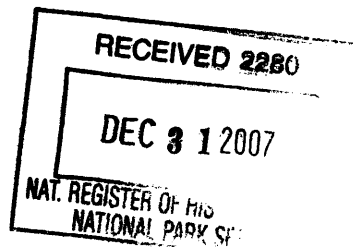


**United States Department of Interior
National Park Service**



**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Marquette Shipwreck
other names/site number _____

2. Location

street & number	5 miles east of Michigan Island, Lake Superior	N/A	not for publication
city or town	Town of La Pointe	X	vicinity
state Wisconsin	code WI	county Ashland	code 003
			zip code 54850

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally statewide _ locally. (See continuation sheet for additional comments.)

James Bragg
Signature of certifying official/Title

12/28/07
Date

Deputy State Historic Preservation Officer-WI

State or Federal agency and bureau

In my opinion, the property _ meets _ does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Marquette Shipwreck

Ashland County

Wisconsin

Name of Property

County and State

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
- See continuation sheet.
- determined eligible for the National Register.
- See continuation sheet.
- determined not eligible for the National Register.
- See continuation sheet.
- removed from the National Register.
- other, (explain:)

Edson H. Beall

2.13.09

for

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

<input type="checkbox"/> private	<input type="checkbox"/> building(s)	<input type="checkbox"/> contributing	<input type="checkbox"/> noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district		<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> structure	1	<input type="checkbox"/> sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> site		<input type="checkbox"/> structures
	<input type="checkbox"/> object	1	<input type="checkbox"/> objects
			0 total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property listing.)

Great Lakes Shipwrecks of Wisconsin

Number of contributing resources is previously listed in the National Register

0

6. Function or Use

Historic Functions

TRANSPORTATION/ Water Related

Current Functions

VACANT/ Not in use

7. Description

Architectural Classification

OTHER: Bulk Freighter

Materials

(Enter categories from instructions)

Foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Marquette Shipwreck
Name of Property

Ashland County
County and State

Wisconsin

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORIC, NON-ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1881-1903

Significant Dates

1881

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Presley, George

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Marquette Shipwreck
Name of Property

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9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- X State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

1 15 0696014 5189688
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Keith Meverden, Brendon Baillod and Tamara Thomsen	date	4/20/07
organization	Wisconsin Historical Society	telephone	608.221.5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

Marquette Shipwreck

Ashland County

Wisconsin

Name of Property

County and State

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	Bureau of Facilities and Lands	date	4/20/07
organization	Wisconsin Department of Natural Resources	telephone	608.267.2764
street&number	P.O. Box 7921	zip code	53707
city or town	Madison	state	WI

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503

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Continuation Sheet

Marquette Shipwreck

Section 7 Page 1

Town of La Pointe, Ashland County, Wisconsin

Summary

Located 5 miles east of Michigan Island in Lake Superior, the remains of the bulk freighter *Marquette* rest in 215 feet of water, intact but broken up at her stern. Built in 1881 by well-known shipwright George Presley in Cleveland, Ohio, and originally named *Republic*, the *Marquette* was one of a transitional class of Great Lakes bulk freighters that began to employ innovative hull strengthening technologies to accommodate greater gross tonnage and longer hulls. The *Marquette* was lost under mysterious circumstances in October 1903 while hauling a cargo of iron ore out of Ashland, Wisconsin. The *Marquette* gives us a rare glimpse back into the developmental years of this unique style of Great Lakes' vessel that continues to play an important role in our economy and culture. The *Marquette* provides historians and archaeologists the unique opportunity to study construction techniques, and through remaining effects of the crew, shipboard life on a late 19th century Great Lakes bulk freighter. Because of her remote location, extreme depth and light diver visitation, the *Marquette* site has yielded significant information into wooden bulk freighter construction, and has the potential to yield further information.

Site Description and Investigation

The *Marquette* lies in 215 feet of water five miles east of Michigan Island, Lake Superior. Michigan Island was the *Marquette*'s last reported destination in an attempt to beach the foundering vessel, but today the wreckage lies on a heading of 135 degrees, facing southeast, away from Michigan Island. All crew safely departed the *Marquette* prior to her sinking and reported the *Marquette* broke her back on her descent, breaking up much of the weather deck and blowing one of the masts nearly 20 feet into the air. The *Marquette*'s current condition is evidence of the vessel's rather violent descent. The *Marquette*'s entire superstructure was torn free during the sinking, and today the vessel's hull is progressively broken from bow to stern. Despite the hull's broken nature, many large hull structures remain intact but are opened up enough to allow a level of documentation not possible on more intact vessels.

The main hull is intact from the stem post to the second cargo hatch. Much of the forward superstructure was carried away during the sinking, but the main hull is intact from the forecastle deck down. The stem post rises several feet above the forecastle deck, its leading edge protected with a stem iron. The stem post is visible to the forefoot, which protrudes from the clay lake bed. Approximately two feet of iron sheathing is fastened on either side of the stem post to protect the hull against ice and floating debris. An extension of this iron sheathing, approximately four feet in height, extends along the waterline on either side of the hull and served as additional protection from floating ice and debris. The outer hull retains much of its green paint from the bulwarks to beneath the waterline, where the hull color changes to white. Two hawse pipes are located on either side of the stem post directly beneath either anchor stock. Approximately two feet aft of either hawse pipe is a closed iron chock. Red paint is visible inside both the hawse pipes and chocks. Further aft on the outer bulwarks, the letters *MARQUETTE* are readily discernable, painted in small white block letters only a few inches in height.

Both the port and starboard anchor chains remain connected to their respective anchors and run through the hawse pipes to the windlass. Both iron-stock anchors remain lashed in their stowed position atop the forecastle deck with their stocks lying outside the bulwarks. Lashings remain intact on both anchors – one lashing is

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Town of La Pointe, Ashland County, Wisconsin

located around the shank just below the stock, and the other two lashings are located on either arm just below the palms. An iron eye is fastened to the shank halfway between the stock and the crown by an iron strap clamped around the shank, which was used for handling the anchors between the forecastle deck and the waterline. A large diameter ventilation pipe penetrates the forecastle deck between the anchors, rising approximately 18 inches above the forecastle deck to where it is broken and folded over. This pipe is offset from the vessel's centerline, located on the port side between the centerline and the port anchor's shank.

The sampson post abuts the forecastle deck's aft edge, immediately forward of the windlass. A large amount of white paint remains visible around the windlass and bulwarks at the rear of the forecastle deck. Two pump handles are in place for manual windlass operation, fastened to the sampson post's forward end. No steam-drive machinery is visible attached to the windlass, but may be hidden beneath the forecastle or weather deck. The windlass itself is constructed of iron, but framed in a wooden housing. Three hand wheels were originally affixed atop the windlass to operate the brakes, but the starboard hand wheel is no longer extant. Two iron wildcats are visible on either side of the windlass with the port and starboard anchor chains running over the wildcats and through deck pipes that are capped with iron covers fitted around the chain links. A wooden carrick bitt is located on either side of the windlass outboard of the wildcats. An iron gypsy head is located outside of either carrick bitt.

The chain locker is located directly beneath the windlass on the main deck. The area surrounding the chain locker is readily accessible due to a collapse of the weather deck aft of the windlass. The chain locker is a large wooden box that rests atop the main deck and contains both the port and starboard anchor chains. Several artifacts rest atop the chain locker, including two window frames that each retains several intact panes of glass. A wooden box with a closed lid rests atop the window frames, and a blue iron bucket with an open lid lies atop the chain opposite the window frames.

The windlass was formerly located beneath the pilot house and forward superstructure but is now exposed. Much of the forward superstructure was carried away during the sinking with the exception of the pilothouse deck, which now lies inverted atop the weather deck aft of the windlass. The pilothouse deck is identified by the two steering chain pulleys that routed the steering chains from the helm to where they ran astern beneath the weather deck. The port side steering chain is visible in the port side pulley (which now lies to the starboard side of the wreck). As the pilot house broke up and its deck inverted during the sinking, many pilothouse artifacts were strewn about the forward hull, and the main deck from the foremast step forward is strewn with pilothouse artifacts.

One of the more significant pilothouse artifacts lies on the main deck beneath the pilot house deck - the ship's wheel. The *Marquette* had two wheels mounted on a single hub. The wooden spokes of each wheel were mortised onto either end of the wooden hub. An iron wildcat is centered between the wheels that held the steering chain. The wheel hub, with one of the wheels attached, lies to port and slightly aft of the chain locker. The other wheel's spokes were dislodged from the end of the wheel hub and now lies on the main deck forward of the foremast step in a pile of debris. What appears to be an engine order telegraph lies next to the

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disarticulated wheel, but is obscured beneath a pile of wooden planks.

Other pilot house artifacts are strewn about the forward hull. A porcelain sink top lies beneath the windlass, but both faucets and the bowl are missing. On the bow's starboard side a flushable head is intact inside the starboard bulwark, complete with flush lever and piping. The head's discharge pipe runs straight down through the weather deck and turns to penetrate the outer hull just above the main deck. The discharge pipe appears to be made of brass or copper due to the green oxidation that covers the pipe. A spittoon lies atop the windlass's port wildcat. A steam heating radiator lies on the main deck beneath the windlass's port gypsy head. A D-handled shovel lies forward of the steam radiator, and a block with an iron hook lies forward of the shovel.

Forward of the chain locker, the sampson post is stepped at the main deck level. To starboard of the sampson post is a small upright woodstove. A ventilation funnel lies in front of the sampson post with white paint intact around the funnel's bell. The funnel lies atop a large pile of debris and artifacts that includes a small white step ladder, various timbers, and windows. The ceiling planking in this area is painted green, and a door lies along the starboard bulkhead; aft of the door is a spool of wire in a wooden box.

The weather deck has collapsed aft of the windlass where the pilothouse deck lies inverted. The weather deck is then intact from the foremast partners to the second cargo hatch, but is heaved approximately six feet above the covering board on the starboard side. Nearly all of the longitudinal deck planking is intact throughout this area. Wooden spindles that supported the foremast's fife rail are laying on deck around the foremast hole, and a section of the fife rail itself lies farther aft atop the iron ore cargo, just forward of the boiler bed.

Between the chain locker and the foremast step, much of the main deck is a jumble of broken deck beams and dislodged planking. The main deck was not planked, and is intact from the second cargo hatch forward. Much of the iron ore cargo was swept from the holds during the sinking, and now rises to approximately four feet beneath the main deck beams. A bathtub lies on the main deck's starboard side aft of the first cargo hatch. The tub is housed in a square box of finished wood and lies on its end, wedged between the main deck beams.

The first cargo hatch is located aft of the foremast and is largely intact, but the starboard side of the hatch is heaved upward and is several feet higher than the hatch's port side. A crack radiates from the hatch's aft starboard corner and extends to the starboard side, creating a small separation of the weather deck. The weather deck is intact from the first to the second cargo hatch, but only the forward headledge of the second cargo hatch is extant. Aft of the forward headledge, the weather deck is not extant with the exception of a few fragments that are strewn atop the main deck.

The main deck was constructed in much the same manner as the weather deck, with the exception that the main deck was not planked. The main deck is supported by a deck shelf constructed of two longitudinal planks on either hull side, and the deck shelf is supported by hanging knees. A large longitudinal timber rides atop the main deck beams and clamps the deck beams into place. This timber is fastened to the outer hull, and is constructed of several timbers that are key-scarphed together.

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The main deck beams are a single timber from port to starboard, supported at the center by stanchions that rise out of the cargo, and most likely terminate atop the keelson. A square longitudinal timber, slightly smaller in dimension than the deck beams, is fastened atop the deck beams directly atop the main deck stanchions. This longitudinal timber does not run the entire length of the vessel, but terminates at the cargo hatches to allow unobstructed access to the bottom of the hold. The upper stanchions that support the weather deck are fastened atop this longitudinal timber. The upper stanchions are not located directly above the lower stanchions, but are offset towards the stern by a distance equal to the molded dimension of the stanchion, so that the aft face of the lower stanchion is aligned with the forward face of the upper stanchion. The weather deck stanchions are gusseted by a knee fastened on either end of each stanchion.

The foremast was stepped at the main deck forward of the first cargo hatch, located immediately forward of the last weather deck stanchion before the cargo hatch. The main deck is heavily reinforced in this area to accommodate the added stress of the foremast. The last main deck beam before the cargo hatch has two lodging knees on its forward surface on either side of the stanchion, as well as a hanging knee located beneath the main deck beam on either side of the stanchion.

From the first cargo hatch forward, there is a small planked walkway along the main deck's port side. This planked section is approximately four feet wide and has a square hole cut through the deck planking between each deck beam, just inside the beam shelf. A small blow torch lies atop this planking.

Very little of either deck is intact aft of the second cargo hatch's forward headledge. In the area of the second cargo hatch, the remains of both decks are strewn about in a large debris pile with a tangle of wire rigging and two unidentified spars. Along the amidships section of the hull lie shrouds that once supported the masts. The shrouds are made of wire rope, are seized with wire around the eyes, and painted white.

Aft of the two unidentified spars there is nothing of the lower hull visible except cargo until immediately forward of the boiler beds, where main deck stanchions protrude from the cargo, complete with reinforcing knees for the main deck beams. Two bilge pump shafts protrude from the cargo. The pumps shafts are constructed of vertically-planked wooden columns with an iron pipe protruding from within the columns. A large amount of cargo remains in this area with a jumble of timbers from both decks piled atop. The aft mast was stepped at the main deck level, and the mast step is intact atop the main deck beams forward of the boiler bed. The weather deck in this area separated from the hull sides and collapsed onto the main deck. On the port side, sections of the weather deck remain intact, including deck planking, beams, and portions of the inner waterway that has separated from the port side hull. This intact section of weather deck runs from the boiler bed to the aft headledge of the aft-most cargo hatch.

The starboard side hull is intact from the bow to just aft of amidships, where it begins falling outward at an increasing angle towards the stern to where the starboard quarter lies flat on the lakebed. The bulwark stanchions are broken at the covering board from the forecastle deck to amidships, and then continue intact to

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the starboard quarter. The starboard bulwarks are intact from just aft of amidships to the starboard quarter. The bulwark stanchions are completely planked over on the outside and are capped with two-piece rail cap. The inside of the bulwarks are only partially planked with two longitudinal planks fastened directly beneath the rail cap, leaving approximately half of the inner bulwarks exposed. White paint remains visible on much of the inner bulwark.

A large wooden hogging truss is fastened atop the starboard side ceiling planking. The wooden hogging arch is constructed from planks approximately 6 inches in width that are nib scarphed and fastened atop the ceiling planking with iron drift bolts and clinch rings. There are 7 planks visible that make up the hogging arch, and the arch begins near the bilge at the bow and stern and rises to just beneath the weather deck at amidships. The hogging truss is several feet in width and is uninterrupted from bow to stern. Hanging knees that support either deck are mounted atop the hogging truss.

The ship's bell is located at amidships on the starboard side, lodged between the main deck clamp and a heavy timber that lies atop the bell and the deck clamp. The brass bell has a decorative ring around the top, but no name is visible on the bell and the clapper is not extant. Aft of amidships the aft mast's shrouds remain connected to the starboard side chainplates. The wire shrouds lie in a tangle around the starboard bulwark, and were formerly tensioned with iron turnbuckles. The starboard side hull is fractured 12 stanchions forward of the aft chainplates, and all bulwark stanchions from this point forward to the forecastle deck are no longer extant, their former locations marked by empty mortise in the covering board. A steam pipe approximately two inches in diameter runs along the deck immediately inside the bulwark stanchions. At the break in the starboard bulwarks the steam pipe bends outward toward the lake bed.

Two closed iron chocks remain fastened atop the starboard covering board despite the surrounding bulwarks having been carried away. The first chock is fastened outboard of the foremast, just aft of the forward superstructure. The chock's associated mooring bits are no longer extant. The second chock is located amidships, and the iron bits for this chock remain attached to the deck beams but have toppled outward due to the heave in the weather beck.

Many of the starboard quarter's double timbered frames are visible, having separated from the keelson and deadwood near the stern. Much of the ceiling planking has separated from the lower frames at the starboard quarter, but the iron fasteners are still visible - two fasteners in each plank at each futtock (or four fasteners per plank per frame set).

The port side hull, like the starboard, is intact at the bow and gradually falls outward nearer the stern to where it lies flat on the lakebed at the port quarter. From amidships aft, a pile of iron ore several feet in height lies atop the port side hull between the main deck shelf and the turn of the bilge. At the port quarter where the run for the propeller and rudder begins, the uppermost portion of the port side hull has broken away with the stern and is not extant. A large diameter steam pipe with a 90 degree elbow remains attached to the outer hull in this area. Along much of the port side aft of amidships, the weather deck, complete with planks and beams, has separated

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from the outer hull at the deck clamp and lies inboard of the port side hull atop the cargo of iron ore.

The hull's port quarter lies in a nearly identical fashion as the starboard quarter, laying flat on the lake bed ceiling up, but at a greater angle to the hull than the starboard side. The port side hull is separated from the lower hull beneath the turn of the bilge. The radius of the turn is visible at the bottom of the port side hull. Double frames protrude from the turn of the bilge. Hanging knees from both the main and weather decks are extant on the port side hull, with the beam shelf intact atop the knees in most locations.

The port side bulwarks are no longer extant. A repair was made to the weather deck shelf halfway between the second and last cargo hatch. The deck shelf in this location has a long iron plate bolted between the deck shelf and the hanging knees that is approximately ¾" thick and at approximately 10 feet in length. The plate is somewhat narrower than the deck shelf it is fastened to, ending several inches inboard of the ceiling planking. The iron plate is fastened with threaded bolts and square nuts.

Both upper and main deck beams are supported by hanging knees fastened to the hull sides with iron bolts and clinch rings. No lodging or bosom knees were visible. The weather deck's hanging knees are extant, and are topped with a longitudinal beam shelf constructed to two large planks. The beam shelf's planking is scarphed with nib scarphs. The weather deck beams were fastened atop the beam shelf directly atop a hanging knee, and appear to be irregularly spaced. The covering board and waterway are extant in many locations. The covering board is not a continuous plank, but rather a series of chocks that are fastened between the bulwark stanchions, with the covering boards' edges fit flush with the inner and outer faces of the bulwark stanchions. The bulwark stanchions and covering boards are clamped between the sheer strake of the outer hull planking on the outside and the waterway on the inside. The sheer strake is not a full-width plank like the other outer hull planks, but is a narrow plank equal in thickness to the covering boards. The waterway is fitted to the inside of the covering board and bulwark stanchions, and an inner waterway (or binding strake) is fitted inboard of the waterway. The inner waterway's inside upper edge is chamfered to account for the change in thickness between the deck planking and the waterway.

Nearly all of the *Marquette*'s machinery is extant, with the outer hull broken away to allow a thorough documentation of the vessel's machinery and pump systems. The *Marquette* was powered by a single coal-fired Scotch Boiler that fueled a single compound steam engine. The boiler was dislodged from its mounts during the sinking and currently lies to port of the steam engine. The boiler rest approximately 30 feet toward the port quarter from its former location, and lies directly on the lake bed amidst a debris field of iron ore and coal. The boiler rests on its aft end (the side nearest the engine) with the fire doors facing upward at approximately a 70-degree angle. The boiler's identification plate is visible on the boiler's forward end, centered near the top of the boiler, but is unreadable without a removing corrosion and deposits. The brick boiler beds are completely intact with the brick laid in a fore-and-aft fashion and surrounded with a vertical iron strap around the bed's perimeter that holds the bricks in place. The iron boiler cradles are bolted to the deck with threaded bolts and hexagonal nuts, two on either end of the each cradle. The boiler retaining straps lie atop the boiler beds. An iron ladder lays athwartship on the boiler bed between the aft boiler cradle and the engine. A large amount of collapsed

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decking surrounds the boiler beds.

The compound engine is upright and intact. Although there is a large amount of surface corrosion covering the engine, remnants of the engine's original silver paint is visible. Many brass oilers, complete with caps, are intact on all of the engine bearings. The smaller diameter high pressure cylinder is located on the forward end of the engine, with the larger diameter low pressure cylinder located astern. The steam pipe from the boilers enters the high pressure cylinder on the engine's port side, and is broken immediately above the coupler that joins the steam pipe with the engine. The steam pipe between the high and low pressure cylinders is intact, as is the steam pipe that joins the low pressure cylinder with the condenser located on the engine's starboard side, fastened to the engine room deck. Two steam pumps are located to both port and starboard of the engine, fastened to the engine room deck.

The engine's port side retains part of the engineers' catwalk for conducting maintenance and monitoring engine functions. Above the catwalk a glass engine oiler is intact, the glass globe still filled with oil. Two other oilers, each feeding three oil lines each, are attached to the engine's port side. Immediately above the two engine oilers is the engine gauge panel. Two of the four gauges are intact, complete with indicator arrows, but their glass faces have imploded from the increased pressure of the water depth. The two forward, upper gauges were pulled off the gauge panel during the sinking. Aft of the gauge panel is the engine's builder's plate, which retains orange paint around its border and reads "Dry Dock Engine Works, Detroit, Mich., No. 1073, 1896."

The engine's revolution counter is intact on the engine's starboard side with the exception of the glass face, which shattered from implosion at depth. Despite the imploded glass, several numbers are legible on the gauge where they are not obscured by glass shards. The revolution counter is attached to the crankshaft by an articulating arm and counts the number of engine revolutions to track engine usage. Immediately to starboard of the low pressure cylinder head, a chain block and tackle hangs from the top of the engine down over the steam pipe between the high and low pressure cylinders. Its end lies atop the steam pipe running from the low pressure cylinder to the condenser. Both the large and small diameter blocks are double sheave and are chock-a-block atop the steam pipes. An iron hook is attached to the small diameter block.

The circulating pump is located on the starboard side immediately aft of the condenser. A second, nearly identical pump is located immediately forward of the condenser, but the forward pump is missing the connecting rod that attached the circulating pump to the engine's pump arm. A horizontal steam pump is located on the engine's port side, oriented fore and aft, with nearly all of the piping and valves (complete with hand wheels) intact. To port of the steam pump lies a stern or masthead light. This light lies lens up and is constructed of tin and was painted silver or perhaps galvanized. The lens is broken, but a fragment of the lens remains in the upper right corner. A second stern or masthead light lies lens down on the engine's starboard side outboard of the condenser. The light is similar to the port side light, but is extremely fragile due to corrosion.

The engine's crank shaft is intact and remains connected to the thrust bearing, which is in turn connected to the

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propeller shaft and four-bladed propeller. The propeller is upright and intact, with its lower two blades embedded in the lake bed. Immediately aft of the propeller, the horn timber lies on its side on the lake bottom, with the intact boiler stack impaled on the horn timber and extends off to the vessel's port quarter. The stack is surprisingly intact, as most collapse during the wrecking process and usually lie flattened on the wreck. The *Marquette*'s stack is completely intact including guy wires that supported the stack in its former location, and the ship's steam whistle remains securely fastened to the stack's forward side, which now lies facing the port side of the wreck. A large debris field of china lies off the port quarter, and large, unidentified, sections of debris lie off the stern, as identified by sonar targets which have not been explored via divers.

Summary Paragraph

Located 5 miles east of Michigan Island in Lake Superior, the bulk freighter *Marquette* lies in 215 feet of water, intact but progressively broken up toward her stern. Built in 1881 and lost in 1903, the *Marquette* represents an early vessel class, the wooden bulk freighter which employs innovative hull strengthening technologies to accommodate greater gross tonnage and longer hulls. Little historical documentation exists on wooden bulk freighter construction and operation. Much of our understanding of this vessel type lays on the lakebed and comes from archaeological data recovered from wreck sites like the *Marquette*. The *Marquette* meets the registration requirements for Criteria D at the state level for the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Marquette* was discovered in 2004 and documented in 2006. Due to its remote location and extreme depth, the *Marquette* remains lightly visited by divers. The *Marquette* has produced a wealth of archaeological knowledge on wooden bulk freighter construction and use, and it will continue to produce important archaeological data.

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Vessel History

Built in 1881 and originally named *Republic*, the *Marquette* was one of a transitional class of Great Lakes bulk freighters that began to employ innovative hull strengthening technologies to accommodate greater gross tonnage and longer hulls, while preserving stability. The *Marquette* was lost under mysterious circumstances in October 1903 while hauling a cargo of iron ore out of Ashland, Wisconsin. The Lake was reportedly calm when the steamer began leaking with no obvious cause. Although she foundered rapidly, her entire crew was able to escape. She was one of six vessels to be lost by her owner, J.C. Gilchrist, in the 1903 season, prompting speculation that she may have been scuttled for financial reasons (Keller 1984). Bulk freighters are an important and enduring part of the Great Lakes economy and history, having played a substantial role in the industrialization of America. They are the last remaining commercial vessel type still serving from the formative years of Great Lakes commerce. The *Marquette* gives us a rare glimpse back into the developmental years of this unique style of Great Lakes' vessel that continues to play an important role in our economy and culture.

Bulk Freighters and the Great Lakes Iron Ore Trade

Large scale industrial transportation on the Great Lakes was fueled principally by the opening of the Lake Superior iron ore ranges at Marquette, Michigan, in the 1850s (Williams 1905). From an initial trickle, the volume of iron ore shipments grew to a swift flow, chiefly due to improvements in transportation technology wrought by industrial demand. Although several other bulk cargoes constituted a significant share of the Great Lakes cargo volume, including coal, grain, lumber, stone, and iron ore played the largest role in driving bulk freight vessel technology. Initial shipments of ore were made overland until the construction of the first Soo Locks (the Soo) allowed navigation past the Falls of the Saint Mary's River at Sault Saint Marie, Michigan, in 1855 (Williams 1905). This enabled direct vessel transport from the Marquette Ore Docks to the home ports on Lake Erie which refined the raw ore. However, it was not until the post Civil War economic recovery that demands for iron ore would create a new kind of vessel. The Great Lakes bulk freighter prototypical vessel *R.J. Hackett* was launched in 1869. This unique style of vessel carried the majority of the iron ore that fueled the industrialization of the US for over 100 years and became the model for over 1000 Great Lakes bulk freighters that followed (Devendorf 1995).

Early Great Lakes bulk freighters were wooden vessels, generally over 200 feet in length, designed to carry large cargoes economically. Their construction was characterized by a massive wooden keel along which a series of large floor keelsons ran horizontally down the length of the vessel to provide maximum strength. The vessels were double decked with a main top deck and a second deck below supporting the interior hull. The pilothouse was placed far forward for maximum visibility, while the machinery was carried astern. Bulk freighters had a distinctive "straight deck" profile with unfettered access to multiple cargo hatches amidships, which were laid out for convenient loading and unloading. The size and carrying requirements of the wooden bulk freighters immediately pushed the bounds of wooden ship construction technology, requiring innovative and often unconventional engineering to reinforce ever larger hulls (Cooper 1995). Among the technological improvements employed by the early bulk freighters was the use of the compound steam engine. A few early bulk freighters sported single cylinder low pressure steam engines, which were relatively inefficient. By the

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early 1870s, most bulk freighters were being built with more efficient high pressure compound engines, which sported two cylinders and were capable of producing nearly twice the power at the same fuel consumption as the older engines (Devendorf 1995).

Advances in bulk freighter technology that began with the first generation of prototypical vessels were curtailed by the Panic of 1873. Nearly fifty bulk carriers were built before 1875, followed by a five year period of inactivity, during which Great Lakes shipping stagnated and only a handful of new freighters were launched (Devendorf 1995). Beginning in 1880, a boom in ore shipment brought forth a second generation of wooden bulk freighters that employed significant new technologies. Advances in boiler and engine technology as well as the construction of the larger and deeper Weitzel Lock at the Soo, pushed the size of wooden bulk freighters beyond 220 feet (Devendorf 1995). The inception of more powerful compound steam engines permitted this generation of bulk freighters to tow one or more consort barges, thereby significantly increasing the payload per trip. It was during this period of innovation that the Republic Iron Company commissioned the building of their flagship bulk freighter, the *Republic*.

The *Republic* was one of over fifty new wooden bulk freighters built during the boom which lasted from 1880 to 1883. The boom was followed by a lull in construction which lasted until 1887, when another boom in shipbuilding saw a third class of even larger wooden bulk freighters, routinely built to over 250 feet in length (Devendorf 1995). This final class of wooden bulk freighters was the first to employ diagonal iron strapping mortised into the frames and planked over as a means of strengthening the hull. These later vessels also generally sported two substantial wooden or iron arches in each side of the hull. Another notable improvement in technology necessary for the economical use of such large vessels was the inception of the triple expansion steam engine, which appeared in the Lakes in 1887 (Devendorf 1995). The triple expansion engine employed a third cylinder, which created further efficiency given the same fuel consumption and considerably more power.

The wooden bulk freighters of the early 1880s are of interest because they mark a transitional period in wooden shipbuilding technology on the Lakes. Great Lakes bulk freighters of this period were the first to employ wooden and iron longitudinal arches. Many different arch configurations were experimented within these vessels, including single and double wooden arches, arches built into the ceiling planking, arches within the hold, and iron arches of various constructions. In 1882, the first true iron bulk freighter, the *Onoko* was also launched (Devendorf 1995). In 1886, the first steel Great Lakes bulk freighter, the *Spokane* was launched (Devendorf 1995). It wouldn't be until the late 1890s that wooden bulk freighters were eclipsed by steel hulled models. The 1890s were notable in that they saw the largest increase in vessel capacity and the greatest changes in technology (Devendorf 1995). At the beginning of the 1890s, the largest vessels were 300 feet in length, but by the end of the decade, steel bulk freighters were fast approaching 500 feet. This rapid change was fueled by improvements in steel shipbuilding technology brought about by the opening of the vast Mesabi Iron Range in Minnesota, which exponentially increased the volume of iron ore traversing the Lakes. The construction of the much larger Canadian Lock and the Poe Lock at the Soo, in 1895 and 1896 respectively, also enabled this rapid increase in size and capacity (Mansfield 1899).

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The twentieth century saw dramatic numbers of steel hulled bulk freighters on the Lakes. Several hundred steel bulk freighters were built on the Great Lakes in the twentieth century and the ships became a significant part of the culture of the upper Midwest. Nearly every major port city on the Great Lakes was home port to a significant fleet of bulk freighters and thousands of young men and women were employed on the ships each year. Bulk freighters played a substantial role in the development of the economy and the cities of the Great Lakes, and have become an important part of the region's cultural identity.

Vessel Construction & Contemporaries

The *Marquette* began her career as the bulk freighter *Republic*, built by George Presley and Son over the winter of 1880-81 at Cleveland, Ohio as Hull #2. She was built for the Republic Iron Company on the order of the company's founder and president, David Morgan. Launched on April 21, 1881 at 4:15 PM, and enrolled under Captain Charles M. Davis on May 16, 1881 at the port of Marquette, Michigan, her dimensions were registered as 235 feet in length, 35.7 feet beam and 18.5 feet depth of hold, capable of hauling 1343.23 gross tons. Enclosures on her decks accommodated an addition 50.46 gross tons of capacity (United States Bureau of Navigation 1881). When launched, she had three masts, each capable of carrying a topsail. Although the ship carried canvas for the masts, the sails were flown primarily to increase stability and were not a significant source of power. By the 1890s, most bulk freighters had their topmasts removed and one or more of the masts completely removed.

The *Republic* was built in the waning days of the wooden bulk freighter era on the Great Lakes. The demand for larger payloads drove shipbuilders to design longer hulls. As wooden hulls exceeded 200 feet, difficulties arose with strength and stability. A number of contrivances were introduced in the 1880s and 1890s to enable longer wooden hulls to maintain their strength. Among these were the use of diagonal iron strapping and of longitudinal wooden, iron and steel arches (Cooper 1995). The *Republic* was one of the early bulk freighters to be designed with two wooden arches in each side of her hold. Iron bulk carriers soon began to appear: the *Brunswick* launched at Detroit in 1881, the *Onoko* launched at Cleveland in 1882, and the steel freighter *Spokane* launched at Cleveland in 1885 (Devendorf 1995). Wooden bulk carriers still dominated new construction throughout the 1880s, but the technology was beginning to show its limitations.

Republic's builder, George Presley was one of the oldest and most respected shipbuilders on Lake Erie at the time of her construction. Presley was born in 1820 in Cornwall, Canada, but moved to Jefferson County, New York, in his youth. By 1838 Presley moved to the port of Clayton, New York, and became apprenticed to George S. Weeks, an early Lake Ontario shipbuilder. In 1843 Presley finished his apprenticeship under another well known Clayton shipbuilder, John Oades, and moved to Cleveland, Ohio, the same year. At Cleveland he worked for many of that port's noted shipbuilders, including Sanford & Moses and George W. Jones. In 1848, Presley began subcontracting for the shipbuilding firm Ira Lafrinnier and William Stephenson. In 1850, he joined fellow Cleveland shipwright Harvey Stephens in forming the firm of Stephens & Presley. The firm started out primarily doing vessel repair work, but between 1852 and 1875, they built over 20 commercial vessels, including steamers, tugs and several schooners. In 1875, the firm dissolved when Harvey Stephens sold his interest to the Globe Iron Works for \$36,000, and Presley continued to manage the firm's affairs. In the

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interim the firm constructed a large dry dock of 360 feet in length and 50 feet wide with 20 feet of water over the sill. It was in this yard near the present day site of the Huron Cement Company slip, that George Presley and his son, George, Jr., constructed a series of wooden bulk freighters, mostly for the Republic Iron Company fleet between 1880 and 1882 (Wright 1963).

The first vessel built by George Presley & Son was the wooden bulk freighter *Smith Moore*, launched July 12, 1880 (Detroit Tribune 1886). She was built for a consortium of Cleveland owners and used initially in the grain trade, but eventually carried exclusively iron ore. She set a general pattern used by Presley on his later wooden bulk freighters as related by the Cleveland Herald:

Her general dimensions are as follows: length of keel 226 feet; breadth of beam 35 feet; depth of hold 18 feet. She has an arch below decks 130 feet long, six feet deep, and 4 ½-in material. The keelson is 15x16 inches, with the sister keelsons 14 inches square. The knees are athwartships instead of fore and aft, and extending from side to side are 15 iron beams under the boiler. Her lower deck is of heavy white oak. All the frames are grooved, likewise the ceiling, allowing application of brine to every part. She is provided with a pair of condensing engines, 32 inch bore and 36 inch stroke. They were made by the Globe Iron Works, the excellent reputation of which, fully guarantees their finish and quality. Her boiler is 10 ½ feet in diameter and 18 feet long. The cost of the new vessel when complete will be about \$90,000. (Cleveland Herald 1880a)

The *Smith Moore* was built with two decks, three masts and a single smokestack. Although well received by the marine community, the *Smith Moore*'s single arch build attracted some initial negative attention in the marine community as she was alleged to be unhandy in bad weather:

The weakness of the [steambarges] *Wococken* and *Smith Moore* has become so patent, it is said that their owners intend to have them supplied with arches at Cleveland the coming winter. (Buffalo Daily Courier 1880)

The *Smith Moore* was eventually strengthened, receiving two steel arches in 1888. (Board of Lake Underwriters 1888).

The *Smith Moore* proved a fast and profitable vessel, establishing Presley's reputation and attracting the shipbuilding contracts of the Republic Iron Company, which eventually included orders for three wooden bulk freighters, the *Republic*, *Colonial* and *Continental*, and two large schooners, the *Magnetic* and *Specular* (Cleveland Herald, 1880b). Presley would also build the bulk freighter *Columbia* on the same model for J.C. Lockwood and Co. in 1881. (Cleveland Herald 1881b)

The *Republic* was the first ship built for the fleet of the Republic Iron Company of Cleveland. The Republic Iron Company shipped iron ore from their mining operations at Republic, Michigan since the

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company's founding in 1870. Prior to 1881, all of Republic Iron Company's shipments were made by vessels under charter; the construction of the *Republic* marked the company's first effort to build a fleet of their own (Mansfield 1899).

Construction on the *Republic* began in January 1881, followed a similar design to that of the *Smith Moore*, but incorporating two arches instead of one (Cleveland Herald 1881a).

The vessel was graced with the private signals on the foremast, the burgee on the mainmast, and the ensign on the mizzenmast. The vessel was built for the Republic Iron Ore Company, at a cost of about \$100,000, including a complete outfit. The ship drew 9 feet aft and 4 feet 2 inches forward. Mr. Presley says there is 100 tons of ice, water, and staging in her, which, when taken out, will lighten her at least two inches. She rates A 1, and registers from 1,600 to 1,700 tons. The wheel is 10 feet 6 inches in diameter, and has a 14 feet lead. All who saw her yesterday pronounced her a fine craft, and she does credit to her builder. The following are the leading features of the *Republic*: Length of keel, 236 feet; over all, 250 feet; breadth of beam, 36 feet; depth of hold, 20 feet. The frame is molded 17 inches at the keel, 14 inches at the bilge, and 21 inches between the centers. The main keelsons are 16 x 16 inches, and the assistant keelsons, 14 x 14 inches. She has arches inside extending from forward the foremast to aft the engine, the crown reaching to the upper deck. The arches are about 150 feet long, and 6 feet deep by 4 inches thick. The garboard strakes are 6 inches thick. The planking on the bottom to the upper turn of the bilge is 5 inches thick, and from there to the plank-shear 4 inches thick. She is a double-decker and has three masts. Her frames are grooved for ventilation and briming, each groove being secured at the top with brass screw-caps. The midship stanchions run from the keelson to the upper deck, and are secured at the bottom with heavy iron knees. The beams under the boilers and coal bunkers are of wrought iron. She has an iron shoe and rudder, and an iron stem and apron. She is provided with a Hoisting Engine on the main deck, which runs a large bilge pump, and a force pump to be used for fire purposes. The machinery was made by the Globe Iron Works. She has two condensing low pressure engines, 36 x 36 inches. The engine room is 26 x 32 feet. The boiler has return flues, and is 12 feet in diameter and eighteen feet long. There is steel on all the fire surfaces and iron outside. The capacity of the ship is about 65,000 bushels of wheat. Captain Davis, formerly of the *D. M. Wilson* and *V. Swain*, will command her. A peculiarity of the contract is that Messrs. Presley & Co. completely outfit her for the sea, including furniture, glassware, etc. This is probably the first contract of this kind made in the city. The outfit was furnished by Messrs. Upson, Walton & Co., which is sufficient guarantee of its excellence (Cleveland Herald 1881a).

The *Republic* was the first bulk freighter ever constructed and delivered on the Great Lakes under a single contract (Wright 1969). The general practice among shipyards had been to deliver the untrimmed hull to the owners, who would then employ additional contractors to install machinery and perform finishing work. The *Republic*, however, was completely fitted and trimmed by Presley. Complete records of her fitting have been

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preserved in the Upson Walton Company ledgers and show Presley's daily purchases of equipment and materials for the *Republic*. Her fit-out began on March 25, 1881 with the purchase of a deck scraper and a capstan, and completed on September 16, 1881 with the purchase of galvanized wire (Upson-Walton Company 1881). She was delivered to her owner in May for sea trials but her fit-out continued well after her first several trips. The *Republic* was enrolled at the Marquette Customs House on May 16, 1888 as a propeller with two decks, three masts, a plain head and round stern by the certificate of master carpenter George Presley for owner David Morgan, president of the Republic Iron Company of Marquette. Her master of record was Captain C.M. Davis, and given 110465 as her official number (United States Bureau of Navigation 1888). The *Republic's* initial power plant consisted of two condensing low pressure engines from Globe Iron Works in Cleveland, Ohio, each with a 36 inch cylinder and a 36 inch stroke. The engines were placed one in front of the other on a common propeller drive shaft, and powered by a single tubular boiler from Globe Iron Works with a 12 foot diameter, 18 foot length, 60 lbs working steam pressure and an iron boiler housing (Devendorf 1995).

The *Republic's* sister ship *Columbia*, was launched by Presley only 5 months later as Hull #3 at a cost of \$120,000. She was of similar dimensions to the *Smith Moore*, but constructed with only a single arch (Cleveland Herald 1881b). The *Republic's* sister ship *Colonial* was launched March 18, 1882. She was slightly larger at 244 feet, 7 inches length, 36 feet, 4 inches beam, and a 19 foot, 2 inch depth of hold. Like the *Republic* and *Columbia*, she had a double condensing engine with two cylinders of 21 inches and 44 inches with a 36 inch stroke with an indicated horsepower of 725 (Hall 1881). The *Republic's* last sister ship, the *Continental*, was launched in April of 1882. She was the largest of the sisters at 244 feet, 7 inches length, 36 feet, 4 inches beam and a 19 foot depth of hold (Buffalo Morning Express 1882). The *Continental's* remains were the subject of a Phase II archaeological survey during the summer of 2007, conducted by the Wisconsin Historical Society and the Program in Maritime Studies at East Carolina University. This survey revealed that her substantial arches were built directly into the hull's ceiling planking, which is quite different from those on the *Smith Moore* or *Republic*, and shows the various arch configurations experimented with by Presley (Hoyt 2007).

Career

The *Republic* finished trimming in mid-May and was painted in Republic Iron Ore Company's colors, sylvan green with white and red trim. She made her maiden voyage with no problems and reportedly handled quite well (Cleveland Herald 1881b). The new Inland Lloyds insurance register awarded her their highest rating, A1, and valued her at \$85,000 (Board of Lake Underwriters 1882). She began her career on a bad note, while upbound for Marquette, Michigan, on her second voyage in late May 1881, she blundered onto Whitefish Point on Lake Superior. The barges *Ironton* and *E.P. Beals* were in tow when her captain misjudged the depth off the Point. The barges were freed quickly, but the *Republic* required dredging to free her (Cleveland Herald 1881c). In August 1882, the *Republic* again found herself stranded on Whitefish Point, this time with the *Grace Holland* in tow. She was quickly freed (Cleveland Herald 1881c). The *Republic* had several relatively trouble free seasons, during which she made a regular run from Cleveland, Ohio to Marquette, Michigan variously towing the barges *George Worthington*, *Grace Holland* and *James Couch* (Labadie 2006).

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In late fall 1886, the *Republic* found herself stranded at Grand Island near Munising, Michigan with a full cargo of iron ore. She was fast aground and spent the winter of 1886-87 on the beach. She was finally lightered off by salvors in April 1887 and taken to Cleveland where she was put back in good condition (Marquette Mining Journal 1887). In 1889, the *Republic* towed the barge *Magnetic* (Labadie 2006). In May 1890, she experienced a serious mechanical breakdown near Lime Island between Lakes Huron and Superior. She was towing her usual consort, *Grace Holland*, when she sheered a 9 inch steel crank pin on her engine, leaving her adrift. A new pin was brought from Cleveland but could not be installed, and the *Republic* was towed to Cleveland where she was repaired (Duluth Evening Herald 1890). On August 5, 1890, the *Republic* was renamed *Marquette* by authorization of the Commissioner of Navigation (United States Bureau of Navigation 1890). This was done to accommodate the Republic Iron Company's new flagship, which was to be named *Republic*. The new *Republic* was a 365 ft steel bulk freighter of 2991 gross tons, launched in the spring of 1890 (Devendorf 1995).

The newly rechristened *Marquette* was beginning to show her age. She was classed down to an A2 hull rating by the Inland Lloyds 1891 hull register suggesting some hull rot and general deterioration (Board of Lake Underwriters 1891). She continued in service of the Republic Iron Company until April 6, 1892, when she was sold to Cleveland parties affiliated with the J.C. Gilchrist fleet, with which she would spend the remainder of her career.

The *Marquette* Sold – E.D. Chilson of Tecumseh, Mich., and Moore & Barstow of Cleveland, are the parties interested in the purchase of the steamer *Marquette* from the Republic Iron Mining Company. Mr. Chilson was managing owner of the steamer *Oscar Townsend*, lost last season, and the *Townsend's* consort, the *Kelly* will now tow with the *Marquette*. The *Marquette* was formerly the steamer *Republic* and was built in Cleveland in 1881. She rated A2 and was valued at \$80,000 in Lloyds last season (Marquette Daily Mining Journal 1892).

At the time of acquisition, Joseph C. Gilchrist, in the process of building a modern fleet teamed with the firm of J.W. Moore and J.H. Bartow to purchase and manage vessels. The firm had just taken delivery of two large modern steel ships, the *W.H. Gilcher* and the *Western Reserve* when the *Marquette* entered their roster. Sadly, within only a few months, both of these large, new vessels were lost and the partnership with Moore and Bartow dissolved (Watterson 1959). The Gilchrist Fleet continued growing at a steady pace, acquiring 75 vessels by 1902. By 1903 the fleet was second in size only to the giant fleet of U.S. Steel Corporation (Watterson 1959). The Gilchrist Fleet began to unravel in 1907 when J.C. Gilchrist suffered a stroke and was forced to retire. Within six years the company dissolved and its holdings were liquidated, mostly due to adverse financial conditions (Watterson 1959).

By 1895, the *Marquette* had dropped in value to \$40,000 with an A2 hull rating and was laid up to be repowered (Board of Lake Underwriters 1896). Over the winter of 1895-96, she received a new high pressure Scotch boiler of 11 ½ x 12 ¼ feet with steam pressure of 150 psi as well as a new Globe Iron Works high pressure fore and aft compound steam engine (Globe engine number 129) with a stroke of 36 inches and

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cylinders of 21 and 44 inches respectively and 600 indicated horsepower (Beeson 1903). In 1898, the *Marquette* was once again laid up at Cleveland for major repairs. This time she received new forward timbers, new decks and was recaulked above and below. These repairs raised her hull rating to A1 ½ but her value remained fixed at \$40,000 (Board of Lake Underwriters 1899). The *Marquette's* appearance was also modernized; her center mast was removed completely and her topmasts were removed fore and aft. Her old cupola pilothouse was replaced with a modern square house. The *Marquette* received a new enrollment certificate nearly every year she served in the Gilchrist fleet, due to minor changes in the composition of her ownership (United States Bureau of Navigation 1892, 1893, 1894, 1896, 1897, 1898, 1899, 1901a, 1901b, 1901c, 1902, 1903). J.C. Gilchrist always remained one of the principal owners (United States Bureau of Navigation 1903). In 1898, the *Marquette* towed the barge *Moravia* in the Lake Superior iron ore trade (Labadie 2006). In 1900, her ceiling planking was recaulked (Board of Lake Underwriters 1900). Her value continued to dropped as she showed her age, with a hull valuation of \$38,000 in 1902 (Board of Lake Underwriters 1902). On October 17, 1902, the *Marquette* was off Lake View Beach, Michigan, on Lake Huron towing the barge *Twin Sisters*, when she broke her propeller shaft. The US Revenue Steamer *Fessenden* came to her aid, and sent dispatch for a tug boat, which towed the pair back to Cleveland for repairs. (United States Life-Saving Service 1902) The *Marquette* was becoming expensive to operate, and was nearing the bottom of the Gilchrist roster when she began the season of 1903 (Board of Lake Underwriters 1903).

Loss of the *Marquette*

The season of 1903 was either very bad or very good for Joseph C. Gilchrist, depending on how one interprets the circumstances. Gilchrist had just acquired a huge number of ships and needed to operate them all at a profit. Ships with a high cost of ownership and a low profit margin were a continuous liability. Gilchrist rarely carried insurance on his vessels, preferring instead to insure himself privately. Consequently, eyebrows rose when he purchased insurance policies for several of his older vessels (Keller 1984). It was even more unusual that seven older insured Gilchrist vessels would experience serious losses during the single season of 1903. In June 1903, the Gilchrist steamer *John Craig* stranded on Simmons Reef, Lake Michigan (Runge 1958). Then, the Gilchrist vessel *V. Swain* sprung a leak and sank at her dock in July, followed immediately by the sinking of the Gilchrist steamer *Waverly* on Lake Huron (Runge 1958). On 13 September 13, the Gilchrist schooner *Moonlight* foundered off the Apostle Islands while under tow; on 15 September, the old Gilchrist steamer *A.A. Parker* went to the bottom off Grand Island near Munising, Michigan; on 15 October the *Marquette* sank off the Apostle Islands (Runge 1958). To finish the year off, the Gilchrist steamer *Manhattan* drove ashore near Munising, Michigan, and burned to a total loss (Runge 1958). In fairness to Mr. Gilchrist, the odds of having a number of losses were pretty good simply due to the large number of vessels on his fleet roster. It is also noteworthy that many of the losses were clearly accidental. Still, marine circles were abuzz with talk of Mr. Gilchrist's amazing bad luck (Keller 1984). Of all the losses, the *Marquette* raised the most suspicion. She was lost on calm, starry night, conveniently far from shore over water of substantial depth. She definitely showed her age, but the cause of her sudden leak remains a mystery to this day.

The *Marquette* had arrived at Ashland, Wisconsin, light with no consort to take on a cargo of iron ore. On

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Wednesday, 14 October at 4:00 PM, she completed loading 1319 tons of ore at the Central Ore Dock and 700 tons of ore at the Northwestern Ore Dock. The *Marquette* was loaded near capacity when she departed for Cleveland. She headed out along the shipping lanes and made good time. At around midnight, the crew reported to Captain Caughill that the ship was taking on water from an unknown source. The captain went below deck and found that the water was entering at an alarming rate. He ordered the pumps started, and headed for Michigan Island, the nearest land, which he judged to be about 25 miles away. As the ship raced for the island, she settled further into the water, slowing her progress with each passing minute. By 2:45 AM, the situation began to look grim. Captain Caughill advised most of the 13 man crew to take to the lifeboats, leaving only himself, the second engineer, the second mate and a watchman to guide the ship to the beach. The ten men who took to the lifeboat began rowing for Michigan Island, some five miles away. On board the *Marquette*, the four remaining men readied a lifeboat in case the *Marquette* should founder before reaching shore. Scarcely an hour passed when vessel began to founder rapidly. The men took to the lifeboat and pulled away from the wreck just in time to avoid her suction vortex as she plunged for the bottom (Milwaukee Sentinel 1903a).

Ashland, October 15. - Unique in the history of lake disasters was the sinking off this port early today of the steamer *Marquette*. With hardly enough air stirring to ripple the surface of the lake, the ore laden vessel sprung a leak at midnight and despite the efforts of the crew at the pumps plunged bow first to the bottom of Lake Superior. So suddenly did the end come, that four members of the crew who were still at their posts had barely time to jump over the side of the sinking vessel into the boats and join their comrades. With a roar like the explosion of a magazine, the imprisoned air in the hold rushed out, tearing the decks into kindling wood. The towering mainmast was lifted bodily twenty feet into the air by the blast and then fell back into the lake. It was only by the most desperate exertions on the part of the crew that the small boats were not caught in the maelstrom formed by the sinking vessel and drawn below the surface. When the disaster occurred the *Marquette* was bound for Lake Erie with a cargo of iron ore, having left this port at 4 o'clock yesterday afternoon. At midnight the leak was started and steadily gained, although the entire crew was set to work at the pumps. When the steamer had reached a point twenty-five miles east of Michigan Island the situation became alarming, and Captain Caughill changed the course of the vessel to run her on the beach. Shortly afterward, ten members of the crew, becoming alarmed for their safety, left the steamer in a small boat, leaving four men to continue the fight. With the shore and safety but five miles away, a shudder seemed to pass through the waterlogged hull and the bow began to plunge downward. Capt. Caughill and his three assistants jumped overboard into the remaining small boat just as the vessel broke in two in front of the boiler house. As soon as the wreck had disappeared, the four men started to row to Ashland, arriving here at 3:30 o'clock this afternoon. A tug was at once sent in search of the boat containing the other ten men of the crew and it was picked up off Madeline Island. The entire crew is now here with its members worn out by their long struggle. "Although I have sailed the lakes for many years," said Capt. Charles N. Caughill, "this is the first wreck I have ever witnessed, and it certainly was a spectacular one. We were hardly in a position to enjoy it, however, for it was only by the greatest of

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exertions that we succeeded in getting our boat away from the whirlpool when the *Marquette* went down. I cannot account for the leak as the sea was perfectly smooth. The steamer had but six feet of water in her hold when she sank." The *Marquette* registered 1,342 tons and was owned by J. C. Gilchrist, of Cleveland. It is believed she was fully insured. The *Marquette* is the sixth vessel of the Gilchrist fleet to become a total loss this season (Milwaukee Sentinel 1903a).

A minor drama unfolded after the ten men in the lead boat arrived at the Islands. Having rowed for several hours, the men decided to take a rest at Madeline Island. While there, one of the crew, fireman Jens Jensen wandered off. He was perhaps disoriented by the shock and exertion of the morning. Having recovered their strength, the remaining nine men decided to leave for Ashland, but could find no sign of Jensen. Following a two-hour search, the men reluctantly left, and were promptly met by a passing steamer that took them to Ashland. Meanwhile, on board the remaining lifeboat, the captain and his mates rowed toward Ashland- 24 hours by rowboat. Conditions luckily were mild and the men arrived safely. Upon learning of the missing crew member, the captain dispatched watchman George Foster to return to Madeline Island in hopes of locating the errant fireman. Jensen was immediately located by Foster and taken to Ashland where he quickly recovered. The entire crew was then transported to Duluth where they stated their circumstances to shipping officials. The captain related that the vessel foundered approximately five miles off Michigan Island, going down rapidly by the bow. As she foundered, she twisted violently, tearing herself nearly in two just aft of the forward cabins. Her hatch covers blew free and her mainmast launched like a missile into the air. Debris from the wreck reportedly drifted to the coast of Michigan's Upper Peninsula near Black River, prompting erroneous reports of another wreck (Wolff 1979).

The *Marquette* proved a total loss of \$50,000 on her hull and another \$65,000 on her cargo (Beeson 1904). Her final enrollment certificate was surrendered at Cleveland on 18 December 1903 with the endorsement "Foundered, Michigan Island, October 15, 1903" (United States Bureau of Navigation 1903).

In the fall of 2004, members of the Great Lakes Shipwreck Preservation Society (GLSPS), an avocational group of marine history enthusiasts and divers, located the remains of the Great Lakes bulk freighter *Marquette* in deep water off Michigan Island. The group had searched for the wreck for over fifteen years in hope of locating and documenting the historic ship. During the summer of 2006, the *Marquette*'s wreckage was documented by GLSPS Members, Steve Daniel, Bob Olson, Lee Selisky, Mark Yanik, Kenneth Merryman and Jerry Eliason.

Archaeological Significance

The *Marquette* meets the registration requirements for Criteria D at the state level, as established in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Marquette* is a rare example of a vessel type that was vital to Wisconsin's economy. Wooden bulk freighters like the *Marquette* were an important link for northwestern Wisconsin communities, connecting them economically with wider regional and national markets. Although partially broken up at the stern, the

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Marquette retains excellent archaeological integrity. Due to the *Marquette*'s remote location and extreme depth, she remains lightly visited by divers. No historical record of ship construction exists today, making archaeological examples particularly significant. Information gathered from the *Marquette* site has produced a wealth of archaeological knowledge and has increased our understanding of wooden bulk freighter construction and use on the Great Lakes. The *Marquette* site retains the potential to yield even greater insight into this vessel type in future years.

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Boundary Description

The area included in the site is a circle with a 500 foot diameter centered on the UTM coordinates 0696014 Easting, 5189688 Northing, Zone 15.

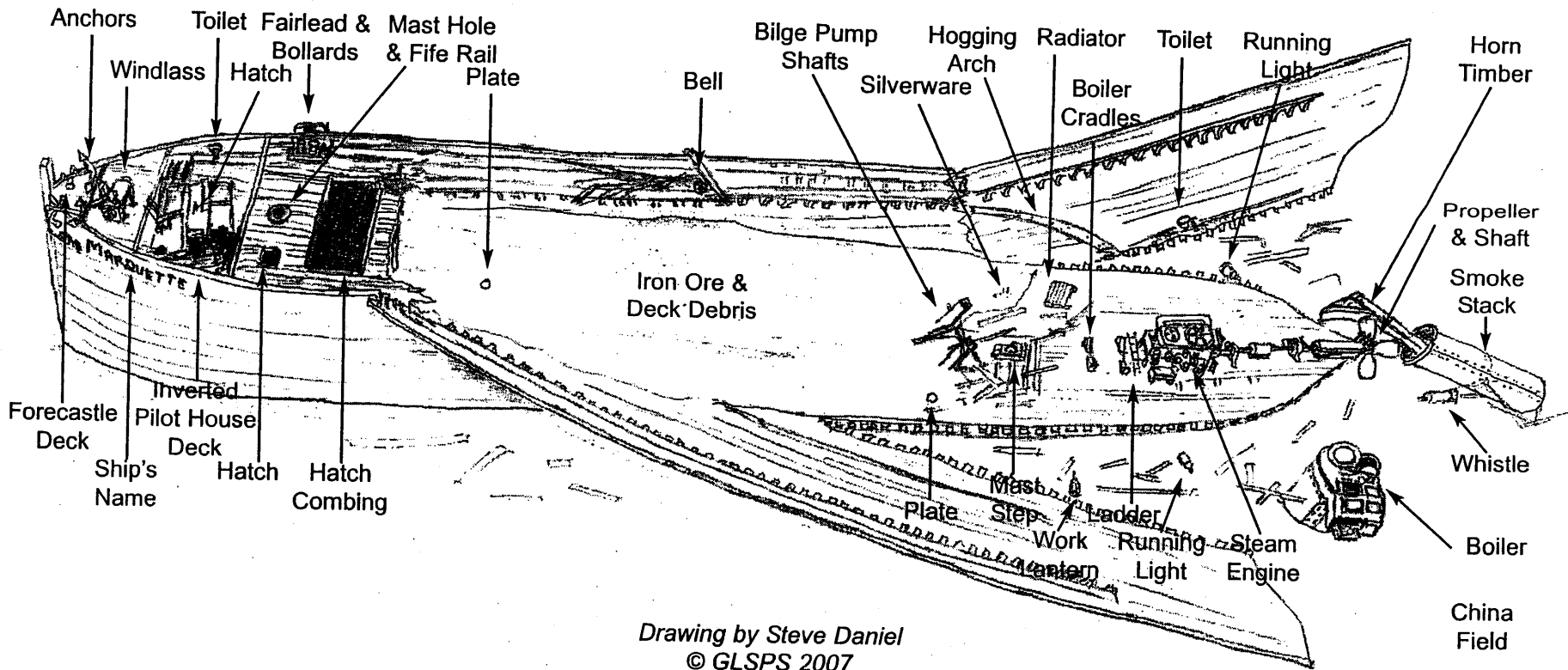
Boundary Justification

The boundary was drawn to encompass the extent of the shipwreck and associated debris field.

MARQUETTE Shipwreck

Town of La Pointe, Ashland County, WI

Sank in Lake Superior
Near the Apostle Islands



Drawing by Steve Daniel
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