unknown.

VESSEL NAME: DENMARK  
TYPE: schooner  
CASUALTY DATE: 10/18 - 10/31/1873  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: unknown (probably light)  
REGISTRY NUMBER: 6129  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 108.4 x 23.4 x 9.0  
TONNAGE [Gross/Net]: 163.37  
BUILT/BUILDER/DATE: Cleveland/Sanford and Moser/1846  
OWNER/HOME PORT: J. Long/Chicago

DESCRIPTION OF LOSS:

"The schooner DENMARK is ashore in Green Bay, at Death's Door. Two of her crew had their feet badly frozen while exposed to the storm." MS 11/03/1873 p.6,c.4.

"The DENMARK, on in Death's Door, has gone to pieces, and is a total loss, with her cargo, all that remains to mark the spot where she grounded being a few ribs." MS 11/06/1873 p.6,c.4.

"WRECKED.-The schooner DENMARK, which has been in this port several times this season, was driven ashore in Hedge Hog Harbor, near the "Door", and is a total wreck. As she was an old vessel there was probably no insurance on her." DCA 11/06/1873 p.3,c.3.

REFERENCES: Boyd/Hirthe Ms.; CT 10/18/1873 p.7,c.1; 11/02/1873 p.14,c.5; DCA 11/06/1873 p.3,c.3; GBA 11/06/1873 p.2,c.4; MC 1873; MV 1873:67; MS 11/03/1873 p.6,c.4; 11/06/1873 p.6,c.4.

DOCUMENTS OF ENROLLMENT: E 178, Chicago, 3/16/1869; surrendered Chicago, 6/30/1874; "vessel wrecked."

VESSEL NAME: DOLPHIN  
TYPE: schooner  
CASUALTY DATE: 10/17/1841  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Death's Door  
CARGO: sundries  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPELLION/MASTS: sail/unknown  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: unknown  
BUILT/BUILDER/DATE: unknown  
OWNER/HOME PORT: unknown

DESCRIPTION OF LOSS:

"schooner Dolphin, in command of Capt. Morgan, ashore at Death's Door. Crew rescued by the Yankee, in command of Captain Wells." Mansfield 1899:l:637.

"Sch. Dolphin, sundries, 1841, foundered off Pilot Island." Frederickson 1959.

REFERENCES: Frederickson 1959; Mansfield 1899:l:637. Numerous primary sources refer to other schooners Dolphin, however none can be reliably tied to that reported ashore at Death's Door.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: E.M. DAVIDSON  
TYPE: schooner  
CASUALTY DATE: 10/16/1879  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: unknown  
REGISTRY NUMBER: 8879  
HULL: wood  
PROPELLION/MASTS: sail/3m  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: 281.83  
BUILT/BUILDER/DATE: Bay City, MI/Gibson/1871  
OWNER/HOME PORT: Charles Mader/Chicago

DESCRIPTION OF LOSS:

"Milwaukee, Wis., Oct. 20.-The prop MENOMINEE reports the schr E.M. DAVIDSON well out upon the rocks of Pilot Island. The LEVIATHAN did not go to the assistance of the craft from Escanaba, but returned to her post in the Straits instead. An order to render assistance was telegraphed to Capt. Kirkland, at Cheboygan, this morning." CT 10/21/1879 p.11,c.4.

"The late gale has doubtless 'finished' most of the vessel that found the beach or the rocks earlier in the season. Among these is the schooner I.M. [sic] DAVIDSON, on Pilot Island, Death's Door. When the schooner OAK LEAF entered the bay, there the DAVIDSON was thumping away; when the OAK LEAF came out of the bay she had entirely disappeared from view. Wolf & Davidson of Milwaukee, owned the wreck, and the LEVIATHAN spent a great deal of time during the season endeavoring to rescue it, and would have succeeded had she been favored with any sort of weather. When she left the DAVIDSON the last time she had got her entirely winded. The DAVIDSON measured 281 tons, was built by Gibson at Bay City, Mich., in 1871, and at the time of her stranding was owned in Chicago, and was about the last of an unfortunate gentleman's large fortune, most of which was wiped out by the great fire." DCA 10/28/1880 p.3,c.4.

REFERENCES: BLU 1874:31; Boyd/Hirthe Ms.; CT 10/20/1879 p.7,c.2; 10/25/1879 p.15,c.5; 10/28/1879 p.11,c.4; 10/12/1880 p.10,c.3; DCA 10/30/1879 p.3,c.3; 11/27/1879 p.3,c.3; 12/04/1879 p.3,c.3; 12/18/1879 p.3,c.3; 04/15/1880 p.3,c.3; 08/19/1880 p.3,c.4; 09/23/1880 p.3,c.3; 10/28/1880 p.3,c.4; MV 1875:82; Runge.

DOCUMENTS OF ENROLLMENT: E 204, Chicago, 04/20/1874; surrendered Chicago, 02/23/1881; "total loss."

VESSEL NAME: ELLA DOAK  
TYPE: scow-schooner  
CASUALTY DATE: 8/09/1875  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: stone  
REGISTRY NUMBER: 8205  
HULL: wood  
PROPELLION/MASTS: sail/3m  
DIMENSIONS [feet]: 80.7 x 21.3 x 6.3  
TONNAGE [Gross/Net]: 75.04  
BUILT/BUILDER/DATE: Pentwater, MI/James Corlette/1868  
OWNER/HOME PORT: John Doak and O.P. Conger/Milwaukee

DESCRIPTION OF LOSS:

"The schooner ELLA DOAK, owned by Capt. John Doak, of Ahnapee, and sailed by O.P. Conger, was totally wrecked during the severe gale of Thursday night, the 5th inst., at Hedge Hog Harbor, in "Death's door." There was no insurance on the vessel, and her loss will prove a severe blow to Capt. Doak, who has the sympathy of a large circle of friends in his misfortune. We shouldn't be surprised though but what he may have the DOAK out again ere long if there are any pieces of her left. Hope so, at any rate." DCA 8/19/1875 p.3, c.2.

"THE ELLA DOAK. - Mr. Chris Daniels, who has recently visited the extreme northern part of the county, informs us that he came across the schooner ELLA DOAK in Hedge Hog Harbor, piled high and dry on the beach, with one of her sides badly stove in and her hold filled with logs and driftwood. One of her spars had been cut down and all the available rigging taken off, and the hull had apparently been abandoned as not being of sufficient value to warrant her rescue and rebuild." DCA 11/18/1875 p.3. c.2.

REFERENCES: Boyd/Hirthe Ms.; DCA 8/19/1875, p.3,c.2; 8/26/1875 p.4,c.3; 9/23/1875 p.3,c.3; 11/18/1875 p.3,c.2; 6/22/1876 p.3,c.4; 11/16/1876 p.3, c.1; Mansfield 1899:l:816; ME 8/21/1875 p.3,c.7; 8/28/1875 p.3,c.6; 9/18/1875 p.3,c.6; MS 9/06/1872 p.4,c.6; 11/25/1875 p.2,c.3; Runge.

ENROLLMENT: E 13, Milwaukee, 8/15/1874; surrendered Milwaukee, 10/01/1875; "total loss."

VESSEL NAME: ESTHER H. SCOTT  
TYPE: brig  
CASUALTY DATE: 11/11/1852  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Washington Harbor, Washington Island  
CARGO: unknown  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 93 7/12 x 20 x 9 5/12  
TONNAGE [Gross/Net]: 183.73 OM  
BUILT/BUILDER/DATE: St. Joseph, MI/James Randall/1843  
OWNER/HOME PORT: Nelson W. Napier and Reuben Scott/Detroit

DESCRIPTION OF LOSS:

"THE LATE GALE. -Its Effects on Green Bay. -We learn that during the heavy gale Thursday Night, the 11th inst. . . . four vessels, lying [?] at Washington Harbor, at the mouth of Green Bay, were driven ashore and totally wrecked. One of them was the Brig SCOTT, we think owned in Chicago, another, a small schooner of about 30 tons, owned by Mr. Craw of Washington Harbor, another, a small craft built in this place by Mr. Boughton and owned by Wm. Magre, of Washington Harbor; the fourth was owned by Mr. Sensibee of Washington Harbor.-The last three vessels were employed in the fish trade in the Bay." GBA 11/25/1852 p.3,c.1.

"The Late Gale and Its Doings.-It is reported that the brig E. H. SCOTT, plying in the lumber trade between Green Bay and Chicago, is wrecked at Washington Harbor." MS 11/19/1852 p.2,c.4.

"Brig E. H. SCOTT, wrecked on Louse Island, L.M.." MS 01/15/1853 p.3,c.1.

REFERENCES: GBA 11/25/1852 p.3,c.1; Hirthe Ms.; Mansfield 1899:l:669,885; MS 11/19/1852 p.2,c.4; 01/15/1853 p.3,c.1.

DOCUMENTS OF ENROLLMENT: E 76, Detroit, 10/29/1845; surrender unknown.

VESSEL NAME: EUROPE  
TYPE: brig  
CASUALTY DATE: 10/ /1850  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island or Europe Bay  
CARGO: miscellaneous  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: 234 84 OM  
BUILT/BUILDER/DATE: Fairport, OH/unknown/1844  
OWNER/HOME PORT: unknown

DESCRIPTION OF LOSS:

"EUROPE, brig, 237 t., wrecked Green Bay, 1850." Mansfield 1899:l:823.

"October 1850, Brig Europe wrecked on an island in Green Bay, a total loss." Mansfield 1899:l:661.

"wrecked on Pilot Is. Lk. Mi.; total loss \$4,000." MS 1/9/1851

"Brig Europe, mscl. cargo, 1850, stranded Europe Bay." Frederickson 1959.

REFERENCES: Hirthe Ms.; Mansfield 1899:l:661,823; MS 09/19/1848 p.2,c.2; 06/04/1850 p.2,c.7; 01/19/1851; Runge.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: FLEETWING  
TYPE: schooner  
CASUALTY DATE: 9/26/1888  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Garrett Bay  
CARGO: lumber  
REGISTRY NUMBER: 9883  
HULL: wood, one deck  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 135.3 x 28.4 x 11.5  
TONNAGE [Gross/Net]: 320.12/304.12  
BUILT/BUILDER/DATE: Manitowoc, WI/Henry B. Burger/1867  
OWNER/HOME PORT: Andrew McGraw and John Spry/Chicago

DESCRIPTION OF LOSS:

LOSS OF THE FLEETWING. The schooner FLEETWING, of Chicago, has gone to pieces in Garrett Bay. On the night of the 26th ult., the vessel was run ashore at that point, the captain mistaking the bay for the entrance of the Door, and before the error was discovered she had grounded. As the wind was blowing a gale at the time nothing could be done toward releasing the craft, and much valuable time was lost in this way, no help going to her until Sunday. The tug SPALDING left this port with a wrecking outfit, but soon after getting the pump aboard the wind began to blow from the northeast with such violence that the tug was compelled to seek for shelter in Eagle Harbor. After the storm subsided the tug again visited the vessel and it was found that she had all gone to pieces right where she lay. The FLEETWING was loaded with lumber from Menominee and as soon as the owners, Weils, Ludington and Van Schaick, were apprised of the disaster the tug BURTON was dispatched to Garrett Bay with two lighters to take off the cargo. The steambarge CITY OF NICOLLET was also pressed into service and the lumber saved intact, being freighted back to Menominee. There was an insurance of only \$3,000 on the craft. Last winter about \$6,000 was spent on her in repairs, and the captain, who is half owner, says he was offered \$8,000 for her before this outlay was made.

"Capt. Tuttle, the underwriters' agent, was on the ground, having come here from Milwaukee to look after the craft." DCA 10/06/1888

"On her return from Pilot Island last Saturday the tug NELSON ran into Garrett Bay to inspect the wreck of the schooner FLEETWING, which went ashore at that point last September. Captain Cox states that the hull is split in two in the middle, and that the only thing of value about it is the old iron." DCA 12/01/1888 p.3, c.3

REFERENCES: Boyd/Hirthe Ms.; CT 9/28/1888; 10/01/1888 p.3,c.6; 10/04/1888 p.6,c.3; 10/05/1888; Cooper 1987; DCA 9/15/1888; 10/06/1888; 10/20/1888; 12/01/1888 p.3, c.3; Frederickson 1963:II:69-70; GBA 10/11/1888; IL 1884:35; Mansfield 1899:I:825; II:284; ME 10/06/1888 p.8,c.3; MV 1885:136.

DOCUMENTS OF ENROLLMENT: E 144, Chicago, 5/04/1881; surrendered Chicago, 11/08/1888; "vessel lost."

VESSEL NAME: FLOTILLA  
TYPE: gasoline schooner  
CASUALTY DATE: circa 1925  
CASUALTY TYPE: abandoned  
CASUALTY LOCATION: Detroit Harbor, Washington Island  
CARGO: light  
REGISTRY NUMBER: 120873  
HULL: wood  
PROPULSION/MASTS: sail, auxiliary Kahlenberg gas engine, 40 H.P./2m  
DIMENSIONS [feet]: 55.0 x 12.5 x 5.6  
TONNAGE [Gross/Net]: 28/24  
BUILT/BUILDER/DATE: Jackson Harbor/Rasmus Hansen/1891  
OWNER/HOME PORT: Ole Christiansen/Milwaukee

DESCRIPTION OF LOSS:

"Rasmus Hansen was born in Denmark in 1885. He came to America in the early 1880s. He owned the small schooner 'Flotilla,' out of Jackson Harbor . . . Rasmus used this vessel for some years as a store, sailing from port to port selling groceries, etc." McDonald 1984:79.

"Ole [Christiansen] lived near the water in Detroit Harbor. The last vessel he owned was the 'Flotilla,' hailing from Detroit Harbor. This vessel was powered by a gas engine and carried freight, mostly fish, from the island to Green Bay. After a few years of this, he retired . . ." McDonald 1984:141.

"Motor Vessel; 120873; FLOTILLA; 28 gross tons; abandoned." MV  
1925:843.

"sch. Flotilla, ballast, abandoned in Detroit Harbor." Frederickson 1959.

REFERENCES: Boyd/Hirthe Ms.; DCA 12/04/1913 p.1,c.1; Frederickson 1959;  
Mansfield 1899:l:826; McDonald 1984:26,75,79-80,141; MV 1895:68;  
1912:179; 1924:181; 1925:843.

DOCUMENTS OF ENROLLMENT: E 43, Milwaukee, 9/14/1920; surrendered  
Milwaukee, 6/24/1925; "Dismantled and Abandoned."

VESSEL NAME: FOREST  
TYPE: scow schooner  
CASUALTY DATE: 11/ /1891  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: light  
REGISTRY NUMBER: 9740  
HULL: wood  
PROPULSION/MASTS: sail/3m  
DIMENSIONS [feet]: 115.0 x 23.0 x 6.0  
TONNAGE [Gross/Net]: 113.45/107.78  
BUILT/BUILDER/DATE: Newport, MI/D.Lester/1857  
OWNER/HOME PORT: A.G. Johnson/Chicago

DESCRIPTION OF LOSS:

"The old scow Forest, formerly owned by the Fellows heirs, of this city, but recently the property of Chicago parties, went ashore on Pilot Island during the recent storm and will prove a total loss. The Forest was built at Marine City in 1857 and has no insurance rating. She measured 107 tons." RDJ 10/31/1891 p.4,c.3.

"The scow FORESTER [sic] has gone ashore on Pilot Island and is a total loss. She was a small craft, and had been in service for about twenty-three years." DCA 11/07/1891.

"The scow FORESTER [sic] is still high and dry on Pilot Island, and likely to remain there for the present at least. The captain and owner was here this week trying to charter the scow BECKER to carry slabs from Namah to Chicago until the FORESTER can be got afloat, she being under contract. No arrangement was made." DCA 11/14/1891.

"The scow FORESTER [sic], which was driven ashore on Pilot Island last fall, has gone to pieces, and will therefore be a total loss ... Her outfit was left on the island, from which it will be removed next spring without doubt." DCA 01/16/1892.

"The waves brought many an interesting piece of flotsam and jetsam to the shores of the island, which the children salvaged and played with. Their most treasured prize was the cabin of the scow-schooner "Forrest" which had been wrecked on the rocks near Pilot Island during a violent storm. The battered hull of the "Forrest" lay with its stern wedged into the rocks at the shore of the island, the bow extending out over the deep water. Her well-made, hardwood deck was still intact, except that the hatches had been washed away, but the storms had torn loose the cabin, and the ice, during the winter, had shoved it up onto the island, where the children found it and took possession of it for their playhouse." Knudsen 1948:49,59-60.

REFERENCES: BLU 1874:42; DCA 11/07/1891; 11/14/1891; 01/16/1892, p.5,c.3; 05/06/1893; MS 11/05/1891; RDJ 10/31/1891, p.4,c.3; MV 1885:138; Hirthe 1986:33-35,40-41; Knudsen 1948:49,59-60.

DOCUMENTS OF ENROLLMENT: E 3, Chicago, 07/05/1889; Surrendered Chicago, 11/10/1891; "vessel lost."

VESSEL NAME: FOUR BROTHERS  
TYPE: schooner  
CASUALTY DATE: 10/28/1892  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: unknown  
REGISTRY NUMBER: 9925  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 88.5 x 21.5 x 6.6  
TONNAGE [Gross/Net]: 95.56/90.79  
BUILT/BUILDER/DATE: Holland, MI/Scotch/1870  
OWNER/HOME PORT: T. Nelson/Milwaukee

DESCRIPTION OF LOSS:

"Sturgeon Bay, Wis., Oct. 31.-The schooner FOUR BROTHERS was driven on the beach near Hedgehog Harbor during the gale of Friday night. She is in fair shape and can be released." MS 11/01/1892 p.6,c.3.

"United States Marshal Wiswell yesterday libelled the schooner FOUR BROTHERS, which foundered near Hedgehog Harbor, to secure the claims for wreckage of Gustav and Mathias Matthison and Jacob Hansen, three sailors of the schooner ANNIE DOW, who stripped the foundered schooner at the risk of their lives. Their total claim for wreckage amounts to \$156." MS 11/12/1892 p.2, c.1

REFERENCES: Boyd/Hirthe Ms.; DCA 12/05/1892 p.4,c.3; IL 1884:35; MV 1885:139; MS 11/01/1892 p.6,c.3; 11/12/1892 p.2,c.1.

DOCUMENTS OF ENROLLMENT: E 35, Milwaukee, 9/28/1892; surrendered Milwaukee, 04/01/1892 [sic]; "total loss".

VESSEL NAME: FRANK D. BARKER  
TYPE: schooner  
CASUALTY DATE: 10/01/1887  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Spider Island Reef  
CARGO: light  
REGISTRY NUMBER: 9165  
HULL: wood  
PROPULSION/MASTS: sail/unknown  
DIMENSIONS [feet]: 137.0 x 26.0 x 11.0  
TONNAGE [Gross/Net]: 307.77/289.54  
BUILT/BUILDER/DATE: Clayton, OH/Cantwell/1867  
OWNER/HOME PORT: Tom Wilford/Oswego, NY

DESCRIPTION OF LOSS:

"ON SPIDER ISLAND REEF-[special.] -Bailey's Harbor, Wis., Sept. 30.9/30. -The Schr. F.D. Barker of Cleveland, bound from Manistee to Escanaba for a cargo of ore, went on Spider Island Reef at 6 o'clock this morning. She is out her entire length about twelve inches, but will probably be released if the wind does not become more violent. The Barker is owned by Capt. Tom Wilford, and is valued at \$8000." CT 10/01/1887 p.7,c.4.

"SCHOONER BARKER WRECKED. A telegram was received here from Baileys Harbor on Saturday asking for a tug to go to the assistance of the schooner Frank R. [sic] Barker, ashore on Spider Island. The Spalding was sent down during the day following, but the wind and waves had got in their work in the meantime and nothing could be done to save the stranded craft. Capt. Lynch, the master, therefore abandoned his vessel to the underwriters and she will be stripped as soon as possible. The Barker is of about three hundred tons burden and there was an insurance of \$6,000 on the hull. She was bound to Escanaba from Manistee and was light. Thick weather was the cause of the disaster." DCA 10/08/1887 p.3,c.4.

"A report was received from Baileys Harbor on Thursday announcing

that the wreckers were making good headway on the Schooner Frank Barker, ashore on Spider Island. It was thought that the vessel would be got afloat as the keeper of the light on Cana Island could see her moving while watching her through a telescope. There is no doubt but what the schooner will be pulled off and that at no distant day." DCA 10/13/1888 p.3,c.3.

"THE BARKER A TOTAL LOSS. Capt. Ed Cox, of the tug Nelson, informs a reporter that the schooner Frank Barker, recently ashore at Spider Island, has become a total loss. After the wrecking expedition left the vessel a big blow came up which partly released her from the reef and she subsequently swung around and capsized. Being now at the mercy of the sea, which was mountain high, the hull went to pieces, and thus ends all the hard work and large sums of money spent on the ill-starred craft." DCA 11/24/1888 p.3,c.3.

REFERENCES: BLU 1874:15; Boyd/Hirthe Ms.; CT 10/01/1887 p.7,c.4; 11/18/1887 p.6,c.4; DCA 10/08/1887 p.3,c.4; 11/12/1887; 04/28/1888 p.3,c.5; 06/23/1888 p.3,c.3; 08/18/1888 p.3,c.4; 08/25/1888 p.3,c.7; 09/29/1888 p.3,c.1; 10/13/1888 p.3,c.3; 10/27/1888 p.3,c.1; 11/24/1888 p.3,c.3; Hirthe Ms.; MV 1885:140.

DOCUMENTS OF ENROLLMENT: surrendered Cleveland, 12/18/1889; "vessel lost."

VESSEL NAME: GEO. C. SMALLEY  
TYPE: schooner  
CASUALTY DATE: 09/06/1853  
CASUALTY TYPE: foundered/stranded  
CASUALTY LOCATION: Washington Island, north shore  
CARGO: household goods, miscellaneous freight  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/unknown  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: unknown  
BUILT/BUILDER/DATE: unknown  
OWNER/HOME PORT: unknown

DESCRIPTION OF LOSS:

"Loss of the Schr. GEO. C. SMALLEY-Three Lives lost.-Through the kindness of Capt. Winegar, of the steamer FRANKLIN MOORE, we are enabled to present our readers with the principal particulars of the loss of the GEO. C. SMALLEY, with three of her passengers. She left St. Martin's for Washington Harbor on the 5th inst., with eight persons on board; when about two hours out, she filled with water and capsized, placing the persons on board in an awful situation; soon after, a little girl, unable to cling longer to the boat, was drowned; from 3 o'clock P.M. on Monday until 5 A.M. on Tuesday, the boat drifted about in the bay, during which time two more persons, Mr. N. Curtis and his wife, parents of the little girl previously lost, were drowned; the wreck then struck on the northern beach of Washington Island, where the exhausted survivors were extricated from their awful situation." GBA 09/15/1853 p.2,c.2.

REFERENCES: GBA 09/15/1853 p.2,c.2; Holand 1946:75-77.

DOCUMENTS OF ENROLLMENT: unknown; vessel possibly unenrolled.

VESSEL NAME: GEORGE PRESLEY  
TYPE: steamer  
CASUALTY DATE: 06/26/1905  
CASUALTY TYPE: burned, stranded  
CASUALTY LOCATION: West Harbor, Washington Island  
CARGO: light  
REGISTRY NUMBER: 86038  
HULL: wood  
PROPULSION/MASTS: steam screw, F&AC engine, 750 indicated horsepower; 2 firebox type boilers/2m, 1 stack  
DIMENSIONS [feet]: 265.0 x 41.0 x 23.7  
TONNAGE [Gross/Net]: 2,164/1,830  
BUILT/BUILDER/DATE: Cleveland/Globe Drydock & Co./1889  
OWNER/HOME PORT: Mona Transportation Co./Cleveland

DESCRIPTION OF LOSS:

"Discovered by lookout, afire, 3 1/2 miles NW. of station and 1 mile offshore. Lifesavers started to vessel in surfboat and on way met ship's crew of 16 coming ashore in small boats. As steamer was all ablaze and drifting rapidly landward keeper decided that no salvage work could be done, and therefore piloted the sailors into West Harbor. Soon after they landed the Presley came ashore so close to West Harbor dock that the dock caught afire. Life-savers fought the flames for 3 hours before getting them under control. The steamer was a total loss." USLSS 1906:67

"STEAMER GEO. PRESLEY BURNS. The steamer George Presley of Fairport bound to Escanaba for ore, burned to the water's edge in Ports des Morts (Death's Door) passage Wednesday morning and is a total loss.

"The fire broke out about 11 o'clock, and notwithstanding the efforts of the crew soon got beyond control. The Plum Island life saving crew under command of Capt. Egle responded to the call for aid and succeeded in getting the crew off the burning steamer, together with the more valuable of their effects. They were landed safely and

the tug Lilly E. took them to Escanaba.

"The Presley was valued at \$95,000 and was insured for \$70,000. She was of 1830 burden, 265 feet long and 41 beam, being owned by Mona Tran. Co. of Cleveland, O. She was built in 1889. The hull lies on the rocky beach." DCA 07/29/1905 p.1,c.1.

"The schooner German, Capt. Thos. Isabell, returned Saturday afternoon from the wreck of the burned steamer George Presley, on the beach in Death's Door passage. Capt. Isabell secured the two anchors, one of which weighs 1,308 and the other 1,311 pounds, also the chains. These were purchased by Contractor Edw. Gillen and put on the scow Mike Dohearty. He also secured a hoisting engine that was evidently uninjured. In addition to these several tons of scrap iron was brought back. This will be taken to Menominee, where it sells for \$12 a ton. Capt. Isabell says there is an immense quantity of this material, all of which will be broken up and sold. The two boilers, each being 10x16 feet, will be saved intact, and are said to be in good condition. The engine will also be taken out bodily." DCA 05/25/1906 p.1,c.2.

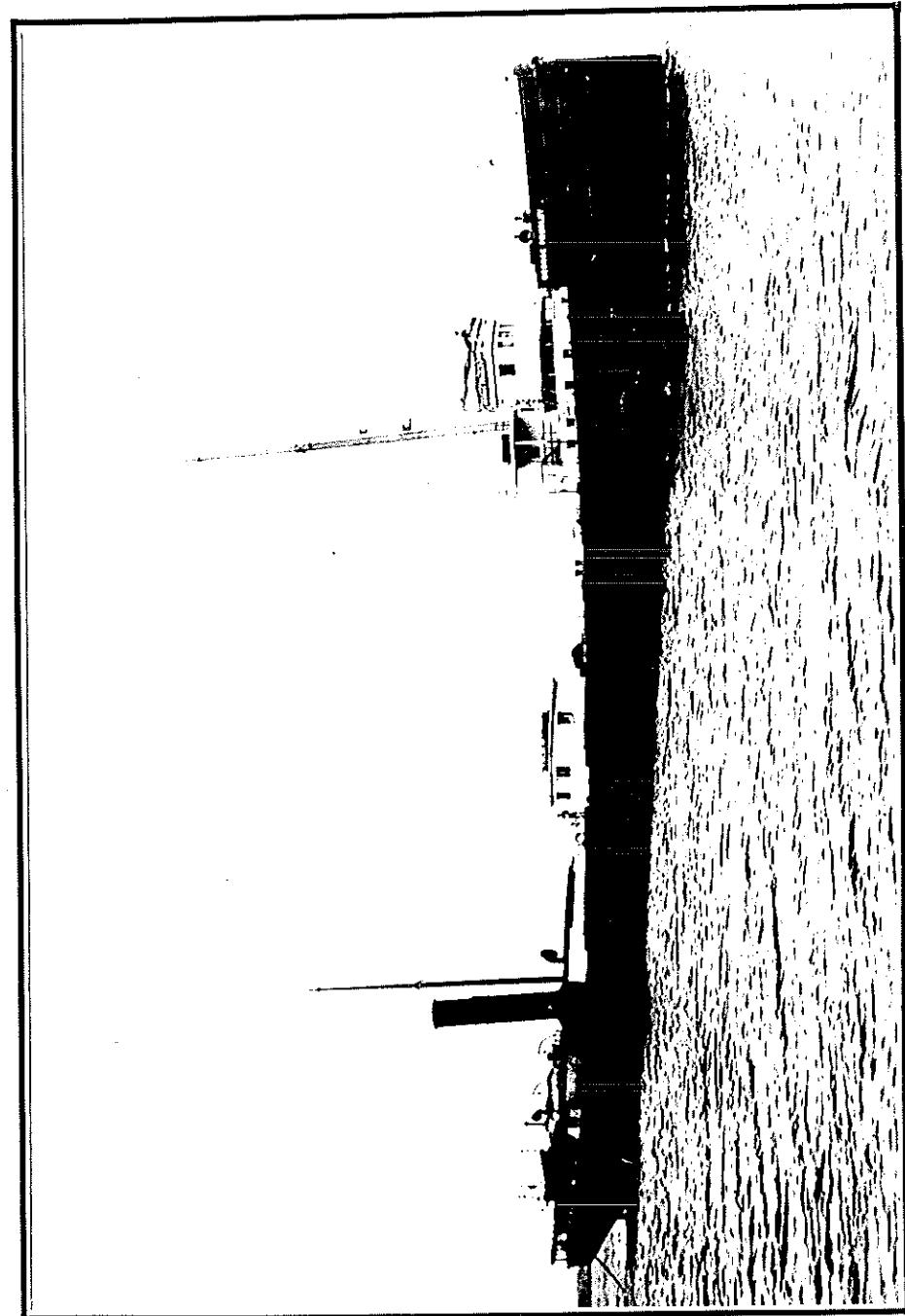
"STR. PRESLEY BROUGHT IN PORT. The wrecked hulk of the steamer George Presley, which was last fall burned in Death's Door passage and beached at West Harbor, was brought here early Monday morning by the tug George Nelson, Capt. H. Tufts. The job was a decidedly ticklish one, there being but 18 inches of a side out forward and not more than a foot aft. Inside this charred hull is the steamer's two big boilers and a hundred or more tons of iron besides. Fortunately there was practically a dead calm all day and night Sunday and the trip of 50 miles was made without mishap. The least sea would have washed into the craft and sent her to the bottom like a shot. The boat was deposited in the bone yard above the Leathem & Smith dock. A couple of men were left on the boat to keep her free of water until the boilers, machinery and other iron could be taken out, somehow the leaks got the start of them Monday night and the boat settled to the bottom. The water is shallow, but the craft will have to be raised again before any other work can be done on her. The Presley is owned by Capt. Thos. Isabell and others. It is said they are bound to clean up a nice snug sum on the purchase of this craft. The fishing tug Fish Hawk accompanied the outfit from West Harbor." DCA 06/26/1906 p.1,c.1.

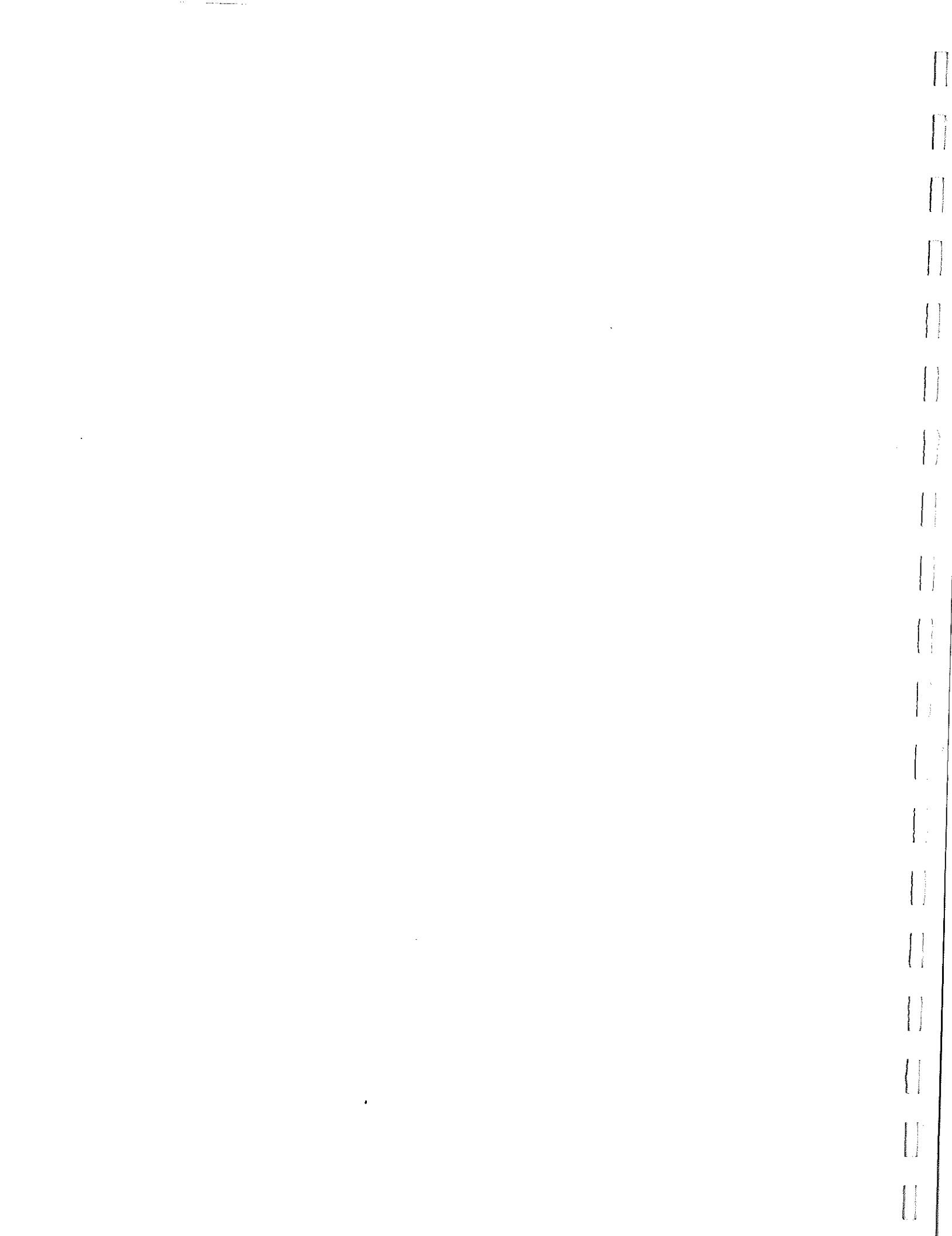
REFERENCES: DCA 07/29/1905 p.1,c.1; 09/09/1905, p.1,c.3; 09/16/1905 p.1,c.2; 10/21/1905 p.1,c.2; 05/18/1906 p.1,c.2; 05/25/1906 p.1,c.2; 06/01/1906 p.1,c.2; 06/22/1906 p.1,c.1; 06/29/1906 p.1,c.1; 02/28/1907 p.1,c.1; MV 1905:234; Runge; USLSS 1906:67.

DOCUMENTS OF ENROLLMENT: E 76, Cleveland, 04/01/1903; surrendered Cleveland, 12/20/1905; "Vessel lost."

Steamer GEORGE PRESLEY

PLATE 4





VESSEL NAME: GRAPESHOT  
TYPE: schooner  
CASUALTY DATE: 10/16 to 11/2/1867  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Plum Island  
CARGO: lumber  
REGISTRY NUMBER: 10205  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 129.67 x 23.35 x 10.3  
TONNAGE [Gross/Net]: 369 68 OM  
BUILT/BUILDER/DATE: Buffalo, NY/B.B. Jones/1855  
OWNER/HOME PORT: A. Stewart/Chicago

DESCRIPTION OF LOSS:

"Schooner GRAPESHOT. -This vessel, which is ashore and sunk at Plum Island, at the entrance to Green Bay, lies upon a bed of solid rock, with her bow cut about four feet, while at the stern she is decks to in the water. The LEVIATHAN had put one of her steam pumps on board and was about to begin work upon her when she was relieved by the steam barge GEO. DUNBAR, which left Chicago for that purpose. It was thought that the vessel had sustained no serious injuries, and could be got off without much trouble after her deck load had been removed and the water pumped out of her hold." MS 11/07/1867.

"Total Losses.- We learn by the arrival of the propellor OTTAWA that the schooners GRAPESHOT and MAPLE LEAF, ashore on Plum and Detroit Islands, in Green Bay, have been abandoned as total losses and stripped of their outfit, which is carried to Chicago by the steam barge GEO. DUNBAR. The steam pump left on board the GRAPESHOT by the LEVIATHAN has been transferred to that boat by the DUNBAR. The GRAPESHOT was owned, we believe, by John Stafford, of Chicago. She registered 369 tons burthen, old style, was built at Buffalo in 1855 by B.B. Jones, received large repairs in 1865, rated B 1, and was worth about \$18,000." MS 11/12/1867.

"ABANDONED-

The wrecks of the GRAPESHOT and MAPLE LEAF which went ashore at 'Death's Door' last fall have been stripped and abandoned." DCA 07/28/1868 p.4,c.1.

REFERENCES: BLU 1866; Boyd/Hirthe Ms; CT 10/13/1867 p.3,c.7; 10/19/1867 p.3,c.4; 10/19/1867 p.3,c.6; DCA 11/14/1867 p.4,c.2; 07/23/1868, p.4,c.1; Mansfield 1899:I:708,832; MC 1867; MS 11/04/1867; 11/07/1867; 11/12/1867.

DOCUMENTS OF ENROLLMENT: E 766, Chicago, 06/05/1866; surrender unknown.

VESSEL NAME: H.M. SCOVE  
TYPE: schooner  
CASUALTY DATE: 12/04/1891  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Detroit Island Passage  
CARGO: lumber and ties  
REGISTRY NUMBER: 95256  
HULL: wood  
PROPULSION/MASTS: sail/3m  
DIMENSIONS [feet]: 130.0 x 26.0 x 10.0  
TONNAGE [Gross/Net]: 305.60/290.32  
BUILT/BUILDER/DATE: Manitowoc, WI/Jasper Hansen and Scove/1873  
OWNER/HOME PORT: S. Thorsen/Milwaukee

DESCRIPTION OF LOSS:

"Sturgeon Bay, Wis., Dec. 7

"The schooner H.M. SCOVE is ashore between Pilot Island and Detroit Island, having been driven in there Friday night by the big blow. The SCOVE is loaded with lumber and ties, from Pine Lake to Milwaukee. An expedition has gone to her from here with a wrecking outfit." MS 12/08/1891 p.6,c.1.

"The tug NELSON got back from the islands at an early hour on Saturday morning, having been unable to release the schooner H.M. SCOVE, which is ashore at that point. Capt. Leathem, the wrecking master, states that there is such a hole in the bottom of the vessel that she fills in about twenty minutes. As the weather was likely to turn cold at any moment it was deemed advisable to suspend operations for the winter, to be resumed next spring in all probability. The canvas and outfit of the SCOVE was brought to this port by the NELSON on her return Saturday." DCA 12/19/1891 p.5,c.3.

"The three steam-pumps placed on board the schooner H.M. SCOVE last Friday failed to lower the water in the hold, although they were continued in operation for upward of a day. This attempt having

proved abortive the tug returned here Saturday, and during the following few days a large number of airtight barrels were obtained, which will be used to float the schooner." DCA 06/25/1892 p.5,c.3.

"The expedition which left here for the Door the first of the week to release the SCOVE returned Thursday night, having been unable to accomplish anything. On Thursday the SMITH, SPALDING, NELSON, and L.D. SMITH pulled on the schooner steadily for some hours or until they broke the eleven-inch hawser, but did not move her a particle. As the three pumps were unable to lower the water it is believed that the entire bottom is gone out.

"The lumber will be taken out and another trial made afterward." DCA 6/25/1892 p.5,c.3.

"Something akin to a sensation was created last Friday morning when the wrecking expedition reached the H.M. SCOVE, ashore near Washington Island. The NELSON with the wrecking outfit has laid at Hedgehog Harbor during Thursday night, and she reached the SCOVE soon after daylight the following morning. As the tug approached the wreck the crew observed a large scow moored alongside, and on investigation it was found that the crew of the stranger had been engaged in the work of plundering the SCOVE, a part of the cargo of lumber having been transferred from the hold of the latter to the decks of the former. As none of the crew of the scow was awake Capt. Leathem had plenty of time to make a thorough examination, and when he saw what had been done he made things lively. The sleeping crew was quickly aroused by the tumult and the captain and owner finding that he was fairly caught made a clean breast of it. He told that he had come there for the purpose of taking away all or a part of the cargo, as well as other articles of value, and in confirmation of this statement it was noticed that a part of the cabin of the SCOVE had been demolished to permit the taking out of the cookstove from the galley.

"Capt. Leathem having exhausted his vocabulary of plain English informed the beachcombers that he would let them off on condition that they take the lumber and other property to this port and put it on the dock. This demand was acceded to with alacrity by the captain of the piratical craft, who was only too glad to get off so cheap." DCA 06/25/1892 p.5,c.3.

"The schooner H.M. SCOVE . . . has disappeared from view entirely, not even a vestige is left to mark the scene of the disaster. The wind storms and big seas which have occurred so frequent during the past season has carried the wreckage out into the lake." DCA 08/26/1893 p.5,c.3.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 12/12/1891 p.4,c.3;  
12/19/1891 p.5,c.3; 01/16/1892 p.5,c.3; 03/05/1892 p.5,c.3; 03/12/1892 p.5,c.3;  
04/23/1892 p.5,c.4; 06/18/1892 p.5,c.3; 06/18/1892 p.5,c.4; 06/25/1892 p.5,c.3;  
08/06/1892 p.5,c.3; 09/03/1892 p.5,c.3; 09/17/1892 p.5,c.3; 03/11/1893 p.5,c.3;  
08/26/1893 p.5,c.3; 02/17/1894 p.5,c.3; Hirthe 1986:29,121; MV 1895:154; MS  
12/07/1891 p.2,c.3; 12/08/1891 p.6,c.1.

DOCUMENTS OF ENROLLMENT: E 85, Milwaukee, 3/24/1892 [sic],  
surrendered 05/31/1894 [sic]; "total loss."

VESSEL NAME: HENRY NORTON  
TYPE: schooner  
CASUALTY DATE: 09/ /1863  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: unknown  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 84 x 23 1/12 x 8 2/12  
TONNAGE [Gross/Net]: 150 53  
BUILT/BUILDER/DATE: Richmond, OH/Lind/1834  
OWNER/HOME PORT: Hackett and Judd/Milwaukee

DESCRIPTION OF LOSS:

"Menominee, Mich.

"The top-sail schooner HENRY NORTON, bound for this port after lumber for Kirby, Carpenter, and Co., went ashore on Pilot Island in the late blow. Vessel and cargo are a total loss, but all the crew were saved. Jos. Wise and Kirby, Carpenter, and Co., were losers upon the cargo." GBA 10/01/1863 p.3,c.2.

REFERENCES: BLU 1860; DFP 12/15/1841 p.2,c.6; GBA 10/01/1863 p.3,c.2; Hirthe Ms.; Mansfield 1899:I:698, 868; MC 1863; MS 09/28/1847 p.2,c.4.

DOCUMENTS OF ENROLLMENT: E 57, Milwaukee, 4/07/1863, surrender unknown.

VESSEL NAME: IRIS  
TYPE: scow schooner-barge  
CASUALTY DATE: 03/ /1913  
CASUALTY TYPE: abandoned  
CASUALTY LOCATION: Jackson Harbor, Washington Island  
CARGO: light  
REGISTRY NUMBER: 12096  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 74.0 x 19.2 x 6.6  
TONNAGE [Gross/Net]: 62/59  
BUILT/BUILDER/DATE: Port Huron, MI/Bedford/1866  
OWNER/HOME PORT: Thoster Thompson/Milwaukee

DESCRIPTION OF LOSS:

"The schooner IRIS, 62 tons, foundered March 5, 1913, at Jackson Harbor, Wis, Washington Island, on Green Bay: William Williamson of Manitowoc, owner; built in 1866." Boyd/Hirthe Ms.

"Old and leaky condition and broke up by the ice in Jackson Harbor. Abandoned." Wreck Report, Hirthe Ms.

REFERENCES: BLU 1874:57; DCA 12/05/1891 p.8,c.2; Hirthe Ms.; MV 1912:49.

DOCUMENTS OF ENROLLMENT: E 83, Milwaukee, 06/10/1911; surrendered 03/08/1913; "vessel lost."

VESSEL NAME: J.E. GILMORE  
TYPE: schooner  
CASUALTY DATE: 10/17/1892  
CASUALTY TYPE: stranded  
CASUALTY LOCATION: Pilot Island  
CARGO: light  
REGISTRY NUMBER: 13307  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 137.7 x 25.4 x 11.0  
TONNAGE [Gross/Net]: 290.89/276.35  
BUILT/BUILDER/DATE: Three Mile Bay, NY/A. Wilcox/1867  
OWNER/HOME PORT: John Garlach/Cleveland

DESCRIPTION OF LOSS:

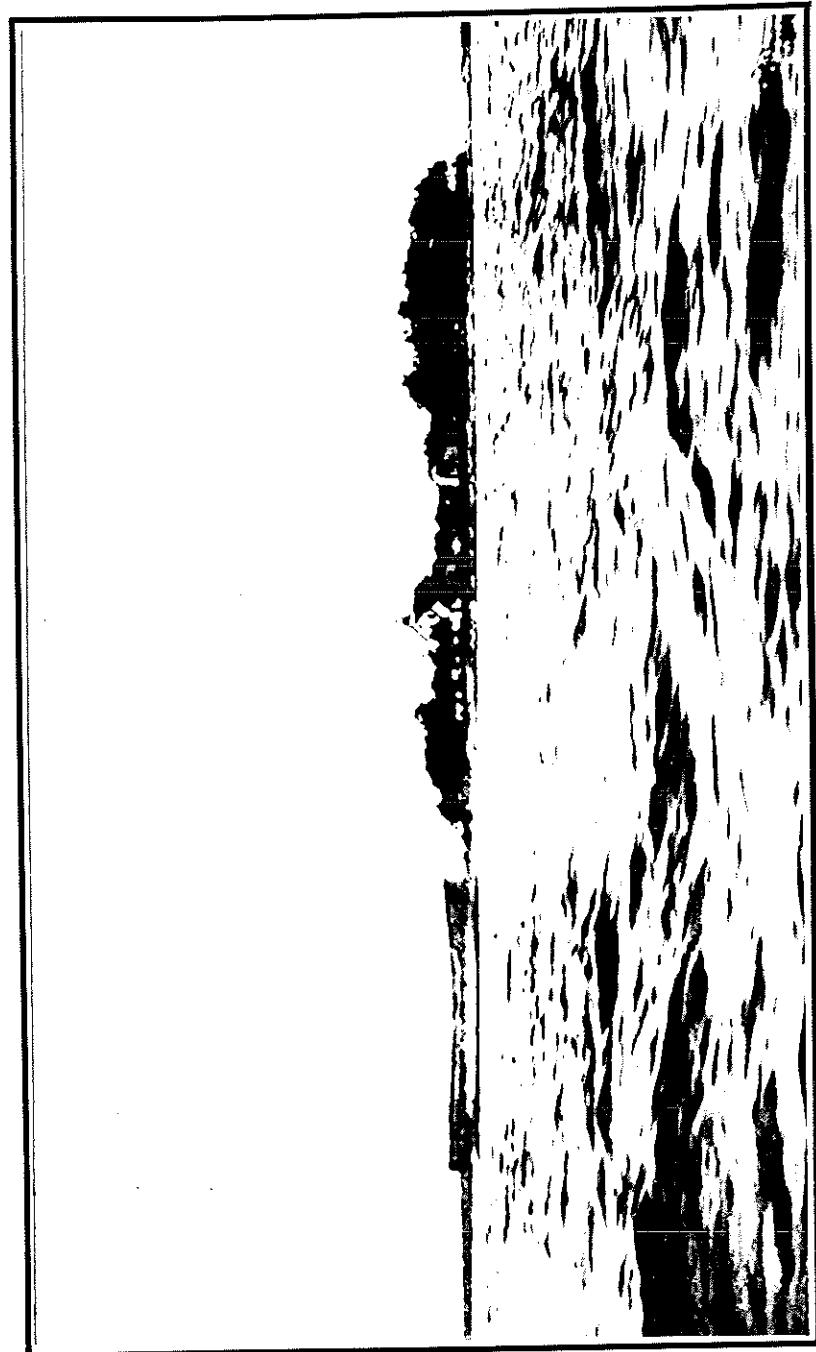
"During the heavy gale of Monday night [Oct. 17th] the two and after schooner JAMES GILLMORE went on Pilot Island. She was running before the wind with only foresail, staysail and jib and when abreast of Pilot Island the wind changed to the southwest, driving the vessel from her course and heading her right for the island. She is in three feet of water and in seemingly good condition. The owners have been telegraphed and in the meantime the crew are stripping her. People watching the craft from shore said she resembled some huge sea monster wiggling its way through the breakers." DCA  
10/29/1892 p.5,c.3.

"Sturgeon Bay, Wis., Oct. 19.,- The schooner J.E. GILMORE, ashore at Garretts Bay [sic], near Death's door, will prove a total loss. The work of stripping her is already begun and the wreck will be abandoned. The GILMORE was built in 1867, and had a Lloyd's valuation of \$3,500. She was owned by John Garlach of Cleveland." MS 10/20/1892 p.6,c.4.

"Capt. Martin Knudsen, who recently visited the schooners A.P. NICHOLS and GILLMORE, ashore at Pilot Island, reports that they are in the same condition as last fall." DCA 02/04/1893 p.8,c.4.

PLATE 5

Dismasted hull of schooner ashore on Pilot Island, possibly  
J.E. GILMORE (left). Unknown wreckage at far right.





"Nothing is to be seen of the schooner A.P. NICHOLS, ashore on Pilot Island. It is supposed that the hull has been broken up by the action of the sea and ice. The GILLMORE, also ashore at that point, remains in the same condition as heretofore." DCA 02/10/1894 p.5,c.3.

REFERENCES: BLU 1874:46; Boyd/Hirthe Ms.; DCA 10/29/1892 p.5,c.3; 02/04/1893 p.8,c.4; 02/10/1894 p.5,c.3; 02/17/1894 p.5,c.3; Hirthe 1986:33-42; Knudsen 1948:56-62; MV 1885:170; MS 10/20/1892 p.6,c.4; Stabelfeldt 1981:44-46.

DOCUMENTS OF ENROLLMENT: E 102, Cleveland, 5/04/1888; surrendered Cleveland, 4/25/1893; "loss of vessel."

VESSEL NAME: JAPAN  
TYPE: schooner  
CASUALTY DATE: 10/21/1885  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Garrett Bay  
CARGO: 120 cords of cedar  
REGISTRY NUMBER: 12761  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 112.6 x 29.9 x 9.2  
TONNAGE [Gross/Net]: 191.88/182.29  
BUILT/BUILDER/DATE: Milan, OH/Ruggles/1853  
OWNER/HOME PORT: C.A. Sirborn, Capt. C. Gunderson/Chicago

DESCRIPTION OF LOSS:

"LOSS OF SCHR. JAPAN. News reached here yesterday that the schr. JAPAN of this port had gone ashore at Hedgehog Harbor, near the entrance of Green Bay, and would prove a total loss. No particulars were received other than that the vessel was on the rocks, full of water, and fast going to pieces. Her cargo of cedar will also be lost. The JAPAN was one of the oldest vessels belonging to the Chicago lumber fleet, and was considered a Clipper in her day. She was built at Milan, O., in 1853, and measured 191 tons. Her owner, Capt. O. Gunderson, valued her at about \$3,000 and is uninsured." CT 10/21/1885 p.7,c.4.

"THE SCHOONER JAPAN WRECKED. The schooner JAPAN was wrecked at Garrett Bay during the big blow of Monday and is a total loss. She was loading wood when the blow came up, and being unable to get away, the heavy seas made her strike bottom and go to pieces. She had about one hundred and twenty cords of wood on board when the disaster happened. The JAPAN is owned by C.A. Sirborn and Capt. C. Gunderson, who commanded the JAPAN, remained on board as long as he could with the expectation of saving her. The wood has been purchased by one of the owners of the craft and it is understood that Mr. Neman will not suffer from the loss." DCA 10/22/1885

The Schooner JAPAN, which was wrecked while lying at Andrew Nelson's pier, Garrett Bay, is in about the same condition as at last advices, but no attempt will be made to release her, she being too badly broken up. The wood on board has all been recovered and is piled on the beach near where the vessel lies." DCA 11/05/1885

REFERENCES: BLU 1874:58; Boyd/Hirthe Ms.; CT 10/21/1885 p.7,c.4; DCA 10/22/1885; 12/05/1885; MV 1885:176.

DOCUMENTS OF ENROLLMENT: E 45, Chicago, 03/15/1884; surrendered Chicago 10/29/1885; "Vessel lost October 21, 1885."

VESSEL NAME: KATE WILLIAMS  
TYPE: tow tug  
CASUALTY DATE: on or before 10/01/1907  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Jackson Harbor, Washington Island  
CARGO: none  
REGISTRY NUMBER: 14040  
HULL: wood  
PROPULSION/MASTS: steam screw; Steeple Comp. engine, 370 HP; 1 firebox-type boiler  
DIMENSIONS [feet]: 112.6 x 20.9 x 9.8  
TONNAGE [Gross/Net]: 164/110  
BUILT/BUILDER/DATE: Cleveland, OH/Ira Lafrenier/1862  
OWNER/HOME PORT: John Martin/Marquette, MI

DESCRIPTION OF LOSS:

"It is reported that the tug Kate Williams dragged anchor and went on the beach at Jackson Harbor. United States Marshall Weil went to Washington Island on Tuesday to investigate the matter." DCA 10/03/1907 p.1,c.1-2.

TO RAISE THE KATE WILLIAMS. The Leathem & Smith T. & W. Co. have been awarded the contract to raise the Kate Williams, which was some time ago driven on a reef in Jackson harbor during a high NW gale. The tug being in charge of the U. S. marshal at the time of the accident the government will stand the expense of releasing her.

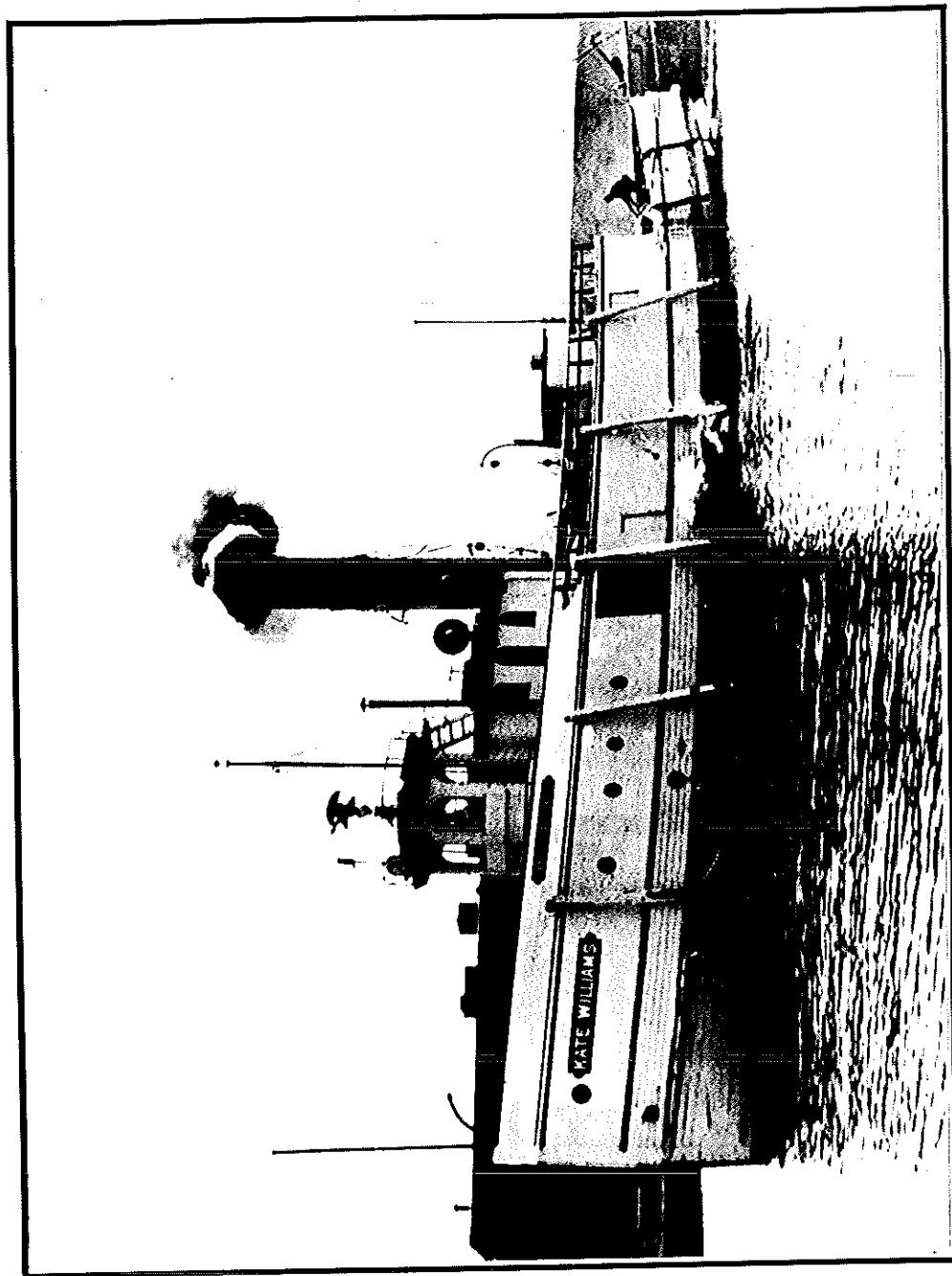
"Diver Thos. Isabell will be in charge of the wrecking operations and leaves today for Washington Island with the tug George Nelson. The local company is paid by the day on the job and a representative of the government, Mr. Elam, will look after Uncle Sam's interests.

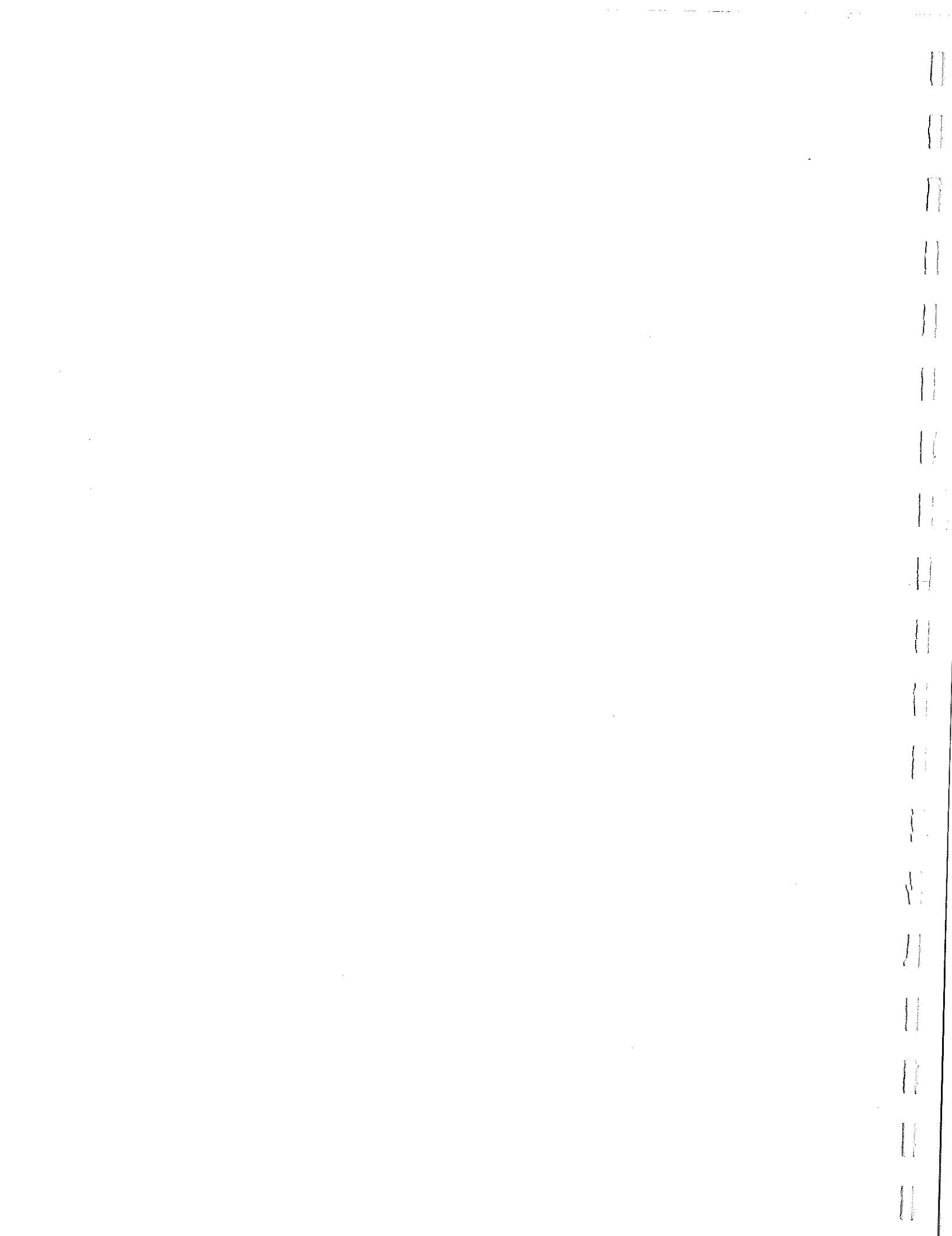
"After the tug has been released she will be brought to the shipyard here for repairs. The stack of the Williams is said to have gone overboard.

"The tug is said to have been pretty badly shaken up during the northwest blows which prevailed recently. The craft was carried still further up on the rocky ledge until there is now but 7 feet of

Tug KATE WILLIAMS, at Sheboygan.

PLATE 6





water at the stern, and the tug draws 12 feet. She lays on the side, being in such a position that a person cannot walk on her decks. It is said that the boiler of the steamer has shifted. It is believed by those who have seen the boat that it will be a difficult matter to release her." DCA 10/24/1907 p.1,c.1.

"The tug Kate Williams has been abandoned, having practically gone to pieces at Jackson harbor. The tug had been raised on ways and pulled about 100 feet by the tug Smith when a heavy N. W. blow came up Saturday and the boat was pounded on the rocks so badly that she would not be worth repairing. She lies in about eight feet of water, and both sides of the boat are now pushed in and frames broken. Thos. H. Smith, the owner, will save the boiler and engine and whatever else there may be of value and let the hull go. A couple of days more good weather and the boat would have been afloat." DCA 8/06/1908 p.1,c.1.

"Wrecking operations on the tug Kate Williams was completed Friday, on which day the tug Smith and wrecking crew returned to this port with the machinery of the craft and everything else of value that could be taken off of her. This was all brought here on a scow and has since been taken off at the wharf at the foot of Liberty street. The only piece of machinery destroyed in removing was the condenser which was broken. The hull will be left where it is." DCA 9/24/1908 p.1,c.3.

REFERENCES: Boyd/Hirthe Ms.; DCA 06/08/1906 p.1,c.2; 07/05/1906 p.1,c.2; 09/05/1907 p.1,c.3; 09/19/1907 p.1,c.2; 10/03/1907 p.1,c.1; 10/17/1907 p.1,c.2; 10/24/1907 p.1,c.1; 10/31/1907 p.1,c.2; 11/07/1907 p.1,c.1; 01/23/1908 p.1,c.1; 05/07/1908 p.1,c.1; 05/21/1908 p.1,c.2; 05/28/1908 p.1,c.1; 06/11/1908 p.1,c.2; 07/02/1908 p.1,c.1; 07/16/1908 p.1,c.1; 07/30/1908 p.1,c.2; 08/06/1908 p.1,c.1; 08/13/1908 p.1,c.1; 08/20/1908 p.1,c.1; 08/27/1908 p.1,c.2; 09/10/1908 p.1,c.1; 09/24/1908 p.1,c.3; Runge.

DOCUMENTS OF ENROLLMENT: E 26, Marquette, 01/30/1906; surrendered Marquette, 06/26/1918, "abandoned."

VESSEL NAME: L.C. BUTTS  
TYPE: schooner  
CASUALTY DATE: 10/29/1891  
CASUALTY TYPE: stranded  
CASUALTY LOCATION: Washington Island, east shore  
CARGO: coal, 1250 tons  
REGISTRY NUMBER: 15850  
HULL: wood, two decks  
PROPULSION/MASTS: sail/3 short masts  
DIMENSIONS [feet]: 173.9 x 32.0 x 18.8  
TONNAGE [Gross/Net]: 769.01/730.56  
BUILT/BUILDER/DATE: South Saginaw, MI/T. Arnold/1872  
OWNER/HOME PORT: W.E. Chapman/Sandusky, OH

DESCRIPTION OF LOSS:

"The MONARCH was in port Thursday afternoon, having just come back from the schooner L.C. BUTTS, ashore on Washington Island. Capt. Geo. Bartley stated that the blow of Tuesday and Wednesday caused the vessel to pound so that it was simply a waste of time and money to attempt to get her afloat. She had landed on a tremendous big rock or boulder, which forced her decks up about six feet near amidships, and her total destruction is therefore merely a question of a few days or weeks at the farthest.

The BUTTS is loaded with 1,250 tons of coal and as this was all stowed in the lower hold - she is a double decker - the cargo will prove a total loss, as it will not pay to save it. The vessel is reported to be insured for \$10,000, and she has been turned over to the underwriters. It could not be learned whether there was any insurance on the cargo or not. The coal was consigned to Escanaba." DCA 11/07/1891 p.5,c.3.

"The L.C. BUTTS has been stripped and the canvass and outfit taken to Escanaba. The craft is said to be broken in two, and no further effort will be made to get her afloat as a matter of course." DCA 11/14/1891 p.5,c.4.

"Something like two-hundred tons of coal have been fished out of the lake on the east shore of Washington Island. It belonged to the wrecked schooner C.L. BUTTS [sic] and will be shipped to Milwaukee or Chicago if no sale for it can be found nearer home." DCA 3/19/1892 p.5,c.3.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/07/1891 p.5,c.3; 11/14/1891 p.5,c.4; 11/24/1891 p.8,c.2; 12/05/1891 p.8,c.2; 01/09/1892 p.5,c.3; 01/23/1892 p.5,c.3; 03/12/1892 p.5,c.3; 03/19/1892 p.5,c.3; 01/26/1923 p.7,c.3; MV 1885:190; MS 11/02/1891 p.2,c.1; 11/06/1891 p.7,c.1.

DOCUMENTS OF ENROLLMENT: E 8, Sandusky, OH, 3/08/1899; surrendered Sandusky, 2/06/1893; "wrecked."

VESSEL NAME: L. MAY GUTHRIE  
TYPE: schooner  
CASUALTY DATE: 09/26/1894  
CASUALTY TYPE: stranded  
CASUALTY LOCATION: Fisherman's Shoal  
CARGO: tan bark  
REGISTRY NUMBER: 48476  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 102.0 x 24 x 7.2  
TONNAGE [Gross/Net]: 137.84/130.95  
BUILT/BUILDER/DATE: Conneaut, OH/A.R. West/1874  
OWNER/HOME PORT: A.G. Brown/Milwaukee

DESCRIPTION OF LOSS:

"Jas. L. Aznoe, engineer of the tug TRUSCOTT, writes us from Detroit Harbor under the date of Oct. 3 of the rescue of the crew of the stranded scow L. MAY GUTHRIE. He says: "We are engaged in fishing from Detroit Harbor and had made an attempt on the morning of Sept. 26th to visit our twine in Green Bay, but as there was a big sea running at the time we abandoned the undertaking and ran back. On our arrival a small boy brought us the unpleasant news of an unknown vessel having driven on Fisherman's Shoal at an early hour that morning, but which subsequently proved to be the scow L. MAY GUTHRIE, Capt. A.G. Brown, bark-laden and bound to Milwaukee. We immediately started for the scene of the disaster knowing full well that the undertaking was a hazardous one, but as it was a matter of life and death, no one for a moment thought of anything but a faithful trial. The big seas rolled mountain high, but the staunch little tug rode over them like a bird, there being only one that made a complete broach over her. We found that the seas were rolling completely over the wreck, it being impossible to get near her on account of shallow water. We had no small boat, and the crew of the GUTHRIE were in the same predicament, their yawl-boat having been carried away by a big sea shortly after she struck bottom. We gave up the attempt of taking the men off until the following morning when the sea went down considerably. On the morning of the 27th the

expedition, on its mission of life-saving, was reinforced by Matt Foss and two other men with a fish-boat in tow and other paraphernalia we started for the wreck. A long rope was fastened to the fish-boat and cast adrift to the windward of the GUTHRIE, but the line would not reach and it was dropped entirely: the first attempt proved ineffectual, but the second was effective and all were saved (five in number), and a more thankful set could hardly be found. 'We considered our lives as lost and the fact that we are saved we owe all to you,' said Capt. Brown. 'I am now left a poor man: all I have in this world is a large family, but I am thankful to be saved.' Capt. Peter Jordan was in command of the TRUSCOTT at the time and he is worthy of much credit for the skillful manner in which he handled her."

REFERENCES: Boyd/Hirthe Ms.; DCA 10/13/1894 p.5,c.3; 10/27/1894 p.5,c.3; MV 1894:169; MS 09/28/1894 p.5,c.3.

DOCUMENTS OF ENROLLMENT: E 38, Milwaukee, 10/17/1892; surrendered Milwaukee 10/24/1894, "total loss."

VESSEL NAME: LAUREL  
TYPE: scow-schooner  
CASUALTY DATE: 12/ /1891  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Detroit Harbor, Washington Island  
CARGO: wood  
REGISTRY NUMBER: 15409  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 80.0 x 20.0 x 5.0  
TONNAGE [Gross/Net]: 62.88/59.74  
BUILT/BUILDER/DATE: Blasten Bend, OH/Barker/1852  
OWNER/HOME PORT: Ole Christiansen/Milwaukee

DESCRIPTION OF LOSS:

"During the blow last week the schooner LAUREL dragged anchor and went on the beach near the entrance to Detroit Harbor, where she now lies and will in all probability leave her bones. Her cargo of wood was transferred to the schooner IRIS, which happened to be in port at the time. The LAUREL was built at Blasten Bend, Ohio, nearly forty years ago, and is therefore one of the oldest craft on the lakes today." DCA 12/15/1891 p.8,c.2.

"The scow LAUREL, ashore on Washington Island, is a total wreck." DCA 03/12/1892 p.5,c.3.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 12/15/1891 p.8,c.2; 03/12/1892 p.5,c.3; Hirthe 1986:97,127; MV 1885:193.

DOCUMENTS OF ENROLLMENT: E 34, Milwaukee, 11/07/1888; surrendered Milwaukee, 12/21/1891, "total loss."

VESSEL NAME: LEILA C.  
TYPE: fish tug  
CASUALTY DATE: 10/03/1928  
CASUALTY TYPE: collision  
CASUALTY LOCATION: two miles SE Pilot Island  
CARGO: none  
REGISTRY NUMBER: unknown  
HULL: unknown  
PROPULSION/MASTS: Kahienberg diesel engine  
DIMENSIONS [feet]: 40 x ? x ?  
TONNAGE [Gross/Net]: unknown  
BUILT/BUILDER/DATE: Sturgeon Bay/Sturgeon Bay Boat Works/1928  
OWNER/HOME PORT: Leslie Cornell/Washington Island

DESCRIPTION OF LOSS:

"WASHINGTON ISLAND - In a collision with the ore freighter S.B. COOLIDGE of the Hutchinson line, the new \$8,000 fish boat owned by Leslie Cornell of this place was sunk in about 150 feet of water Wednesday morning about 7:30 o'clock. Mr. Cornell and Alfred Johnson were aboard and both jumped to safety with life preservers, soon to be picked up by members of the freighter's crew. 'Mac' Johnson of Washington Island, is captain of the ore boat.

"The new boat, LEILA C., a 40-footer launched about four weeks ago at the Sturgeon Bay Boat Works, had just started fishing operations and left Wednesday morning about 6:30 o'clock with about 4,000 hooks to set. No nets were aboard.

"There was a slight haze but not enough to interfere with vision when the LEILA and the COOLIDGE approached each other at about right angles two miles southeast of Pilot Island. In some manner unexplained, the COOLIDGE, bound to Escanaba, hit the Cornell boat on the port bow causing it to sink inside of fifteen minutes. Cornell and Johnson attempted to take a fuel tank from aft to float the hole above water but were unsuccessful. When picked up, they were put aboard the ferry WISCONSIN.

"Coast guards from Plum Island attempted to locate the boat but found it impossible to drag on account of ledges. No insurance is

carried to cover the accident, Mr. Cornell states.

The LEILA has had hard luck since put in operation. Just recently her new motor 'went through itself,' necessitating a trip to the factory for repairs." DCA  
10/05/1928 p.1,c.1.

REFERENCES: Boyd/Hirthe Ms.; DCA 10/05/1928 p.1,c.1; 10/05/1928 p.3,c.1;  
10/12/1928 p.1,c.1.; McDonald 1984:138-139.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: LEWIS DAY  
TYPE: schooner  
CASUALTY DATE: 10/16/1881  
CASUALTY TYPE: stranded, burned  
CASUALTY LOCATION: Plum Island, SE reef  
CARGO: cedar posts, telegraph poles  
REGISTRY NUMBER: 15410  
HULL: wood, wood fastened  
PROPULSION/MASTS: sail/3m  
DIMENSIONS [feet]: 155.0 x 31.0 x 11.0  
TONNAGE [Gross/Net]: 381.89  
BUILT/BUILDER/DATE: Chambers Island, WI/David Clow/1868  
OWNER/HOME PORT: David Clow/Chicago

DESCRIPTION OF LOSS:

"Intelligence was received here on Tuesday evening that the schooner LEWIS DAY, Capt. David Clow, was ashore at Plum Island, and to send assistance to her. The LEVIATHAN, then in port, left for the scene of trouble on the following morning, but the heavy seas had broken the vessel up to such an extent in the mean time that no attempt at rescue was made. Her crew had been taken off by the schooner G.D. NORRIS, bound for Green Bay from Milwaukee, at which port they were landed. All the sails, rigging, anchors, &c., have been saved from the wreck and taken to a place of safety.

"The DAY went ashore on the southeast reef of Plum Island at about ten o'clock Sunday evening. She was sailing along at a fair rate of speed, when, by a miss-stay she suddenly brought up on the reef. The wind at the time was not blowing very hard, but Monday morning the wind got around to the northeast and blew heavily all that day from that quarter. A big sea having set in, the vessel pounded heavily on the rocks and soon commenced filling with water and by the time the LEVIATHAN arrived she was pretty well broke up. The craft was loaded with cedar for Chicago from Cedar River, and while working down Green Bay Saturday afternoon, she ran aground, but was got off by having the deck-load thrown overboard.

"The LEWIS DAY was a three-mast schooner of 381 tons burden. She

was built on Chamber's Island by Capt. Clow in 1868, and was the second vessel built on the island by Capt. C., the first being the SARAH CLOW, launched in 1862. There was no insurance on the DAY and her cargo and is therefore a total loss. Luckily, Captain Clow is pretty well "heeled," hence the loss is of but little inconvenience to him." DCA 10/27/1881 p.3,c.1.

"Capt. Donnegan, of the schooner OAK LEAF, reports that after taking off everything worth saving from the schooner LEWIS DAY, which went ashore on Plum Island, the wreck was set on fire and burned." CT 11/22/1881 p.7,c.1.

REFERENCES: Boyd/Hirthe Ms.; CT 11/22/1881 p.7,c.1; DCA 07/10/1868 p.4,c.1; 10/27/1881 p.3,c.1; 11/10/1881 p.3,c.5; 11/17/1881 p.3,c.3.; Hirthe 1986:37, 38; MV 1875:198; MS 10/22/1881 p.5,c.2.

DOCUMENTS OF ENROLLMENT: E 6, Chicago, 7/20/1874; surrendered Chicago, 12/30/1881, "vessel lost."

VESSEL NAME: LOUISIANA  
TYPE: steamer  
CASUALTY DATE: 11/08/1913  
CASUALTY TYPE: burned  
CASUALTY LOCATION: Washington Harbor, Washington Island  
CARGO: light  
REGISTRY NUMBER: 140882  
HULL: wood  
PROPELLION/MASTS: steam screw; F&AC engine, 450 HP; 1 firebox type boiler/2m and one stack  
DIMENSIONS [feet]: 267.0 x 39.6 x 20.0  
TONNAGE [Gross/Net]: 1,929/1,383  
BUILT/BUILDER/DATE: Marine City, MI/Morley & Hill/1887  
OWNER/HOME PORT: Frank M. Osborne/Cleveland

DESCRIPTION OF LOSS:

"Steamer Louisiana Burns. The steamer Louisiana was totally destroyed by fire Saturday morning at Washington Harbor, Wis. Her crew of seventeen men got ashore without much assistance, the boat being beached but a couple of rods from the shore, the water being very bold at that point.

"The Louisiana had delivered a cargo of coal at Milwaukee and was bound from there to Escanaba for ore. The storm which broke over this section about midnight Saturday night struck the Louisiana in all its fury and she was not able to keep her course, so an effort was made to get into Washington Harbor for anchorage. This was done but the tremendous wind and sea was too much for her and she dragged closer to the beach by morning. Then it was discovered that there was a fire in the hold and after an ineffectual attempt to extinguish the flames the craft was abandoned.

"Word had immediately been sent of the Plum Island life-savers who responded by hauling the beach apparatus overland to the scene. The crew having escaped nothing could be done to save the vessel and the craft burned to the water's edge.

"According to Beeson's directory the craft was built in 1887, and 267 feet long and 40 feet beam, with a gross tonnage of 1929, and

owned by Frank M. Osborne of Cleveland. She was commanded by Capt. McDonald." DCA 11/11/1913 p.1,c.2.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/11/1913 p.1,c.2; Frederickson 1961:I:63-64; MV 1912:232; Runge; Stabelfeldt 1981:31-32.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: LYDIA CASE  
TYPE: schooner  
CASUALTY DATE: 09/18 - 10/03/1872  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: coal  
REGISTRY NUMBER: 14800  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 122.3 x 25.6 x 10.2  
TONNAGE [Gross/Net]: 246.61  
BUILT/BUILDER/DATE: Racine, WI/G. S. Rand/1862  
OWNER/HOME PORT: Orson and Co./Racine

DESCRIPTION OF LOSS:

"Schooner ALICIA [sic] CASE, Racine, on Pilot Island." GBA 10/03/1872 p.3,c.2.

"The LYDIA CASE was abandoned as a total loss, as it was found impossible to free her with a steam pump." MS 10/07/1872 p.4,c.4.

"The schooner LYDIA CASE, which was wrecked last season at Death's Door, it will be remembered had on board a cargo of coal. Messrs. Van Norstrand and Son have bought the coal from the insurance company and the steamer UNION is now engaged in bringing the same to this city." GBA 11/06/1873 p.2,c.4.

REFERENCES: Boyd/Hirthe Ms., GBA 10/03/1872 p.3,c.2; 10/31/1872 p.3,c.1; 11/06/1873 p.2,c.4; Mansfield 1899:l:727, 804; MC 1872; MV 1872; MS 09/29/1868 p.4,c.9; 09/30/1868 p.4,c.9; 09/04/1872 p.4,c.4; 09/16/1872 p.1,c.6; 09/17/1872 p.1,c.6; 09/19/1872 p.4,c.3; 10/07/1872 p.4,c.4; 09/21/1873 p.7,c.6; 11/10/1873 p.6,c.3; Runge.

DOCUMENTS OF ENROLLMENT: E 8, Milwaukee, 07/29/1872; surrendered Milwaukee 12/31/1872; "total loss."

VESSEL NAME: MADONNA  
TYPE: schooner  
CASUALTY DATE: circa 1914  
CASUALTY TYPE: abandoned  
CASUALTY LOCATION: Detroit Harbor, Washington Island  
CARGO: light  
REGISTRY NUMBER: 90717  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 79.8 x 24.4 x 6.2  
TONNAGE [Gross/Net]: 76/72  
BUILT/BUILDER/DATE: Milwaukee/Aylward/1871  
OWNER/HOME PORT: Ole Christiansen/Milwaukee

DESCRIPTION OF LOSS:

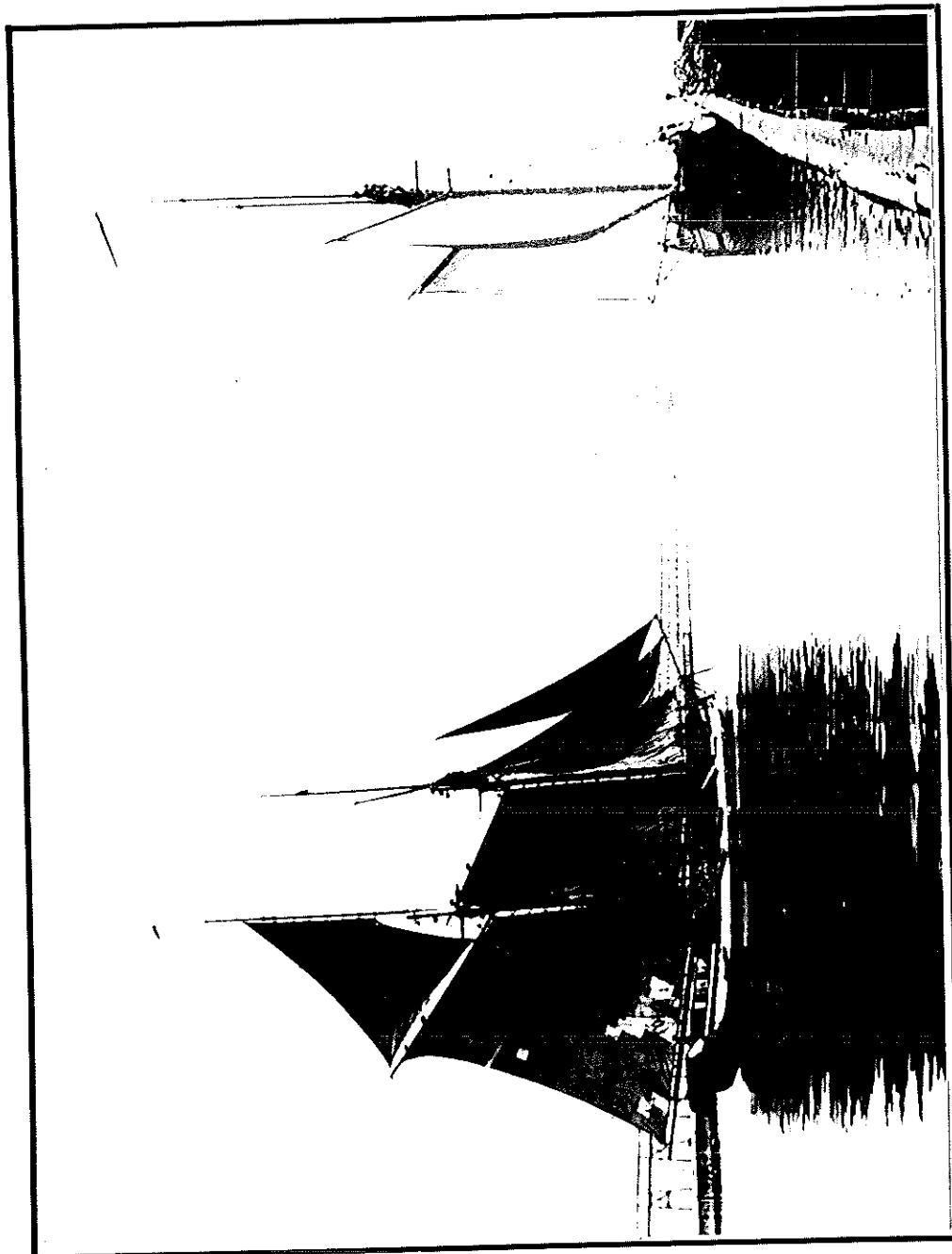
"Ole Christiansen had a big dock on the east side of . . . [Jackson] harbor. He owned the sailing vessel 'Madonna' and would haul cordwood to southern ports all summer . . ." McDonald 1984:56

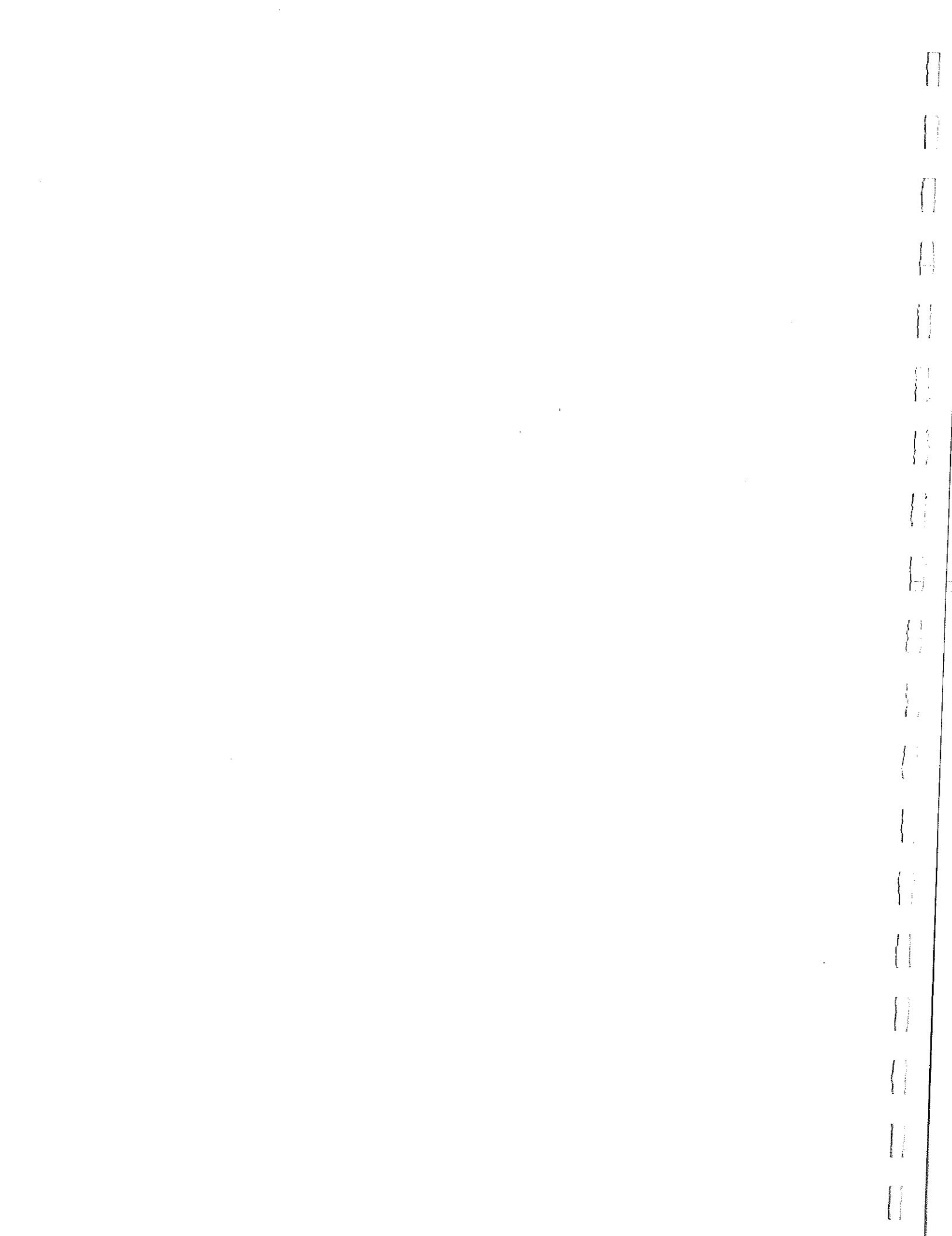
"The 'Madonna' was getting old and had seen her best days, so Ole put her to rest in Detroit Harbor, just off the south end of the main road on the island. This also was quite near his home." McDonald 1984:75

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; Frederickson 1959; McDonald 1984:56, 74-75, 141; MV 1912:65.

DOCUMENTS OF ENROLLMENT: E 9, Milwaukee, 08/03/1894; surrendered Milwaukee, 05/27/1914, "dismantled and abandoned."

Schooner MADONNA (left) at Sheboygan.





VESSEL NAME: MAPLE LEAF  
TYPE: schooner  
CASUALTY DATE: 10/27 - 11/02/1867  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Detroit Island  
CARGO: light  
REGISTRY NUMBER: 29982  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 122 6/12 x 25 9/12 x 10 4/12  
TONNAGE [Gross/Net]: 299  
BUILT/BUILDER/DATE: Buffalo/G.D. Weeks/1854  
OWNER/HOME PORT: F.H. Crawford, R.G. Brown, William H. Barclay/Milwaukee or Oswego

DESCRIPTION OF LOSS:

"Schooner MAPLE LEAF a Total Loss.- We learn from Mr. Gonnio, the mate of the LEVIATHAN, that this vessel, which ran ashore upon Detroit Island, at the entrance to Green Bay, lies upon a bed of rocks. Her bottom is so badly stove as to render her a total wreck, and she will be accordingly stripped of her outfit and abandoned ... her port of hail was Oswego." MS II/07/1867.

"Total Losses.- We learn by the arrival of the propellor OTTAWA that the schooners GRAPESHOT and MAPLE LEAF, ashore on Plum and Detroit Islands, in Green Bay, have been abandoned as total losses and stripped of their outfit, which is being carried to Chicago by the steam barge GEO. DUNBAR." MS 11/12/1867

REFERENCES: BLU 1866; Boyd/Hirthe Ms.; CT 10/14/1867 p.3,c.4; 10/20/1867 p.3,c.7; 10/25/1867; 10/27/1867; 11/04/1867 p.3,c.3; DCA 11/14/1867; 07/23/1868; GBA 11/21/1867 p.3,c.1; MC 1867; MS 11/04/1867; 11/07/1867; 11/12/1867.

DOCUMENTS OF ENROLLMENT: E 82, Milwaukee, 04/29/1863, temporary enrollment; surrender unknown.

VESSEL NAME: MARIA  
TYPE: scow-schooner  
CASUALTY DATE: 11/05/1883  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: wood  
REGISTRY NUMBER: 50612  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 95.0 x 23.1 x 7.0  
TONNAGE [Gross/Net]: 104  
BUILT/BUILDER/DATE: Pt. Huron/A. Stewart/1866  
HOME PORT/OWNER: J. Saveland/Milwaukee

DESCRIPTION OF LOSS:

"On Monday evening the wind veered from southeast to northeast, blowing heavily from that quarter during the night. Soon after the change the scow MARIA, of Milwaukee, loaded with wood at Torstenson's pier, Hedgehog Harbor, for Racine, attempted to leave port. Unable to get under steerage way soon enough, she was blown upon the beach near the pier. Her captain went to Bailey's Harbor to notify the owner, John Saveland, Milwaukee, and to obtain instructions. It is not yet known whether a tug will be dispatched from Milwaukee, or obtained elsewhere. The MARIA lies on a rock bottom, and unless the wind is favorable and a tug soon reaches her she will be broken up. She is an old vessel, and can stand but little pounding." DCA 11/08/1883  
p.3,c.6.

"Ellison Bay, Wis., Nov. 14. -The scow MARIA, which is ashore at Hedgehog Harbor, has about gone to pieces. The heavy wind and sea proving too much for her. She was stripped immediately after going ashore. Fortunately for Hans Torstenson the load of wood on board the craft was purchased and paid for before she left the pier. Had it not been for this Hans would have been out just about \$250." DCA 11/15/1883.

The Schooner OLE OLESON, which loaded with wood at Hedgehog Harbor last week, took the rigging, sails, etc., belonging to the wrecked scow MARIA, to Milwaukee. It will be remembered that the MARIA was wrecked at Hedgehog Harbor sometime last November, after having completed her cargo of wood. The outfit was saved as well as the wood, and taken ashore. The MARIA was the property of Capt. John Saveland." DCA 5/29/1884

REFERENCES: BLU 1874:73; Boyd/Hirthe Ms.; CT 11/08/1883 p.6,c.5; DCA 11/08/1883 p.3,c.6; 11/15/1883; 5/29/1884; MS 11/07/1883 p.3,c.2.

DOCUMENTS OF ENROLLMENT: E 108, Milwaukee, 06/02/1883; surrendered Milwaukee 11/05/1883, "Total loss."

VESSEL NAME: MARIA HILLIARD  
TYPE: schooner  
CASUALTY DATE: 1856  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Plum Island or Death's Door  
CARGO: sundries  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 111 6/12 x 23 10/12 x 8  
TONNAGE [Gross/Net]: 194 88 OM  
BUILT/BUILDER/DATE: Chicago/Averil/1844  
HOME PORT/OWNER: Chicago/unknown

DESCRIPTION OF LOSS:

"Schooner Hillard [sic], mixed cargo, 1856, stranded off Plum Island." Frederickson 1959.

"Hilliard, Maria, schr., b. Chicago, '44, wrecked Death's Door, '56." Mansfield 1899:i:837

"Maria Hilliard wrecked at Death's Door, Lake Michigan." Mansfield 1899:i:678.

REFERENCES: CT 03/21/1857 p.1,c.5; GBA 07/15/1852 p.2,c.6; Mansfield 1899:i:678,837; MS 05/28/1847 p.2,c.1; 11/19/1847 p.2,c.1; 08/26/1848 p.2, c.1; 04/13/1849 p.3,c.1; 04/23/1849 p.2,c.6; 11/07/1851 p.2,c.6.

DOCUMENTS OF ENROLLMENT: E 18, Chicago, 06/02/1851; surrender unknown.

VESSEL NAME: MYSTIC  
TYPE: schooner  
CASUALTY DATE: 10/16/1895  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: light  
REGISTRY NUMBER: 17210  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 112.5 x 25.7 x 8.4  
TONNAGE [Gross/Net]: 161.53/153.46  
BUILT/BUILDER/DATE: Milan, OH/William Raynor/1866  
OWNER/HOME PORT: Jonathan A. Reed/Chicago

DESCRIPTION OF LOSS:

"Proves to be the Schooner MYSTIC. The vessel with the green hull and white bulwarks reported ashore on Pilot Island by Capt. Ole Christianson, of the schooner ADA MEDORA last week, proved to be the deck stay-sail schooner MYSTIC, hailing from Chicago. She had a B1 rating and an Inland Lloyds valuation of \$2,500. She has been stripped of her nautical equipment and abandoned. The MYSTIC was built at Milan, O., in 1866, and was 112.5 feet long; 25.7 feet beam and 8.4 feet hold." DCA 10/26/1895 p.4,c.4.

"At the time the MYSTIC went ashore she was on her way to Little Bay de Noquette for a load of Christmas trees for Capt. Schuenemann, who had hired the vessel for that purpose." DCA 11/02/1895 p.5,c.5.

"Capt. H. Schuenemann, who accompanied the steamer M.& M. on her trip down to the Door last week after the remainder of the outfit of the schooner MYSTIC, ashore on Pilot Island, informs us that the vessel is a total wreck and no effort will ever be made to get her afloat. He reports the after end of the vessel badly broken up with the for'ard end in pretty good condition, but lies exposed to stormy weather from an easterly quarter. The M. & M. only got about one fourth of the MYSTIC's nautical paraphernalia, a portion of it having

been put on board the schooner TRUMAN MOSS and another vessel, both of which were at anchor under the lee of Plum Island, and about one-fourth of it was left on the wreck." DCA 11/09/1895 p.5,c.6.

REFERENCES: BLU 1874:79; Boyd/Hirthe Ms.; CT 10/20/1895 p.5,c.1; DCA 10/19/1895 p.5, c.3; 10/26/1895 p.4,c.4; 11/02/1895 p.5,c.5; 11/09/1895 p.5,c.6; MV 1895:150.

DOCUMENTS OF ENROLLMENT: E 91, Chicago, 05/03/1893; surrendered Chicago 11/22/1895; "vessel lost, 10/16/1895."

VESSEL NAME: NELLIE  
TYPE: schooner  
CASUALTY DATE: 11/03/1908  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Washington Harbor, Washington Island  
CARGO: 400 bu. potatoes  
REGISTRY NUMBER: 204646  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 39.8 x 12.0 x 4.6  
TONNAGE [Gross/Net]: 11/11  
BUILT/BUILDER/DATE: Washington Harbor/C.E. Lovig/1894  
OWNER/HOME PORT: Magnus Johnson/Milwaukee

DESCRIPTION OF LOSS:

"During the northerly blow of the night of the 3d inst. the small schooner NELLIE, owned by Capt. Magnus Johnson, was driven in Washington harbor and seriously damaged. She was laden with 400 bushels of potatoes, but the cargo was saved without having sustained any serious damage. This is quite a severe loss to the owner. The craft had been used in the coastwise trade, and was a very handy boat." DCA 11/12/1908 p.1,c.1

REFERENCES: Boyd/Hirthe Ms.; DCA 11/12/1908 p.1,c.1; MV 1908:104; 1910:90.

DOCUMENTS OF ENROLLMENTS: E 13, Milwaukee, 08/22/1908; surrendered Milwaukee 01/12/1910, "abandoned."

VESSEL NAME: NEWSBOY  
TYPE: schooner, formerly bark  
CASUALTY DATE: 11/17/1891  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Fisherman's Shoal  
CARGO: 54,000 bu. corn  
REGISTRY NUMBER: 18086  
HULL: wood  
PROPULSION/MASTS: sail/3m  
DIMENSIONS [feet]: 152.2 x 31.2 x 12.6  
TONNAGE [Gross/Net]: 413.92/393.25  
BUILT/BUILDER/DATE: East Saginaw, MI/S. Kirby/1862  
OWNER/HOME PORT: Capt. John L. Gallien/Chicago

DESCRIPTION OF LOSS:

"Wreck of the NEWSBOY. Capt John L. Gallien's old ship, the schooner NEWSBOY, has probably made her last trip. While bound below with a cargo of corn last week the craft hugged the west shore too closely and fetched up on what is known as Fisherman's shoal. This obstruction is located near Rock Island, and she lies near where the old schooner BLAZING STAR was wrecked several years ago.

"Capt. John Leathem, who passed the NEWSBOY on Friday, the 20th inst., while on his way home from the BALDWIN, at Manistique, reports her as being in bad shape. The foremast had already gone by the board, as had also the bowsprit and for'ard rigging, and every southerly blow is sure to drive her harder.

"A telegram from Escanaba, dated Sunday, will convey some idea of the perils the crew encountered during the stormy weather and intense cold last week:

"The tug MONARCH got to the schooner NEWSBOY last night and took off the crew. The storm of Friday and Saturday drove her so far on the reef and racked her so that she was abandoned as a total loss. The crew was driven from the cabin and deck into the forecastle and finally into the chain lockers, where they were imprisoned for two nights and a day, with wet food and no fire. Two men from the island tried to rescue the crew during the storm, but their boat was

capsized, and only the assistance of the crew of the schooner saved them from drowning. The NEWSBOY's spars were all cut away to make the vessel rest easily, but every sea shook her so that the crew expected to be drowned every minute. The vessel now lies with her stern high in the air, a total loss, abandoned by owners and underwriters." DCA 11/28/1891 p.5,c.3.

"Reports received from the islands state that the NEWSBOY has been split in two from stem to stern, and it looks as if some one had cut her deck-beams, so effectually has the job been done. There is very little corn left in the hold, and this is all spoilt by this time." DCA 01/23/1892 p.5,c.3.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 11/28/1891 p.5,c.3; 12/05/1891 p.5,c.3; 01/23/1892 p.5,c.3; 06/04/1892 p.5,c.3; 04/08/1893 p.1,c.1; 02/27/1897 p.1,c.1; MS 12/08/1891 p.6,c.2; 12/12/1891 p.2,c.7; EIP 11/24/1891 p.1,c.3; MV 1885:233.

DOCUMENTS OF ENROLLMENT: E 93, Chicago, 05/01/1883; surrendered Chicago 12/03/1891; "vessel lost."

VESSEL NAME: O. M. NELSON  
TYPE: schooner  
CASUALTY DATE: 06/04/1899  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot Island  
CARGO: lumber  
REGISTRY NUMBER: 155066  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 107.7 x 25.3 x 8.4  
TONNAGE [Gross/Net]: 167.23/158.87  
BUILT/BUILDER/DATE: Sutton's Bay, MI/L.E. Bahle/1882  
OWNER/HOME PORT: Milwaukee Brick Yard Co., Capt. P. Hanson, John Malloch, Harlerson/Milwaukee

DESCRIPTION OF LOSS:

"The NELSON A Total Loss. The wrecking tug Monarch, of Escanaba, tried to release the schooner O. M. NELSON ashore on Pilot Island, but to no avail. She has been stripped and her outfit put on board the schooner MADONNA, which is to be sold in Milwaukee. She will be a total loss." DCA 06/17/1899 p.1,c.1.

"Stranded on Pilot Island, 2 1/4 miles SE of station, during a southerly gale with fog. Life-saving crew were notified of the disaster by four blasts, in quick succession, of the fog signal at Pilot Island Light-Station. They at once went to the Island in the Mackinaw boat, but, when near the wreck, found that owing to the shallow water and high sea around her they would need the station surfboat. After a hard pull to the station and back with the surfboat they found the crew of the schooner on the bowsprit where they had taken refuge to avoid the heavy seas which were breaking over her. Placed the boat about 50 feet to leeward, threw a heaving line on board, and then with all the surfmen at the oars, except two, who made ready to catch the endangered crew as they should spring into the boat, the keeper, watching his chance, brought it alongside. The captain's daughter was received first, then, one by

one, all the crew (6) were taken off. Reaching the station without mishap the rescued party were furnished with dry clothing from the Women's National Relief Association and succored until the following day, when the life-savers again visited the wreck and recovered the personal effects of her crew. A wrecking tug arrived later and tried to release the stranded schooner but failed. On June 6 and 7 the surfmen assisted to strip the wreck, saving her anchors, chains, sails, and all the running rigging. The hull was a total loss." USLSS 1899:185.

REFERENCES: Boyd/Hirthe Ms.; Hirthe 1986:99,100,127; DCA 06/10/1899 p.1,c.1; 06/17/1899 p.1,c.1; 06/24/1899 p.1,c.2; 07/08/1899; MS 06/06/1899 p.8,c.3; 06/07/1899 p.7,c.4; USLSS 1899:185, 326-327.

DOCUMENTS OF ENROLLMENT: E 104, Milwaukee, 06/02/1899; surrendered Milwaukee, 06/13/1899, "total loss."

VESSEL NAME: PRIDE  
TYPE: schooner  
CASUALTY DATE: 11/22/1901  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Washington Harbor, Washington Island  
CARGO: 900 bu. potatoes, cordwood  
REGISTRY NUMBER: 19770  
HULL: wood  
PROPELLION/MASTS: sail/3m  
DIMENSIONS [feet]: 87.0 x 20.6 x 6.7  
TONNAGE [Gross/Net]: 83.04/78  
BUILT/BUILDER/DATE: Sandusky, OH/unknown/1849  
OWNER/HOME PORT: Capt. C. Klingenberg/Milwaukee

DESCRIPTION OF LOSS:

"The schooner PRIDE is a total wreck, now lying on the beach in Washington Harbor, near Matthew Foss' dock. In trying to beat out of the harbor at an early hour Friday morning, and being pretty close to shore, the vessel missed stays and before anything could be done to prevent it was riding on the rocks. There was some 900 bushels of potatoes and a few cords of wood on the craft, Capt. Klingenberg intending to fill out the load with wood at Nor. Shellswick's dock on the east side of the harbor. About 100 bushels of the potatoes were saved from the wreck Saturday by the owners, Lawrence Klingenberg and P.C. Eriksen, who shipped about 400 bushels each and John Johnson 100 bushels. The balance of the potatoes will be a total loss. This is a hard blow to all concerned. The PRIDE is one of the oldest schooners in point of service on the lakes, having been built at Sandusky, O., and came out in 1849. She had a gross measurement of 83 tons and was owned and commanded by Capt. C. Klingenberg of this port." DCA 11/30/1901.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/23/1901; 11/30/1901; Frederickson 1961:I:42-43; MV 1901:156.

DOCUMENTS OF ENROLLMENT: E 18, Milwaukee, 07/20/1896; surrendered Milwaukee, 11/25/1901, "vessel lost."

VESSEL NAME: PUP  
TYPE: tow barge  
CASUALTY DATE: 07/19/1915  
CASUALTY TYPE: foundering  
CASUALTY LOCATION: Washington Harbor to West Harbor, Washington Island  
CARGO: cement  
REGISTRY NUMBER: 150668  
HULL: wood  
PROPULSION/MASTS: none  
DIMENSIONS [feet]: 45.0 x 11.8 x 4.6  
TONNAGE [Gross/Net]: 13/6  
BUILT/BUILDER/DATE: Saugatuck, MI/Rogers and Bird/1894  
OWNER/HOME PORT: Capt. Tulledge/Milwaukee

DESCRIPTION OF LOSS:

"What was formerly the tug Pup is no more, having gone down to the bottom of Green Bay Monday morning.

"The Pup is a fishing craft that was purchased by Capt. Tulledge after she was damaged by fire at Kewaunee. He brought the boat here, where he disposed of the boiler and machinery to Laviolette Bros. of Little Sturgeon, who are having a hull built for the machinery at the Peterson Boat Works. The hull of the craft was bought by Mr. Peterson. He towed it behind the powerful gasoline boat Challenger.

"On Saturday he left here for Washington Island and intermediate ports with a load of coarse freight on the Pup, among which was lumber and cement. Some of it was discharged at Fish Creek, at which time it was noticed that the craft was leaking. Capt. Peterson and crew were kept busy pumping to keep the craft free, this being kept up all day Sunday and Sunday night. Monday morning while he was bound from Washington Harbor to West Harbor the water gained so rapidly on them, and they were so nearly exhausted from the hard work, that it was impossible to keep her free, and she filled and went to the bottom.

"There was only about twenty bags of cement left in the hold, so that the loss on this account was small, and the hull was not of much

value. Anyway this is the last of the fishing tug Pup of Kewaunee, Wis." DCA  
10/08/1914 p.1,c.1.

REFERENCES: Boyd/Hirthe Ms.; DCA, 10/08/1914 p.1,c.1; 11/19/1914 p.1,c.2;  
07/22/1915 p.1,c.1; 06/17/1915 p.1,c.1; MV 1912:274.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: QUICKSTEP  
TYPE: scow-schooner  
CASUALTY DATE: 10/06/1886  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Detroit Harbor  
CARGO: wood and ties  
REGISTRY NUMBER: 20567  
HULL: wood  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 80.0 x 18.0 x 6.0  
TONNAGE [Gross/Net]: 65.7/62.42  
BUILT/BUILDER/DATE: Bay of Noquette, MI/William Stevens/1868  
OWNER/HOME PORT: John P. Jessen/Milwaukee

DESCRIPTION OF LOSS:

"Washington Island, Oct. 19 - The scow QUICKSTEP, which recently ran on a rock near the inlet of Detroit Harbor and was badly broken, is a total wreck, the owners having concluded to save only the the rigging. This vessel has been ashore on the island three times during the past seven or eight years. The first time was in Washington Harbor in 1873, she being then owned by Sam Larson and T.J Lund. Her next misfortune took place near Freyberg's pier, in November 1880. One of the present owners, Capt. John P. Jessen, in company with John P. Larsen, was the owner at that time. Next summer she received repairs that cost these gentlemen \$1,700 or \$1,800, and it is believed she never has paid this outlay. We hope there is better luck in store for Capt. Jessen, for he undoubtedly deserves it." DCA 10/28/1886

"Capt. John Jessen, who arrived here yesterday, gave the first impression of the loss of this vessel, the scow QUICKSTEP. On Oct. 6 she was driven on a shoal at Washington Island, and has been abandoned as a total loss. Her outfit and most of her cargo of wood and ties were recovered. The QUICKSTEP measured 56 tons, and was built at Green Bay [sic] in 1868." MS 11/9/1886  
p.3,c.6.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 10/28/1886 p.2,c.3; Hirthe 1986:38; MV 1885:247; MS 11/09/1886 p.3,c.6.

DOCUMENTS OF ENROLLMENT: E 107, Milwaukee, 06/27/1884; surrendered Milwaukee, 11/12/1888, "total loss."

VESSEL NAME: R.J. HACKETT  
TYPE: steam barge  
CASUALTY DATE: 11/12/1905  
CASUALTY TYPE: burned, stranded  
CASUALTY LOCATION: Whaleback Shoal  
CARGO: 1,200 tons steam coal  
REGISTRY NUMBER: 21934  
HULL: wood  
PROPELLION/MASTS: steam screw; Steeple Comp. engine, 475 H.P.,  
Dry Dock Engine Works, Detroit; 1 Scotch  
boiler/unknown  
DIMENSIONS [feet]: 211.2 x 32.5 x 19.2  
TONNAGE [Gross/Net]: 1,129/921  
BUILT/BUILDER/DATE: Cleveland/Peck/1869  
OWNER/HOME PORT: H.C. McCallum/Detroit

DESCRIPTION OF LOSS:

"The steamer R. J. HACKETT of Detroit, was destroyed by fire on Green Bay early Sunday morning. The disaster occurred on the Whaleback shoal between Cedar River and Washington Island. The crew, consisting of the Captain and sixteen men, were picked up by the Washington island fish tug STEWART EDWARDS and brought into Marinette Sunday afternoon.

"The Hackett was loaded with 1,200 tons of steam coal and was bound for Marinette, the coal being consigned to the Marinette Fuel & Dock Co. The cargo owned by the local company and worth \$4,000, was fully insured. The boat is worth about \$20,000 and is insured for \$12,000. The HACKETT had been towing the barge MCGREGOR, but left the latter at another port to load lumber.

"HOW IT OCCURRED. Capt. McCallum of Detroit, was the master and owner of the HACKETT. He states that the boat caught fire on the Whalesback reef about seven o'clock Sunday morning. The fire started in the men's room and although it burned fiercely for a time, it was nearly extinguished when an explosion took place. The upper works of the steamer were hurled into the air with a great detonation and the crew abandoned further attempts to save her. It was a miracle that

some of them were not injured in the explosion. The cause of the explosion is not known.

TAKE TO LIFEBOATS. The captain and the fifteen men of the crew took to the two life boats. Fortunately the tug STEWART EDWARDS was just steaming out to lift nets when she noticed the fire. She turned her prow toward the burning boat and in a short time picked up the men in the life boats. The boat burned to the water's edge and sank.

"THE HACKETT. The HACKETT had a gross tonnage of 1,129, net tonnage of 981, was 211 feet long, 32 feet beam, had 475 horse power and was built in 1869 in Cleveland. Her hailing port was Detroit.

"THE CAPTAIN'S STORY. Captain McCallum registered at the Stephenson hotel in Menominee Sunday and tells a graphic story of the disaster. The captain said: 'I was told that there was a fire in the crew's quarters about eight o'clock and with the assistance of the crew we managed to get the fire extinguished, as we thought, but in a little while the engineer came running up saying that the engine room was in flames. The fire had evidently burned through the walls and ignited the oil in the oil rooms. In a few moments the whole ship was aflame and without waiting to get my personal belongings I ordered the crew to get out the yawls and we put to sea.'

"The sea was quite high, but we could see a tug coming to our assistance and knew that we were safe. Just as we left the boat the stack toppled over and struck the whistle rope and the whistle blew steadily until the craft blew up. Before we had got any distance from the craft she was aflame from stem to stern with the whistle still blowing. We were picked up by the fish tug STEWART EDWARDS and soon afterward the coal in the hold of the boat produced so much gas that the whole upper works went up with a report like a gun. The fire flew in every direction and we knew that there would be nothing of value left aboard the wreck. When the fire was discovered, I managed to run the boat on whaleback reef so that we were no great distance from shore. My wife and I purchased the boat last spring at Detroit and practically all that we owned was in her.'

"The yawls and crew are now at Menominee where they will wait instructions from the officers. Captain Anderson of the tug THOMAS THOMPSON was at Cedar River at the time and he ran out and offered assistance but the captain told him that it was too late and that nothing could be done." ME 11/14/1905 p.1,c.1.

"At 8:15 a. m. the lookout reported to the keeper that he could discern heavy clouds of smoke in the direction of Whaleback Shoal. At about the same time a message was received from the light keeper to the effect that a vessel was on fire 13 miles W. of the station. The life-savers upon going out to her, found her enveloped in flames and abandoned by the crew. They succeeded in saving the officers' papers, two compasses, and other articles valued at about \$120, which they brought to the station and afterwards turned them over to the owners." USLSS 1906:104.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 11/18/1905 p.1,c.1; ME 11/14/1905 p.1,c.1; MV 1904; MS 11/14/1905 p.11,.4; Runge; Stabelfeldt 1981:42-43; USLSS 1906:104.

DOCUMENTS OF ENROLLMENT: E 57, Detroit, 04/10/1905; surrendered Detroit, 11/15/1905; "Vessel lost (fire)."

VESSEL NAME: RAMSEY CROOKS  
TYPE: brig  
CASUALTY DATE: late fall 1863  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Washington Island  
CARGO: back freight, whiskey  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 114 x 25 4/12 x 7 5/12  
TONNAGE [Gross/Net]: 238 OM  
BUILT/BUILDER/DATE: Black River, OH/Jones/1836  
OWNER/HOME PORT: Henry Knudson/Chicago

DESCRIPTION OF LOSS:

" . . . the old brig RAMSEY CROOKS . . . was lost on the east coast of Washington Island in the fall of 1863. The vessel was well known at this port along the latter part of the fifties and early in the sixties . . . In the fall of 1863 Capt. Knudson purchased a cargo of wood from And. Irr. of Washington Island, while bound south with a load of lumber from a west shore port. He started for the island pretty late in the fall, carrying some back freight. Among this was a barrel of whisky, and Capt. Knudson says this was undoubtedly [sic] the cause of the disaster which befel [sic] the vessel. Before commencing to take in a cargo the crew had tapped the barrel, and indulging pretty freely in the fiery stuff they became unmanageable. While in this helpless condition a storm arose and the result was that the CROOKS dragged anchor, struck bottom and went to pieces. On the day following the government steamer SEARCH, which happened to be at Washington Harbor, went to the scene of disaster and attempted to save what there was left of the brig, but everything about the hull was so old and rotten that nothing whatever could be done. So much for free whisky." DCA 11/24/1888 p.3,c.2.

"The brig RAMSEY CROOKS was for a number of years the property of the late Capt. Nels P. Nelson of Sturgeon Bay, who employed her in

the square timber trade in the latter part of the fifties and early sixties. The Crooks is said to have been one of the ships built on Lake Erie at the time of Commodore Perry's victory over the British during the war of 1812. The government having no further use for her and the other craft that had been built for the protection of the Great Lakes she with some of the discarded craft was bought by various shipmasters who early participated in the rapidly developing trade of Lake Michigan, to which she was brought by Capt. Nelson, who was a typical sailor of the merchant marine. Capt. Nelson was born in Norway in 1816, and came to America in 1847. He died here upward of twenty years ago."

DCA 01/28/1909 p.1,c.1.

REFERENCES: BLU 1860; Boyd/Hirthe Ms.; DCA 11/24/1888 p.3,c.3; 01/28/1909; Mansfield 1899:l:662,813; Runge.

DOCUMENTS OF ENROLLMENT: E 269, Chicago, 08/12/1863; surrender unknown.

VESSEL NAME: RED, WHITE AND BLUE  
TYPE: schooner, former barkentine  
CASUALTY DATE: 10/12/1895  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Whaleback Shoal  
CARGO: 800 tons of coal  
REGISTRY NUMBER: 21301  
HULL: wood  
PROPULSION/MASTS: sail/3m (1874)  
DIMENSIONS [feet]: 157.0 x 30.6 x 13.0  
TONNAGE [Gross/Net]: 447.34/424.98  
BUILT/BUILDER/DATE: Madison Dock, OH/A. & D. Bailey/1863  
OWNER/HOME PORT: N. C. Alton/Cleveland

DESCRIPTION OF LOSS:

"ON WHALEBACK SHOAL. The steamer OTEGO and consort RED, WHITE AND BLUE, from Toledo, O., to Green Bay city with coal cargoes, stranded on Whale Back Shoal at an early hour Saturday morning.

"The tug CHARNLEY went to their assistance, and on her arrival found the schooner out three feet for'ard with sixteen feet of water aft and in good condition. The OTEGO got off alone. The CHARNLEY arrived in port Tuesday for another steam pump, the one on the vessel being unable to keep her clear. As there was none here the steamer M. & M. was dispatched to Seul Choix bay to get one from the tug WRIGHT.

"The CHARNLEY returned to the disabled vessel and the following day the steam pump was placed on board and the water in the hold was lowered eighteen inches when the pump became disabled. The CHARNLEY returned to Green Bay city for another, and in response to a telegram the Milwaukee tugboat line sent a 9-inch Worthington pump by rail. The vessel has undoubtedly been released by this time." DCA 10/19/1895 p.6,c.4.

"Cleveland, O., Oct. 18. -Capt. Titus of the schooner RED, WHITE AND BLUE, ashore on Whalesback Shoal in Green Bay, wired today that the vessel was a total loss and will be abandoned to the

underwriters. The owners of the schooner and of the steamer OTEGO, which burned at Green Bay, had little insurance on them." CT 10/19/1895 p.14,c.4.

REFERENCES: BLU 1874:96; Boyd/Hirthe Ms.; CT 10/19/1895 p.14,c.4; DCA 10/19/1895 p.6,c.4; 10/26/1895 p.5,c.4; MS 11/18/1895 p.6,c.4; MV 1894:222.

DOCUMENTS OF ENROLLMENT: E 14, Cleveland, 08/21/1895; surrendered Cleveland, 11/02/1895; "vessel lost."

VESSEL NAME: RESUMPTION  
TYPE: schooner  
CASUALTY DATE: 11/07/1914  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Plum Island  
CARGO: light  
REGISTRY NUMBER: 110384  
HULL: wood  
PROPELLION/MASTS: sail/3m  
DIMENSIONS [feet]: 143.4 x 29.0 x 10.3  
TONNAGE [Gross/Net]: 293/278  
BUILT/BUILDER/DATE: Milwaukee/Wolf and Davidson/1879  
OWNER/HOME PORT: I. Watson Stevenson Co./Marquette, MI

DESCRIPTION OF LOSS:

"SCHOONER RESUMPTION WRECKED. The Schooner RESUMPTION went ashore on Plum Island, Death's Door passage at an early hour Saturday morning, and all efforts to effect her release have proved futile.

"The RESUMPTION was bound from Chicago to Wells, Mich., in light trim, with a heavy gale blowing from the southwest. On reaching the Door she attempted to come about when abreast of Plum Island, but missed stays and before the anchor could be lowered she had been carried up on the beach by the wind and waves.

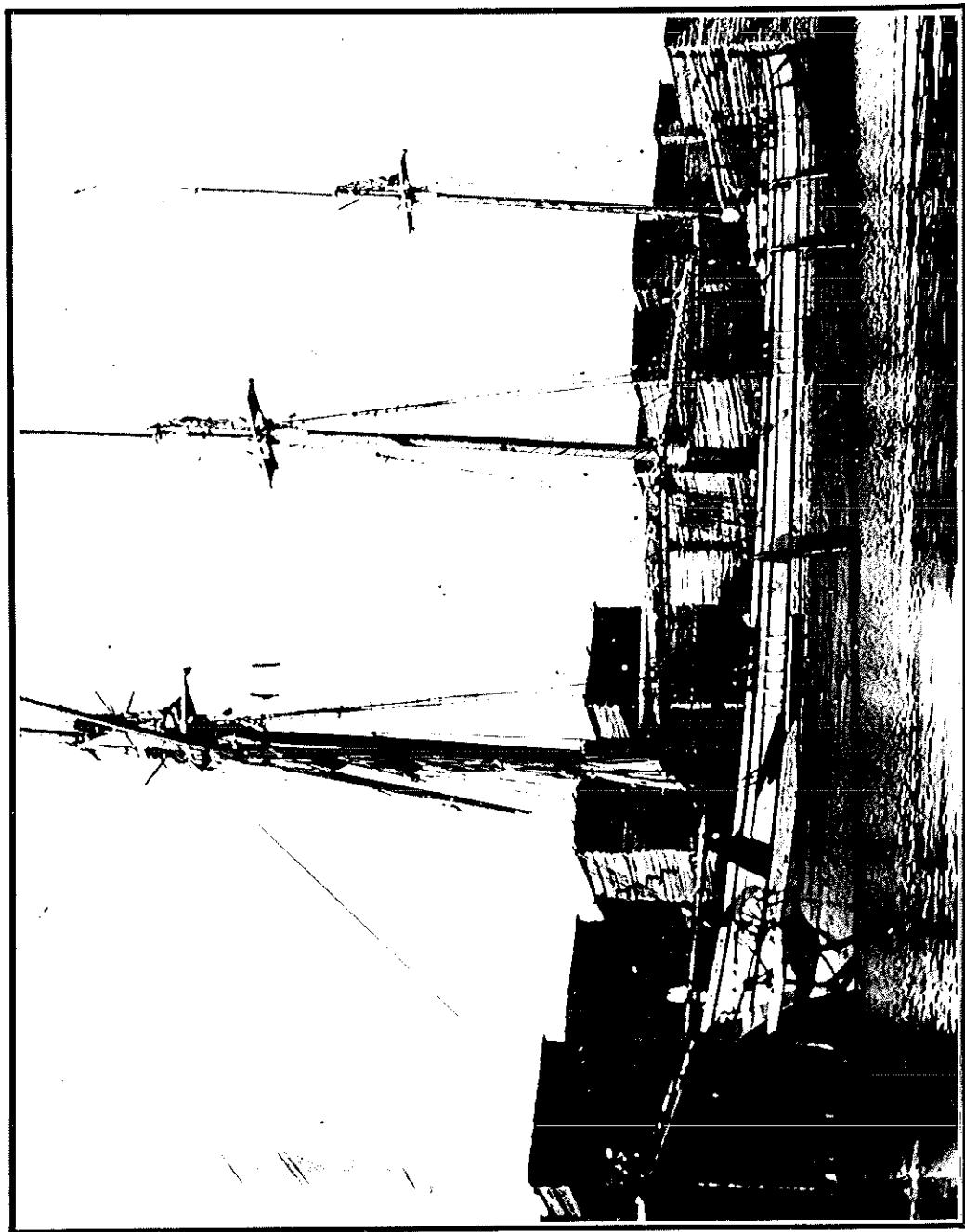
"A message was sent here for a tug and the TORRENT, Capt. Al. Anderson, responded, leaving for the scene of the stranding shortly before noon of the same day. Word was also telephoned to the owners at Wells and the steamer I. WATSON STEPHENSON, Capt. Louis Strahan, was also dispatched to the assistance of the stranded vessel.

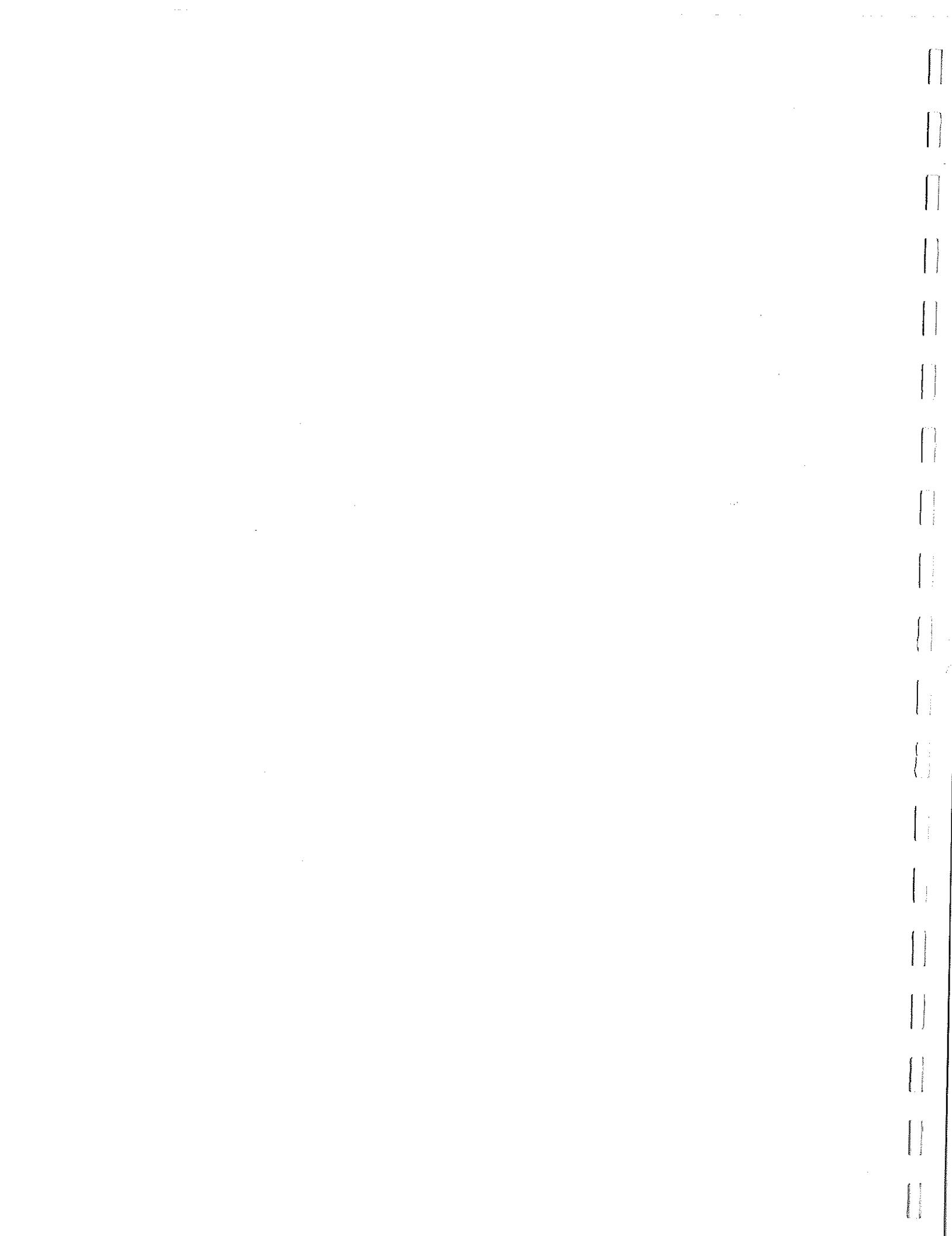
"During the afternoon of Saturday not much could be done, as it was nearly dark before the boats reached there and as a result the heavy wind and waves worked the schooner higher on the beach. Early Sunday morning the TORRENT got a line on the RESUMPTION, the members of the Plum Island life-saving crew assisting in the wrecking job. The TORRENT succeeded in moving the vessel about eight feet, after which she seemed to settle in the sand as tight as a stump.

"During Sunday the steamer STEPHENSON, government revenue cutter

PLATE 9

Schooner RESUMPTION loading at Marinette.





TUSCARORA, steamer HERMAN HETTLER, tug TORRENT and the little fishing tug WAWA united their efforts in an attempt to pull the schooner off, but she refused to budge. The TUSCARORA had made fast to the anchor chain of the schooner which was parted in the pull. When this failed it was decided that the RESUMPTION had found her last resting place, and she was given up as a total loss.

"Consequently the vessel was stripped by the crew of the STEPHENSON, which belongs to the same company, and the other boats went about their business, the TORRENT arriving here early Monday morning.

The RESUMPTION was one of the few large vessels left on the lake. She was built at Milwaukee in 1870, her length being 143.4 and width 20 feet. She carried a crew of six men. For a number of years past she has been owned by the I. Watson Stephenson Co. of Wells, Mich., and has been engaged in carrying lumber from that port to Chicago. Until this year she was sailed by Capt. John Leonard, who quit her to go into the J. V. TAYLOR." DCA 11/12/1914 p.1,c.1.

"WRECKERS CAN NOT GET BARGE OFF THE ROCKS. RESUMPTION OWNED BY THE I. STEPHENSON CO. WILL BE ALLOWED TO REMAIN ON ROCKS. Escanaba, Mich., Nov. 10. -All efforts of tugs and steamers to pull the I. Stephenson company lumber barge RESUMPTION from the rocks of Poverty [sic] Island, at the entrance of Green Bay, where it stuck in the blow of last Saturday night, have proved futile. The barge was stripped to its canvas and will be allowed to remain on the rocks. It was returning to Wells for the last cargo of lumber of the season." ME 11/11/1914 p.1,c.6.

"Aground on rocks; towing operations 2 days by TUSCARORA and company vessels; operations discontinued and schooner stripped station crew assisted in running lines." USLSS 1915:233.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/20/1884 p.3, c.3; 11/12/1914 p.1, c.1; Frederickson 1962:14-15; ME 11/11/1914 p.11, c.6; MV 1912:86; Runge; USLSS 1915:233.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: SAM HALE  
TYPE: brigantine  
CASUALTY DATE: 09/22/1868  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Whaleback Shoal  
CARGO: lumber  
REGISTRY NUMBER: 22345  
HULL: wood, one deck  
PROPELLION/MASTS: sail/2m  
DIMENSIONS [feet]: 124 2/12 x 24 4/12 x 10 10/12  
TONNAGE [Gross/Net]: 293 93 OM  
BUILT/BUILDER/DATE: Southport [Kenosha], WI/Samuel Farman/1847  
OWNER/HOME PORT: John D. Gardiner, Capt. Geo. Henry/Chicago

DESCRIPTION OF LOSS:

"We clip the following from the Green Bay Advocate: "We learn that the JOHN [sic] HALE went ashore on 'Whale's Back' just below Chambers Island, on Friday last, loaded with lumber. The crew went over to Cedar River in the yawl for help, leaving two men in charge of the vessel. While absent, the vessel went to pieces, one of the men getting onto the floating cabin and the other made a raft of lumber, on which he took his chances. One was picked up near Death's Door, by the steamer WASHINGTON on Saturday night, being on the cabin about 12 hours, the other was picked up from the raft, by the SAGINAW, being out on his frail craft about 24 hours." DCA 10/08/1868 p.4,c.2.

"PARTICULARS OF THE WRECK OF THE SAM. HALE - PROBABLE LOSS OF LIFE. -Alex. Gow, first mate of the old brig SAM. HALE, which was lost on Whale's Back Shoal last week furnishes the following particulars of the disaster:

"The HALE struck the reef on the 22d. She pounded heavily, and it was not long before she was full of water. On Wednesday night the captain, Geo. Henry, determined to abandon her, and accordingly all were soon in the small boat, with the exception of Gow and the second mate, Walter Ellis, they preferring to stick to the ship. The boat

was then headed for the shore. From this time until Saturday the two mates remained on board. On Saturday night, while the wind was blowing hard, the vessel went to pieces. When her timbers parted company, Mr. Gow was on the roof of the cabin. This was raised off by the water, or rather floated, when the rest of the hull broke up, and made a good raft. On it he floated upwards of 20 miles, being exposed to the wind and water for nearly 18 hours. He was finally picked up by the propeller WASHINGTON, on her way to Chicago, at about half-past 11 o'clock on Sunday. When last seen Ellis was in the main rigging. Although it seems almost impossible, Mr. Gow thinks it very probable that he succeeded in saving himself. Boats were sent to his assistance from points on the bay at noon on Sunday, and it is hoped that they succeeded in finding him. Ellis belonged in Chicago, and was a single man. Mr. Gow speaks in the best of terms of Capt. Vance, of the WASHINGTON, and desires to tender him his heartfelt gratitude for the handsome manner in which he was treated on the boat. The HALE was owned by Capt. Henry." MS 09/30/1868 p.4,c.9.

REFERENCES: BLU 1860; Boyd/Hirthe Ms.; DCA 10/08/1868 p.4,c.2; 10/15/1868 p.4,c.2; 12/31/1868 p.4,c.1; GBA 10/01/1868 p.3,c.3-4; 10/08/1868 p.3,c.3; MS 09/26/1868 p.4,c.8; 09/29/1868 p.4,c.9; 09/30/1868 p.4,c.9.

DOCUMENTS OF ENROLLMENT: E 105, Chicago, 10/18/1867; surrendered Chicago 09/30/1868; "sunk."

VESSEL NAME: SARDINIA  
TYPE: schooner  
CASUALTY DATE: 06/29/1900  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hedgehog Harbor  
CARGO: light  
REGISTRY NUMBER: 22583  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 105.2 x 24.7 x 8.8  
TONNAGE [Gross/Net]: 150/142  
BUILT/BUILDER/DATE: Penetanguishene [Coldwater], Ontario/William Pidgeon/1856  
OWNER/HOME PORT: Max Pfiel/Milwaukee

DESCRIPTION OF LOSS:

"THE SCHOONER SARDINIA WRECKED. The schooner SARDINIA has at last met her Waterloo, and now lies a helpless wreck at Hedgehog Harbor, near the Door, after having plowed the waters of the Great Lakes for something like forty-four years.

"The SARDINIA arrived at Hedgehog on the evening of June 28th, and made fast to the Voigt [sic] pier prior to taking on a wood cargo for Milwaukee. The big anchor had been dropped about 65 fathoms outside as a precautionary measure, and everything went well until along about midnight, when a strong wind from the southwest set in. Capt. Max. Pfile [sic], who was with his family at Hans Torstenson's, being notified that the vessel was striking against the pier, hurried down to her, and ordered the windlass to be manned and the craft hauled out to the anchorage. This was successfully accomplished, but as the wind and sea continued to increase the schooner began to drag, although both mud-hooks at this time were out. As the schooner drifted toward shore the cables were shortened to prevent her from striking the pier.

"Things continued this way until about 2 o'clock on the afternoon of the 29th, when the wind increased to a heavy gale, and the sea was raised until it run nearly as high as the wood piled on the pier.

This was more than the cables could stand, and the one attached to the right bower having parted the doomed craft drifted rapidly toward the shore, and a few minutes afterward she began to thump the rocky bottom which knocked several holes through the planking.

"On the morning of the 30th the life-savers of Plum Island came to the assistance of Capt. Pfile, and an effort made to float the vessel, but this proved abortive, and it was decided to abandon her. The work of stripping was immediately begun and the outfit removed to the shore, where it was placed in a building belonging to Mr. Torstenson. It will be held to pay the wages of the crew, which consisted of five men, viz: Capt. Max Pfile, Reinhardt Pfile, Otto Pfile, and Albert Richter, the latter being a resident of Washington Island. The other four are all sons of John Pfile. The two first named were the owners of the schooner, having purchased her this spring, and as they had only made three trips in her they are out all the money put in the investment, which amounts to about \$800 there being no insurance on the craft.

"The SARDINIA is one of the oldest vessels on the lakes, having been built at Penetanguishene, Ontario, in 1856. She is 105 feet long, 24 feet beam and 8 feet deep, with a net tonnage of 142 tons." DCA 07/14/1900 p.1 c.1.

REFERENCES: BLU 1874; Boyd/Hirthe Ms.; DCA 07/14/1900 p.1,c.1; 07/21/1900 p.1,c.2; 09/01/1900 p.1,c.3; 01/05/1901 p.1,c.1; Frederickson 1961:I:48-50; McNeil and Folkes 1983:106-110; MV 1899:169; Runge; USLSS 1900:164.

DOCUMENTS OF ENROLLMENT: E 14, Milwaukee, 08/16/1899; surrendered Milwaukee, 07/30/1900; "total loss."

VESSEL NAME: SEAMAN  
TYPE: schooner  
CASUALTY DATE: 11/15/1908  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Outer Shoal  
CARGO: 3000 bu. potatoes, wood slabs  
REGISTRY NUMBER: 23466  
HULL: wood  
PROPULSION/MASTS: sail/3m  
DIMENSIONS [feet]: 120.0 x 25.6 x 5.7  
TONNAGE [Gross/Net]: 181/172  
BUILT/BUILDER/DATE: Cleveland/Johnson and Tisdale/1848  
OWNER/HOME PORT: M. O. Parker/Milwaukee

DESCRIPTION OF LOSS:

"The old schooner SEAMAN which stranded on the outer shoal south of Pilot Island on Saturday, the 14th inst., is a total loss, both vessel and cargo. The latter consisted of 3,000 bushels of potatoes and a deck-load of slabs, owned by the Michigan Lumber Co. This was the maiden trip of the master, Capt. Gunder Hansen, this year, who had sailed with his brother on the LOUISE A. BURTON during the season. The crew were rescued by the Plum Island life-saving crew. The Seaman was one of the oldest vessels on the chain of lakes, having been built in 1848. She was of 181 gross tons burden, and was owned by M. O. Parker of Milwaukee." DCA 11/19/1908 p.1, c.2.

"Stranded 8 miles SSW. of station in fresh SW. wind and high surf. Discovered by patrol. The life-savers went aboard, but found nothing could be done on account of the high sea. The crew of 6 men were taken to the station for the night, and on the 16th the keeper carried them to Detroit Harbor, where they obtained passage to their homes. The vessel was nearly a total loss." USLSS 1909:126.

REFERENCES: Boyd/Hirthe Ms.; DCA 11/19/1908 p.1,c.2; MV 1885:266; MV 1908: 125; MS 11/27/1908 p.8,c.6; USLSS 1909:126,260-261.

DOCUMENTS OF ENROLLMENT: E 36, Milwaukee, 03/02/1903; surrendered Milwaukee, 11/28/1909; "vessel lost."

VESSEL NAME: SHAKESPEARE  
TYPE: brig  
CASUALTY DATE: 1858-1859  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Pilot or Spider Island  
CARGO: sundries  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: 264 65 OM  
BUILT/BUILDER/DATE: Cleveland/Inayle [?] and Cody/1848  
OWNER/HOME PORT: unknown/Chicago

DESCRIPTION OF LOSS:

"Brig Shakespeare wrecked on Pilot Island, Lake Michigan." Mansfield 1899:I:682.

"Brig Shakespeare, mixed cargo, 1859, stranded, Spider Islands." Frederickson 1959.

REFERENCES: CT 7/01/1857; 5/08/1858 p.4,c.1; Frederickson 1959; Hirthe Ms.; MS 11/01/1850 p.2,c.6; Runge.

DOCUMENTS OF ENROLLMENT: E 63, 06/04/1857, Chicago; surrender unknown.

VESSEL NAME: TRIDENT  
TYPE: schooner  
CASUALTY DATE: 1851  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Gravel Island  
CARGO: grain  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/unknown  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: 248 OM  
BUILT/BUILDER/DATE: Ohio City/unknown/1847  
OWNER/HOME PORT: unknown

DESCRIPTION OF LOSS:

"Schooner Trident, cargo grain, 1851, stranded, Gravel Island."  
Frederickson's Chart 1959.

REFERENCES: Frederickson 1959; Mansfield 1899:l:894; Runge.

DOCUMENTS OF ENROLLMENT: unknown

VESSEL NAME: WINDHAM  
TYPE: schooner  
CASUALTY DATE: 11/27/1855  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Death's Door Reef  
CARGO: lumber  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 112 1.5/12 x 25 4/12 x 9 2/12  
TONNAGE [Gross/Net]: 236 80 OM  
BUILT/BUILDER/DATE: Ashtabula, OH/unknown/1843  
OWNER/HOME PORT: Monroe and Co./Grand Rapids

DESCRIPTION OF LOSS:

"The Schooner WINDHAM, owned by her Captain, Munroe, and others, at Grand Rapids, went ashore last Tuesday, on Death's Door Reef, entrance to Green Bay. She is loaded with lumber, for this port, and at last accounts the sea was breaking over her. -Chicago Press." MS 12/06/1855 p.2,c.5.

"LOSS OF THE SCHOONER WINDHAM. -The Mate and two of the Seamen of the Schooner WINDHAM, which was lost on the rocks of "Death's Door" have published a letter whence we derive the following, premising that we are not advised otherwise as to the facts:

" 'The WINDHAM came to at the door, wind S.S.W., at half past seven o'clock. The watch had been set one hour and forty minutes, and orders were given by the mate to call him if the wind shifted, or came on fair. -The watch was neglected at midnight, and at five o'clock the mate came forward, and called all hands to get under weigh. We hove short, and set the main sail, when the WINDHAM paid in and struck.

" 'We made this statement to clear Captain Munroe from all blame with regard to the loss of the Windham.

" 'While in our perilous position on the wreck, the sea running very heavy, and everything freezing around us, the brig MONTEZUMA,

Capt. Willis, passed by without coming to our assistance, notwithstanding that we hoisted distress signals. When all other hope failed us, we built a raft, and concluded, if the wind shifted, to undertake to reach the shore by this means. We remained on the wreck for twenty-four hours.'

"They express great gratitude to Capt. Nelson, of the brig GENEVA, and also to the Captain of the ALGOMA and ARGO, of Milwaukee, for their kindness on the beach.

"The names of the sufferers on the wreck, are, Michael Johnson, mate; Henry Reed, Steward; Thomas Clancy and Lewis Barnam, seamen. -Chicago Journal." MS 12/12/1855 p.2,c.6.

REFERENCES: GBA 12/13/1855 p.2, c.3; 12/20/1855 p.2,c.6; Hirthe Ms.; MS 12/06/1855 p.2, c.5; 12/12/1855 p.2, c.6.

DOCUMENTS OF ENROLLMENT: E 89, Detroit, 7/19/1854; surrender unknown.

VESSEL NAME: WINDSOR  
TYPE: schooner  
CASUALTY DATE: 11/03/1853  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: probably Death's Door Passage near Louis (also Louse) Island, present day Washington Island  
CARGO: provisions  
REGISTRY NUMBER: n/a  
HULL: wood  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 114 7/12 x 25 1/12 x 10 3/12  
TONNAGE [Gross/Net]: 269 35 OM  
BUILT/BUILDER/DATE:  
Irving, NY/J. McCarr/1847  
OWNER/HOME PORT: unknown/Chicago

DESCRIPTION OF LOSS:

"Schooner WINDSOR Wrecked. -The Schooner WINDSOR, belonging to Chicago, went ashore several days ago, about 5 miles from Louis Island, near the entrance to Green Bay, and is probably a total wreck. She had on a cargo of provisions belonging to Mr. Jones, and destined for his mills. There was an insurance of \$4,000 on the vessel, and \$7,000 on the cargo." MS 11/09/1853 p.2,c.6.

REFERENCES: Hirthe Ms.; Mansfield 1899:l:901; MS 11/09/1853 p.2, c.6; Runge.

DOCUMENTS OF ENROLLMENT: E 56, Chicago, 10/22/1852; surrender unknown.

VESSEL NAME: WINFIELD SCOTT  
TYPE: schooner  
CASUALTY DATE: 08/18/1871 or soon after  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Hog Island  
CARGO: lumber  
REGISTRY NUMBER: 10225  
HULL: wood  
PROPULSION/MASTS: sail/unknown  
DIMENSIONS [feet]: unknown  
TONNAGE [Gross/Net]: 213.46  
BUILT/BUILDER/DATE: Cleveland/William Jones/1852  
OWNER/HOME PORT: N.C.[?] Winslow, Henry Faith/Chicago

DESCRIPTION OF LOSS:

"The propeller G.J. Truesdell last night brought to this port the crew of the schooner Winfield Scott, which has met with a serious disaster near Death's Door. Captain Henry Faith, commander and part owner of the vessel, reports that he left Menominee with a cargo of lumber for Chicago, on Thursday. He passed through Death's Door in the evening, encountering a heavy sea from the southeast. He kept on, however, until outside of Spider Island, when the vessel began to labor so heavily that it became necessary to call up the watch from below to take in the head canvass. The flying jib, jib staysail, and foresail were secured, and the watch proceeded to the forecastle, but immediately returned with the intelligence that the vessel had sprung a leak and was filling with water. The mainsail was then ordered double-reefed. This order had scarcely been fulfilled when the Scott gave a lurch and careened upon her beam ends. The crew clung to the wreck from eleven o'clock Thursday night until noon the following day, when the schooner Ethan Allen, bound into the bay, light, bore down for and rescued the chilled and half-drowned mariners, carrying them to Menominee . . ." DCA 08/31/1871 p.3,c.1.

"THE SCHOONER WINFIELD SCOTT A TOTAL LOSS.- This vessel (not the U.S. Grant, as first reported), which ran on the "Hog's Back," in

Green Bay, nearly two weeks since, has become a total loss. The expedition which left Port Huron to go to the rescue of the Scott, found, on arriving at the scene of the disaster, that they could not save her and they immediately returned, reaching here Sunday afternoon. A portion of the wrecked vessel was saved. -Detroit Post." MS 08/31/1871 p.4,c.6.

"THE SCOTT.- The wreck of the schooner Winfield Scott lies upon Hog Island, east of Washington Island. Her cargo of lumber has been taken by the fishermen in the vicinity." MS 09/16/1871 p.1,c.5.

REFERENCES: Hirthe Ms.; DCA 08/31/1871 p.3,c.1; MC 1871; MS 08/31/1871 p.4,c.6; 09/16/1871 p.1,c.5.

DOCUMENTS OF ENROLLMENT: Chicago, 04/13/1870; surrender unknown.

VESSEL NAME: WISCONSIN  
TYPE: schooner  
CASUALTY DATE: on or about 09/02/1847  
CASUALTY TYPE: stranding  
CASUALTY LOCATION: Death's Door  
CARGO: lumber  
REGISTRY NUMBER: n/a  
HULL: wood, one deck  
PROPULSION/MASTS: sail/2m  
DIMENSIONS [feet]: 75' x 24' x 8' 8 1/2"  
TONNAGE [Gross/Net]: 133 75 OM  
BUILT/BUILDER/DATE: Green Bay/A. H. Arndt & Co./1835  
OWNER/HOME PORT: unknown/unknown

DESCRIPTION OF LOSS:

"We understand that the Schooner WISCONSIN of Chicago, loaded with lumber, went ashore at Death's Door, on or about the 2d inst. Vessel and cargo a total loss. No lives lost." MS 9/11/1847 p.2, c.2.

REFERENCES: Hirthe Ms.; Mansfield 1899:I:654,902; MS 05/07/1847 p.2,c.4; 09/11/1847 p.2,c.2.; Runge.

DOCUMENTS OF ENROLLMENT: E 24, Detroit, 07/26/1841; surrender unknown.

## RECOMMENDATIONS FOR FURTHER RESEARCH

The preceding inventory of Death's Door vessel losses is only the beginning of an expanded inventory of submerged archeological sites in Wisconsin's waters. The Death's Door work should give an indication of both the richness of the resources, and the scale of research involved. A broad overview of submerged sites throughout the state should follow up this current research and place them in historical and geographical perspective. Such an overview will be vital for the evaluation, interpretation, and preservation of these sites.

However, inventorying from the historical record is only a beginning. An effort has been made to verify many of the sites listed in the inventory to date, but this has proven quite difficult. Relatively few of these sites are currently known, and in most cases, an accurate picture of the site's present location and condition is impossible to formulate without field survey of the archeological remains. A few sites are known as hazards to navigation and are shown on National Ocean Service charts, but without further information on present condition. Some others are known by divers and fishermen; the observations of the former are usually only very general, while the latter group know the sites only as snags or from depth soundings. While continued efforts should be made to utilize the observations and information from these groups, a detailed assessment of a site will require field investigation by a professional marine archeologist.

This site specific information can be quite difficult and time-consuming to collect, and requires trained personnel to properly execute a field survey. Nonetheless, follow-up research to verify location and condition is vital due to the inherent limitations of the historical record.

Continued literature research should attempt to dovetail with existing research, and a survey of source material should be made. Government documents and archival materials are a rich vein waiting to be tapped, as is continuing newspaper research. The inventory of submerged sites should be broadened and expanded to inland waterways and lakes, and to other types of sites (inland river transportation, inundated terrestrial sites, material associated with waterfront activities and commerce). This research will require examination of various new sources, a discussion of which is beyond the scope of this report.

Detailed inventory research will be a lengthy, ongoing process, and new information on sites is likely to appear as new sources are uncovered, as new sites become known, and as additional material becomes subject to archeological scrutiny. An ongoing inventory should be designed to accommodate this, and a site file or computerized data base is an obvious step.

for the processing, storage, and retrieval of this information. Such an inventory should be designed using the data categories selected for the Death's Door study as a base, incorporating new categories to accommodate field data, and perhaps additional categories of historical information as required.

Preliminary conclusions of the Death's Door study highlight several items. As a hazard primarily to sail navigation, the sites in the Door consist largely of sailing vessels lost due to unfavorable winds or lack of sea room (maneuvering space). This pattern of deposition is reflected primarily in the stranding of vessels on rocks and shoals, not in deep-water foundering. Therefore, many of the vessels lost in this area were the result of breakup on reefs. Contemporary salvage efforts were frequently quite extensive, especially in the latter decades of the nineteenth century and into the twentieth century. Salvors were generally successful in refloating intact hulls, but salvage efforts were usually abandoned (hull classified as a total loss) following a post-deposition breakup of the hull.

Steamers and other powered vessels, as a group, are generally not well-represented in Death's Door, due most likely to their improved ability to avoid navigational hazards while under way, their improved ability to release themselves from a stranding without assistance, and the apparently greater salvage efforts accorded their release due to their higher monetary value.

Archeologically, we can predict that most of the stranded hulls will have lost their integrity as a result of the original wreck and breakup, followed by environmental stresses such as ice and wave action, and aggravated by unrestricted modern salvage efforts of artifacts and structure. This appears to be confirmed by the state of the known sites for the area, which are mostly located from the water's edge to approximately sixty feet of depth (many having slid off of the shoal or obstruction) and which are usually broken up into several large sections of wreckage, with an accompanying debris scatter of artifacts and ship's equipment. For most known sites, some of the structure, and most of the latter artifacts and equipment have already been removed.

Thus, as a result of depositional and post-depositional environmental and human factors affecting Death's Door shipwrecks, it seems that most sites in the Death's Door area will lack archeological integrity at least to the extent of complete articulation as a structure, and in presence of movable equipment and artifacts where the site has been known and scavenged. While this in no way invalidates these sites as locations for scientific or recreational usage , this observation can attempt to predict the integrity of the resources.

As a result, field evaluation of the resources will require fairly intensive survey techniques to establish the parameters for sites, and to analyze the archeological record. Jumbled, scattered wreckage will undoubtedly require more careful and skilled analysis than intact hulls. The relatively small

number of abandoned and foundered vessels are expected to exhibit a greater degree of structural integrity than those lost through stranding, except where those former sites have been impacted by human salvage efforts. It is evident from a comparison of sites that post-depositional human impacts have had a great effect on the resource.

The most intact sites for the area are likely to be those sites where environmental and human impacts have been minimized; namely deep-water founderings. While few of these are known for the Death's Door area, others are known for Door County in general, as well as other areas of the state. Beyond the environmental factors the nature of these casualties, frequently as vessels "gone missing," makes their relocation via the historical record or survey of the lake bottom a needle-in-the-haystack proposition. While this may prevent them from being historically and archeologically known sites which could have been accorded specific preservation efforts, it acts as a similar barrier to all but the most avid and well-equipped scavenger or salvor.

Minimizing future human impacts to submerged cultural resources should be a great priority of any submerged sites management program. While most environmental damage was a result of the wreck event itself (and subsequent breakup), attrition from human usage will continue to be felt as long as unrestricted scavenging and salvage is allowed to take place. The state should mount an effort to control removal of material and loss of archeological integrity. This is even more true for the many yet undisturbed deep-water sites which have the potential for the greatest degree of integrity. Education of the sport-diving community and long-term efforts to incorporate divers into preservation and research will be needed to attune this important user group to the value and need for preservation, and to instill a sense of responsibility in utilizing the resources. Therefore, submerged cultural resource preservation efforts should focus on removing the greatest threats from human user groups, while funneling human activity towards documentation and preservation. Existing state legislation only scratches the surface of submerged cultural resource preservation, and more involved efforts at preservation and management which incorporate the sport-diving community (notably Michigan, North Carolina, and South Carolina) should be considered.

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