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**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 *Floretta Shipwreck (Canaller)*
other names/site number 47-MN-0394

2. Location

street & number	11 miles southeast of Manitowoc in Lake Michigan	N/A	not for publication
city or town	Town of Centerville	X	vicinity
state Wisconsin	code WI county Manitowoc	code 071	zip code 54220

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.)

Sandra J. Penburn
Signature of certifying official/Title

8/29/14
Date

Deputy State Historic Preservation Officer - Wisconsin

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

Floretta Shipwreck (Canaller)

Manitowoc 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:)

Jan Edson H. Beall 10-20-14
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(check as many boxes as
as apply)

private

public-local

X public-State

public-Federal

Category of Property
(Check only one box)

building(s)

district

structure

X Site

object

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

contributing

noncontributing

1

buildings

sites

structures

objects

1

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
previously listed in the National Register**

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Water-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Underwater

7. Description

Architectural Classification

(Enter categories from instructions)

Other-Canaller/Schooner

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.)

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/ HISTORICAL-NON-
 ABORIGINAL
 MARITIME HISTORY
 COMMERCE

Period of Significance

1867-1885

Significant Dates

1867

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Stupinsky, John

Narrative Statement of Significance

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

Floretta Shipwreck (Canaller)

Manitowoc County

Wisconsin

Name of Property

County and State

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:

- 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 16 456939 4866903
 Zone Easting Northing

3 _____
 Zone Easting Northing

2 _____
 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	Tamara Thomsen and Chad Gulseth	date	08/30/2013
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53705
city or town	Madison	state	WI

Floretta Shipwreck (Canaller)
Name of Property

Manitowoc County
County and State

Wisconsin

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	date
organization	telephone
street & number	zip code
city or town	State

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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Section 7 Page 1

Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 11 miles south southeast of Manitowoc, Wisconsin, in Lake Michigan, the schooner *Floretta* lies on the lakebed in 180 feet of water. The hull is somewhat broken, but nearly all of the hull structure and rigging is extant. The schooner *Floretta* was constructed by shipwright John Stupinsky in Detroit, Michigan, in 1867. When first built, the *Floretta* was described as having one deck and two-masts, and as being schooner-rigged with a plain head and square stern cabin. She measured 134 feet in length, 26 feet in breadth with an 11-foot depth of hold.

Canallers were a unique vessel type that developed on the Great Lakes and were designed to transit the Welland Canal locks while carrying the maximum amount of cargo possible. With only inches to spare while passing through the locks, canallers carried grain from ports on Lakes Michigan and Superior to ports on Lake Ontario. Canallers returning to the upper lakes were often loaded with coal that was used to power and heat Midwestern cities. The *Floretta* wreck site (47-MN-0394) has yielded significant information on Great Lakes canaller construction and their role in Great Lakes commerce, and has great potential to yield further information in future years.

Site Description

When the *Floretta* hit the bottom of Lake Michigan, the lower portion of her hull containing iron ore cargo stayed in place, breaking at the turn of the bilge. The transom fell aft and the upper portions of her hull, deck structure, masts, and rigging broke away, lifted and pivoted as they fell to the port side. Because of these two distinct sections of wreckage, two baselines were used in the survey for referencing the location of artifacts and ship construction features. The zero point of both baseline A (BLA) and baseline B (BLB) was located at the aft edge of the stem post at a depth of 165 feet of water. BLA ran 65° the length of the starboard hull, whose outer hull planking faces upward as it lies on top of the ceiling planking of the port side hull. BLA was used to reference the upper hull structures, decking, spars, and rigging. The length of the starboard hull was measured at 139.65 feet overall. The length of the *Floretta* before sinking was listed as 134 feet, suggesting the starboard side has flattened out more than 5.0 feet while on the lakebed. BLB was used to reference the remains of the bilge, the iron ore cargo, the centerboard trunk, rudderpost, and transom. BLB ran 20° down the center of the bilge structure along the port side of the centerboard trunk ending at the rudderpost in 172 feet of water, making a 4 foot declination over its 145 foot length. The bow of the *Floretta* came to rest on a 200° heading. Given this heading and that she was running in a southwest gale, it is unlikely that the crew made any attempt to come about for Manitowoc. Instead they likely had no time to alter direction or set an anchor, but only had time to save themselves before the vessel foundered.

The *Floretta*'s stem post stands upright 15.0 feet tall and is 1.1 foot square. Her outer hull planking measures 0.6-0.65 feet wide and 0.2 feet thick. Flecks of green paint were observed on the planking.

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Two wale strakes run the length of the starboard hull. The top of the upper wale is 4.4 feet below the top of the cap rail. It has a molded dimension of 0.53 feet and protrudes out from the hull planking 0.03 feet, giving a sided dimension of 0.58 feet. The second wale is 2.35 feet down from the first and has the same dimensions. Just below the shear strake, are lumber ports with decorative horseshoe-shaped hinges. One lumber port is located 15.5 feet on BLA and measures 2.4 feet long by 1.15 feet tall. A second lumber port is at 50.8 feet on BLA and measures 3.2 feet long by 0.85 feet tall. The thick covering of quagga mussels on the site may obscure other lumber ports that remain on the vessel. Oakum was noted in the cracks of the planking of the lumber ports.

Framing that protrudes from the edges of the bilge section of the wreck is paired floor and first futtock timbers. Each frame pair consists of a futtock timber that is 0.4 feet and one that is 0.5 feet molded, and are 0.6 feet sided. The spacing between these 0.9 foot frames is 1.1 feet. In the forward hull section of the starboard hull, the frame pairs measure 0.7 feet molded, 0.55 feet sided and are spaced 2.9 feet apart. The keel, keelson, and mast steps remain covered by the iron ore cargo, therefore no observations of these features were recorded. However, the ceiling planking is exposed in some areas and was measured 0.45 feet molded and 0.12 feet sided.

The bulwarks were supported by a series of stanchions along the inside of the hull. These stanchions measure 0.5 feet wide by 0.65 feet thick and are 2.6 feet tall. They are spaced 3.0 feet apart and mortised 0.2 feet into the 1.2 foot wide deck shelf. Planking, 0.4 feet wide and 0.15 feet thick, connected the stanchions together for additional longitudinal support. In the bow and stern, the top of the bulwarks were capped with a monkey rail. The monkey rail extends from the bow aft to 22.0 feet on BLA, and then begins again at 101.0 feet on BLA continuing aft to the end of the hull sides. The rounded monkey rails are 0.65 feet wide by 0.15 feet thick, and sit on top of 0.8 feet tall stanchions.

The transom located 144.0 feet on BLB has fallen aft. The transom measures 23.0 feet across with twelve counter timbers, fashioned upright to frame the transom. The two counter timbers on either end of the transom are 0.5 feet square, and the ten timbers in between are 0.4 feet square, spaced 2.0 feet on center. The camber of the transom was determined to be 1.3 feet at the center. At the center of the taffrail was a single sheave block that measured 0.8 feet by 0.6 feet by 0.3 feet thick. Two cleats each 2.0 feet from the edges of the transom on the taffrail measure 0.9 feet in length by 0.3 feet in width, and 0.3 feet tall.

The rudderpost remains standing upright. Located at 143.4 feet on BLB, the rudderpost was 0.8 feet in diameter and angled 2° to starboard and 14° aft. It protrudes 2.3 feet above the top of the rudderpost box. The rudderpost box sits 4.4 feet above the vessel's floor and measured 2.0 feet long by 1.5 feet wide by 0.3 feet thick.

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Lake Michigan, Manitowoc County, Wisconsin

The last piece of the ship to be touched by any of the crew would have been the davits as they launched their yawl. On the *Floretta*, the davits extend aft on either side of the transom corners. The davits were fixed to the top and did not hinge or pivot as seen on many canallers. The davits measure 0.25 feet square and curved 6.0 feet along their length, standing 2.5 feet off the top of the transom.

The centerboard trunk is on the centerline of the vessel. The leading edge of the 55.6-foot long centerboard trunk is at 11.6 feet and the trailing edge is at 67.2 feet on BLB. There are nine boards 1.0 feet wide and 0.5 feet thick that make up the 9.20 foot tall centerboard trunk with a cap board 0.2 feet thick. A covering board on the aft half of the trunk measures 1.7 feet wide by 0.4 feet tall, with a beveled top. The pivot pin is 7.0 feet aft of the trunk's leading edge and 0.7 feet up from the bottom of the trunk, where it separated from the keelson. With roves on both sides, the pin measures 0.15 feet in diameter and the roves are 0.5 feet across. On the aft end of the centerboard trunk, a square hole 0.5 feet wide and 0.9 feet long has a chain running from it into the sand. This chain, called a pendant, was used to lift the centerboard up and down. A deck beam remains attached atop and perpendicular to the trunk, located forward of the pendant hole. Broken on both ends, the beam is 7.3 feet long, 0.8 feet tall and 0.5 feet thick. Fused to the top of this wooden beam is a metal I-beam measuring 7.3 feet long, 0.8 feet tall and 0.25 feet thick and flush on both ends. The I-beam was likely added to provide stability for the centerboard winch. The centerboard has pushed up through the trunk and protrudes by 2.3 feet, likely meaning the centerboard was deployed when the ship foundered and was pushed up through the trunk when the ship hit the bottom. The piece of centerboard protruding from the trunk has an iron hoop attached to its top that would have connected to a lifting chain. The hoop is 0.3 feet above the centerboard and 0.1 feet thick.

The centerboard winch is broken and only partially preserved. Located next to the pendant hole in the centerboard trunk on the starboard side in the sand, 13 wraps of chain remain wound around an 8.0 foot long, 1.5 foot tall and 0.5 foot thick square bar. The supports for the winch are not extant.

The single deck of the *Floretta* was supported by a number of upright stanchions running down the centerline of the vessel. Three of these stanchions are extant, located at 94.4 feet, 98.7 feet, and 101.6 feet on BLB. They measure 7.3 feet tall, and 0.5 feet square, with 3.0 feet of spacing between them. The deck beams that run athwartship are 0.9 feet by 0.55 feet wide and are spaced 2.1 feet apart. These beams were curved to give the deck the necessary camber to allow water to run off. The beams were attached to the deck shelves on either side of the ship and supported in the center by the stanchions. Hanging knees connected the beams to the frames and were made of iron. The arm of the knee, which connected to the beam, measures 1.6 feet long; and the body of the knee, which connected to the frames, was 2.4 feet long. Deck planking was found extant in several areas along BLA, and measured 0.4 feet wide by 0.2 feet thick. Water that washed over the deck was drained overboard through scupper pipes. Two scuppers at the bow were measured at 1.0 foot long by 0.3 feet in diameter. Several others similar in dimension were found along the entire length of the hull. A pair of bitts on the

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bow of the ship was located 3.1 feet aft of the stem. These bitts have a paired width of 1.5 feet, the forward bitt being 0.5 feet in diameter and the aft bitt 0.6 feet, with a space in between them of 0.2 feet. They stand 0.4 feet above the rail. On the aft end of the upper hull structure, a portion of the portside bulwarks and deck structure, with a partial hatch, lies outside to starboard with the starboard side of the upper hull structure resting over top.

In sinking, three masts and the bowsprit of the *Floretta* were dislodged from their steps and the tension of the rigging threw the spars into the disarticulated position they lie in today, several of them are broken. Nineteen spars, or portions of spars, were measured. The jumbled nature of the spars on the *Floretta* wreck site made identification difficult and thusly was based primarily on spar dimensions and context in reference to the wreck site and one another. The bowsprit, jibboom and three masts, topmasts, booms, and gaffs are extant. Booms and gaffs were identified by the size of their jaws as they fit around the mast.

The bowsprit is a 1.3 foot square timber measuring 25.5 feet long. The aft end of the bowsprit is unstepped and rests on top of wreckage; the forward end terminates in the sand. The aft end has a beveled tenon that is 1.3 feet tall, 0.4 feet wide and 0.5 feet deep, which connected the bowsprit into the sampson post. The beveled tenon allowed the bowsprit to pivot and be raised when locking through the Welland Canal. Eight feet forward of the tenon is a 1.3 feet wide section of railing. On either side of this rail sections are iron rods 2.1 feet long, 0.3 feet wide, and 0.12 feet thick which would have pinned the bowsprit and railing into place on either side of the stempost. On top of the rail piece is a large eye-bolt measuring 0.9 feet in diameter and 0.15 feet thick, to which a line would have been attached to the masthead on the foremast to raise and lower the bowsprit. The sampson post has been unstepped from the deck and now lies underneath the starboard hull. It measures 1.3 feet square and has a beveled mortis 2.3 feet down from the top, where the bowsprit had been stepped. This mortis is 1.3 feet tall, 0.5 feet wide and 0.6 feet deep. Much of the jibboom is still fastened to the top of the bowsprit with two 0.2 foot wide metal bands. This section of the jibboom is 17.2 feet long and 1.2 feet in diameter. The broken tip of the jibboom lies forward of the stempost at -5.0 on BLA. It measures 30.5 feet in length with a diameter of 1.2 feet at the broken end and 0.5 feet at its terminus. At a distance of 16.5 feet from the broken end are metal bands and a hole through which wire rigging passes. Lying underneath the jibboom is the martingale boom. This spar was positioned vertically under the bowsprit to oppose the upward tension of wire rope forestays. The martingale boom is 9.0 feet long and 0.4 feet in diameter.

Located 39.0 feet on BLA is a broken remnant of the foremast, which measures 20.3 feet long. Broken before the step, a portion of the deck remains attached where the mast passed through. At the broken end, the foremast is 1.7 feet square while the other end is 1.6 feet in diameter. The foremast remnant is complete with a tenon that is 1.3 feet long and 0.4 feet wide. The foretopmast is located at 36.8 feet on BLA, measuring 55.85 feet long, though a small portion of the tip is buried in the sand. The diameter

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of the top end of foretopmast is 0.57 feet and the bottom end is 0.95 feet. A masthead remains attached to both the topmast and the broken upper most portion of the foremast. The broken upper most portion of the foremast is 9.2 feet in length and is 1.3 feet square. The foremast boom is located at 68.0 feet on BLA. It angles toward the bow with a length of 39.0 feet and a diameter 0.7 feet at its end, measured across the jaws with outer diameter of 2.5 feet and an inner diameter of 1.9 feet. The foremast gaff is located at 63.0 feet on BLA, and measures 35.5 feet long with a 0.5 feet end diameter.

The mainmast is located at 33.0 feet on BLA, and rests at an angle of 80° to the baseline. Broken at the end nearest the baseline, it is 52.30 feet long with a 0.7 feet wide tenon on the far end, away from the wreckage. The mainmast appears to have been ejected from the maststep while the ship foundered and flipped over and broke off at the top. The mast is 1.4 feet in diameter on the broken end and 1.8 feet on the bottom where it was stepped. The upper section of the mainmast that is broken off is fitted with cheeks or hounds, and a trestletree. It is located at 71.0 feet on BLA. The total length of the mainmast would have been 66.3 feet long. The length of this top section of the mainmast is 14.0 feet, with a diameter of 1.2 feet at the top. The cheeks measure 5.1 feet long by 1.7 feet with a thickness of 0.3 feet. The cheeks were attached to the side of the mainmast to support the trestletree. The topmast is fitted into the trestletree and held in place by the masthead, creating an overlap of the mainmast and topmast. This doubled portion of the topmast is still attached to the trestletree and masthead, but then broken off. The main-topmast is located at 56.0 feet on BLA, and has an overall length of 44.0 feet. The diameter is 1.1 feet on the bottom end and 0.2 feet on the top. The mainmast boom is located at 60.0 feet on BLA. Approximately five feet of the end of this spar extends underneath the hull of the wreck, so a precise measurement was not possible. An estimated length of this spar is 38.0 feet. The jaws on the end of the boom have an outer diameter of 3.2 feet and an inner diameter of 2.3 feet. The taper for the jaws is 12.0 feet. The mainmast gaff is located at 96.0 feet on BLA and has a total length of 27.0 feet. The jaws have an outer diameter of 3.0 feet and an inner diameter of 2.5 feet.

A mizzenmast remnant is located at 71.0 feet on BLA and is 14.7 feet in length, broken on both ends. Located at 96.0 feet on BLA, is another portion of the mizzenmast, which includes the mast table. It also is broken at both ends with a length of 15.7 feet and it has a diameter of 1.2 feet. The mizzen-topmast is located at 70.0 feet on BLA. The overlap of the mizzenmast with both the masthead and trestletrees are still attached to another section of the mizzenmast, 9.0 feet long. The trestletrees are 3.8 feet long, 1.6 feet tall and 1.0 feet thick. The masthead is 2.4 feet long, 0.3 feet tall and 1.5 feet thick. The mizzen-topmast is 54.0 feet long, 0.9 feet square on the bottom, and 0.4 feet in diameter at the top, with a rigging block still attached. The mizzenmast-boom is located at 75.0 feet on BLA, and overhangs the starboard side hull. This 38.0 feet long boom has an outer jaw width of 2.75 feet and an inner width of 2.05 feet, and the depth of the jaw is 1.1 feet. The jaw taper length is 11.1 feet. A block remains attached to the far end. The mizzenmast-gaff is located at 96.0 feet on BLA (beneath the mainmast-gaff) with an overall length of 27.0 feet. A wooden shim is attached to the inside of the jaws

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that is 1.5 feet in length, 0.8 feet in width and 0.35 feet in thickness. Likely a sign that this was a replacement spar and a wooden shim was attached so that the jaws would fit the mast.

Wire rope was used for *Floretta's* standing rig. The wire rigging was used for the fore and aft stays on the masts and the mast shrouds. Wooden deadeyes are extant on the three sets of chainplates along the starboard side. Two smaller deadeyes fore and aft measure 0.45 feet in diameter and 0.25 feet thick, and five larger deadeyes centered measure 0.75 feet and 0.25 feet thick, top the seven chainplates of the foremast. These chains are located at 18.8 feet, 19.9 feet, 20.6 feet, 22.6 feet, 24.1 feet, 26.9 feet, and 28.5 feet on BLA. The bottoms of the chainplates are nailed to the first wale. Four chainplates are extant for the mainmast located at 63.9 feet, 65.6 feet, 68.6 feet, and 71.2 feet on BLA. Three chainplates remain for the mizzenmast, but have pulled outward and away from the hull. These are located at 102.9 feet, 104.0 feet, and 107.9 feet on BLA. As the *Floretta* sank, air pressure in the cabin ripped it from the deck. The cabin shot off and broke many of the spars as it rocketed through the shrouds of the mizzenmast and other rigging, causing the mizzenmast chainplates to be pulled out away from the hull and causing the vessel to list to port and the upper hull structure to fall to port when the vessel hit the bottom of Lake Michigan.

Several blocks from the running rigging are extant on site, many remaining attached to the spars. None of the organic rope that would have been used for her running rigging was observed during the survey and has likely deteriorated. One belaying pin rack, located just under the rail on the starboard side, extends from the bow aft to the first set of chainplates. The rack itself is 0.4 feet wide and 0.2 feet thick. Two belaying pins extant in the rack measure 1.0 feet long and 0.2 feet in diameter.

Lying on its side, the *Floretta's* capstan is located at 53.20 feet on BLB, 25.30 feet to starboard of the centerboard trunk and is deeply buried in the sand. Connected to a wooden base with iron bolts, the capstan would have stood 3.6 feet above the deck, with a base diameter of 3.2 feet. The windlass is located at 17.0 feet on BLA, inside the hull structure and covered by the starboard hull wreckage. The windlass has collapsed to starboard 13°, the opposite direction of the upper hull structure. The barrel is 8.0 feet in length overall. The gypsy heads on either end are 1.9 feet in length and 1.3 feet in diameter. The inner barrel ratchet is 0.4 feet wide and has metal teeth that protrude out from the barrel .03 feet, where the pawl catches the teeth allowing the windlass to move in one direction without slipping backwards. The wooden inner barrel is 4.0 feet long and has metal bands around which chain is wrapped. The windlass is fastened to the deck by supporting knees that are 3.2 feet across the bottom and 2.3 feet tall. Just aft of the windlass is a 15.0 feet tall post that is 1.0 feet square. It shows no signs of wear but would have passed through the deck.

Lying on the inside of the port side hull at 14.5 feet on BLA is the port side anchor. The wooden stock of the anchor is 9.3 feet long and it tappers from a diameter of 1.1 feet at the shank to 0.7 feet on the end. From the bottom of the stock to the crown it is 6.0 feet. The outermost palm is broken off, but the

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remaining palm is 1.5 feet tall and 1.1 feet wide. The anchor chain ran through a 0.5 foot hole in the bow of the ship, called a hawse pipe and down into the chain locker. The line used to lift the anchor back on to the ship was run through the end of a cathead. The cathead helped support the weight of the anchor and kept it out away from the hull of the ship. There are two catheads, one on either side of the bow. A cathead is large timber that normally angles out over the hull of a ship, but on the *Floretta* the catheads are facing inboard. It is possible that the *Floretta* was fitted with folding catheads, but because of the disarticulated nature of the *Floretta*'s bow it was undetermined. The catheads are located 6.0 feet aft of the bow and protrude into the ship 1.6 feet from the ceiling planking. They measure 0.7 feet wide and 0.5 feet thick with a notch, 0.9 feet square and the same height as the rail above the catheads. The starboard anchor was not located among the wreckage. The starboard anchor chain runs through the hawse pipe and into the sand and lies alongside the wreckage. It is unlikely the anchor was deployed before foundering, due to the direction the bow is facing.

The *Floretta* was fitted with at least two different bilge pumps. The one pump is located at 28.9 feet aft of the bow alongside the starboard hull wreckage. This double acting bilge pump measures 1.9 feet wide at the base, 2.1 feet tall, and 0.8 feet thick. The handles to this pump were not located. A second bilge pump, a two-cylinder force pump with a central holding chamber, is just aft of the centerboard trunk at 73.7 feet on BLB. 7.3 feet long pipes remain associated with the pump. This two-cylinder force pump measures 2.4 feet wide by 0.9 feet thick and would have stood 2.4 feet above the deck. A 0.2 foot thick pump handle extends 1.4 feet from the pump body and makes a 60° angle and then extends another 2.0 feet, and could have been operated by one man.

Many smaller artifacts on the *Floretta* shipwreck site are buried in the sand or obscured by silt and quagga mussels. Some known artifacts have been hidden on the site by divers to prevent their removal, including a ceramic jar and a masthead light. However, a frying pan sits out in the open next to the two-cylinder force pump, just aft of the centerboard trunk. The potential for the *Floretta* to produce a significant number of small artifacts is very high. The *Floretta* is lightly visited by divers because of its depth and her broken nature, in comparison to other wrecks in the area.

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Summary

Located 11 miles southeast of Manitowoc, Wisconsin, the *Floretta* wreck site (47-MN-0394) lies in 180 feet of water in Lake Michigan. Constructed in 1867 and lost in 1885, *Floretta* represents a vessel class, the canaller, which traveled the longest routes of any of the Great Lakes vessels while carrying Midwestern grain to eastern markets. Little historical documentation exists on canaller construction and operation. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *Floretta*. The *Floretta* meets the registration requirements for Criteria D at the state level as a good example of the sailing vessel property type and for its role in the grain and ore trade as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Floretta* was discovered in 1980 and documented by the Wisconsin Historical Society in 2013. Due to its remote location and extreme depth, the *Floretta* remains lightly visited by divers. The *Floretta* site has produced a wealth of archaeological knowledge on canal schooner construction and use, and it will continue to produce important archaeological data in future years.

The Great Lakes Grain Trade

Discussion of Wisconsin's maritime economy often requires the inclusion of the eastern Great Lakes of Huron, Erie, and Ontario. Many of Wisconsin's commodities were shipped beyond Lakes Michigan and Superior to eastern Great Lakes ports such as Buffalo, New York, and Kingston, Ontario. These distant ports returned goods, supplies, and immigrants to Wisconsin, creating a diverse regional economic universe. Separating Wisconsin's history from the history of the eastern Great Lakes frequently results in a fragmented understanding of Wisconsin's maritime heritage as a whole.

Wisconsin's first encounter with a European sailing vessel occurred in 1679 when LaSalle's ill-fated *Le Griffon* landed on the Door County peninsula. LaSalle continued southward to explore the Mississippi valley. *Le Griffon*, loaded with furs bound for the European market, departed Washington Island on 18 September 1679, never to be seen again. Following *Le Griffon*, it was nearly 100 years before a sailing vessel again entered Lake Michigan. It is probable that ventures onto Lake Michigan were made by King George's Royal Navy in the 1760s, but the next confirmed sailing ship to enter the lake was John Askin's *Archange* in 1778, which sailed to Chicago and Green Bay in search of corn to supply Canadian fur traders (Quaife 1944). From the *Archange* to 1815, most sailing vessels on Lake Michigan supported military outposts such as Fort St. Joseph and Fort Dearborn (present day Chicago). In 1818, the *Walk-in-the-Water* was the first steamer constructed on the upper lakes. It entered Lake Michigan one year later to sail to Green Bay (Mansfield 1899a; Mills 1910).

By 1836, regularly scheduled steamship lines connected western Lake Michigan with eastern cities,

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and steam vessels were under construction at Milwaukee (Quaife 1944; *Milwaukee Advertiser* 1836). These steamers quickly pulled passenger traffic and high-dollar cargo from the schooners. On 21 May 1853 the Michigan Central Railway made the first rail connection with Chicago, and in 1855 the first all-rail connection between Buffalo and Chicago was established (Quaife 1944; Mills 1910). These railroads quickly stole the steamers' passenger and high-dollar cargo trade, resulting in even stiffer competition for sailing vessels. Unlike lake vessels, the rail lines could provide regularly scheduled shipments that were unaffected by weather, as well as year-round transportation unaffected by ice-covered water. Despite increasing competition, however, lake sail did not die easily. Sail's advantages were lower construction and operation costs, adaptability to many different trades, and the fact that sail technology was already at its zenith, having benefited from centuries of technological development. Sail required less capital investment, its propulsion cost nothing, and the smaller crews were inexpensive relative to steamers.

A unique vessel type developed on the Great Lakes that was designed to transit the Welland Canal locks while carrying the largest possible amount of cargo; these box-shaped vessels were called canallers. Designed to carry the maximum amount of cargo through the canal locks with only inches to spare, canallers had bluff bows, flat bottoms and sterns, short bowsprits, and highly-canted jibbooms. Some canallers were rigged with a hinged or shortened jib boom that could be folded, removed, or de-rigged for passage through the locks. The mainmast (on two-masters) and mizzenmast (on three-masters) booms were typically shortened so they would not overhang the stern. Due to their boxy shape, there were claims that canallers were notoriously poor sailors in heavy weather, a claim supported by the fact that one particularly violent storm in October 1873 sent six Oswego canallers to the bottom with all hands (Karamanski 2000; *Oswego Daily Palladium* 1873).

The Welland Canal opened on 30 November 1829. The first vessel through the canal was the British schooner *Ann and Jane* on a two-day up-bound transit from Port Dalhousie on Lake Ontario to Port Colburne on Lake Erie. The original Welland Canal (1829-1845) limited vessels to 110 feet in length, 22 feet in beam, and 8 feet in depth. It followed many natural water routes, beginning with Twelve Mile Creek from Port Dalhousie to Merritton, where vessels travelled through 40 locks over the Niagara Escarpment. The canal then followed the Welland River from Merritton to Port Robinson to avoid the Niagara Falls.

With increases in grain traffic and vessel size, the small canal locks were soon obsolete. The Canadian government purchased the Welland Canal Company and expanded the canal in 1846, reducing the number of locks to 27 and cutting a more direct route. The new locks were expanded to allow vessels of 150 feet in length, 26.5 feet in beam, and 9 feet in depth. The canal's original wooden locks became control weirs for the new canal, reducing the physical labor of towing ships from lock to lock (Aitken 1997; Mansfield 1899a; St. Lawrence Seaway Management Corporation 2003).

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The large number of immigrants that arrived on Lake Michigan's western shore during the early nineteenth century soon began moving from the lakeshore to populate the rich Midwestern prairie lands. Under the industrious settlers' hands, the fertile Midwestern soil soon began producing a large surplus of grain that made its way to Lake Michigan's port cities for transport to eastern markets via the Great Lakes. The inland lake route greatly facilitated the grain trade's growth by providing cheap and ready transportation.

The brig *John Kenzie* carried the first Lake Michigan grain shipment from Grand River, Michigan, to Buffalo, New York, in 1836. Chicago followed suit two years later, sending 39 bags of wheat to Buffalo aboard the *Great Western* in 1838. In 1839 the brig *Osceola* carried Chicago's first bulk shipment of wheat, carrying 1,678 bushels from Chicago to Black Rock (Buffalo), New York (Mansfield 1899a).

It was not until the 1840s, however, that the Great Lake grain trade began in earnest. Chicago grain exports between 1834 and 1840 totaled 13,765 bushels (Mills 1910). The year 1841 alone saw 40,000 bushels exported from Chicago. By 1847, Chicago was shipping more than two million bushels yearly. Milwaukee achieved an equal volume by 1853, and surpassed Chicago in grain exports by 1862 (Karamanski 2000). Due to a lack of adequate harbor facilities and grain elevators elsewhere on Lake Michigan, Milwaukee and Chicago were the dominant grain ports.

Freight rates for grain were subject to supply and demand, dropping during summer months and peaking during the fall harvest time. Freight rates for the 1837-1838 seasons were eight cents a bushel, with an additional two cents per bushel surcharge for elevator service. During the 1850s, rates from Chicago to Buffalo remained steady between 10 and 15 cents per bushel, with steamers earning a fraction of a cent more than schooners. During the 1860s, rates dropped to between 4 and 7 cents per bushel. From 1874 onward, rates began a constant decline, reaching 1.53 cents per bushel by 1898 (Cooper 1988; Mansfield 1899a; Mills 1910).

The Lake Michigan grain trade consisted of mostly wheat until 1848, when corn began shipping in increasing quantities. Oats, barley, and rye were also shipped in small quantities (Cooper 1988). Buffalo and Oswego were early rivals for Lake Michigan grain, with Buffalo capturing a larger share of the trade during the early years. Oswego's disadvantage was that to reach Oswego from Lake Michigan, vessels were required to transit the Welland Canal and were charged a toll of six dollars per thousand bushels, a toll not required to reach Buffalo. By the 1870s, however, canal tolls from Buffalo to Syracuse equaled or exceeded the Welland Canal tolls, and with a shorter route from Oswego to eastern sea ports, Oswego's grain traffic swelled (*Oswego Daily Palladium* 1897). Vessels returning to Lake Michigan were often loaded with coal from ports on Lakes Erie and Ontario, used for heating

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Midwestern cities and powering steam-powered factories. Coal tonnage grew with transportation improvements between the mines to eastern lake shipping ports (Mansfield 1899a).

Grain schooners made the Oswego-Chicago round trip in thirty to thirty-five days, and six to seven trips were completed seasonally (*Oswego Daily Palladium* 1897). The heyday of the canallers and the grain trade was short lived. By the late 1870s, the railroad was gaining ever-larger shares of Lake Michigan grain, and in 1880 rail tonnage finally exceeded lake tonnage (Mansfield 1899a).

Operational History

The *Floretta* was launched in November of 1867 from the shipyard of Master Builder John Stupinsky in Detroit, Michigan. Built for \$30,090, the new launch was described as having one deck, two-masts, and being schooner-rigged with a plain head and square stern cabin. Built to fit the dimensions of the Welland Canal locks, a canal-schooner or canaller, she measured 134 feet in length, 26 feet in breadth with an 11-foot depth of hold. Her original enrollment on 4 May 1868 indicated her capacity at 320.18 gross tons, of which 303.03 tons was under the tonnage deck and 17.15 tons accounted for the enclosures on the upper deck. Her homeport was listed as Detroit and Stupinsky served as sole owner and Master (Board of Marine Inspectors 1871; Bureau of Navigation 1868; *Oswego Daily Times* 1885b).

The *Floretta*'s first trip to the upper lakes was 9 June 1868 marked as she passed Detroit upbound. Additional trips for the 1868 season were noted by the *Buffalo Courier* in mid-August, mid-September and mid-October where she departed Buffalo bound for Chicago with Captain James McAuley at the helm (ADGNFPL; *Buffalo Courier & Republic* 1868a; 1868b; 1868c). This change in Masters was not noted in her official documents until her reenrollment at Detroit on 5 May 1869 (Bureau of Navigation 1869). During this reenrollment a clerical error was discovered and corrected in casting the vessel's tonnage. Her documents were adjusted to 295.99 gross tons, with 278.84 tons under the tonnage deck and 17.15 tons of enclosures on the upper deck. Captain James McAuley was listed as her Master, her homeport remained Detroit and John Stupinsky her sole owner. An official number, 9688, was assigned to the *Floretta* (Bureau of Navigation 1869).

The *Floretta* got underway for the 1869 shipping season in late June heading to Chicago with coal and returning east on 20 July from Milwaukee bound to Oswego, New York, with 19,500 bushels of wheat (*Buffalo Courier & Republic* 1869a, 1869b). During this return trip to the lower lakes, she collided with another vessel in Lake Michigan and sustained damage (ADGNFPL; Hall 1870). Little else is known of this accident. The damage must have been minor as the *Floretta* maintained regular routes and was reported passing upbound at Detroit on 6 August 1869. On 20 August 1869 she took on a cargo of 19,000 bushels of wheat at Chicago consigned to Barclay, Bruce & Co. bound for Buffalo,

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arriving at that port on 9 September (*Buffalo Courier & Republic* 1869c; 1869d; 1869e). On 13 October 1869, the *Floretta* departed Buffalo with coal bound for Chicago passing Detroit on 15 October. Having discharged her cargo, the ship took on 20,295 bushels of wheat consigned to Robinson & Co. of Buffalo. Enroute to Buffalo on 17 October, an error in navigation put her ashore at Point Abino on Lake Erie just short of her destination. The grain aboard the *Floretta* was lightered off in an attempt to refloat the vessel. The schooners *Marie Shaw* and *J Pugsley* took the lightered wheat to Buffalo of which some 2,000 bushels was wet from the incident. The tugs *Perew* and *Nims* were hired to release the *Floretta* and although initially reported as "leaking a little". Damage to the vessel was ultimately assessed as "immaterial" (ADGNFPL; *Buffalo Commercial Advertiser* 1869a, 1869b; *Buffalo Courier & Republic* 1869e; 1869f; Hall 1870).

A slow start for the grain trade in the spring of 1870 was noted in many of the regional newspapers. The *Floretta's* owner, John Stupinsky decided to venture into hauling lumber. The *Floretta* arrived into Buffalo with her first cargo, 20,000 board feet of lumber from Bay City, Michigan, consigned to Noyes & Reed on 14 May 1870. Captain Alex Ruelle was at the helm; this change in Master was not noted on her enrollment documents (*Buffalo Courier & Republic* 1870a). Her next two cargos were also Bay City lumber taken to Milwaukee in June and Chicago in July. By the end of July the lumber market had quieted and rates were falling flat so Stupinsky expanded the cargo range of his vessel further (*Buffalo Courier & Republic* 1870b; 1870c; 1870d). In August 1870 the *Floretta* brought 425 tons of railroad iron from Toledo, Ohio, to Oswego, New York (*Oswego Daily Press* 1870a). By October, the *Floretta* was back on the grain haul bringing wheat and rye from Detroit to Oswego (*Oswego Daily Press* 1870b; 1870c). Evidently the leak caused during the grounding on Point Abino the previous season was not repaired properly. A small leak would not have mattered while hauling lumber or iron, but going back to shipping grain, any amount of moisture in the cargo was not permitted. About thirty bushels of the rye taken to Oswego had become wet during shipment and was refused at the elevator. Several days later M. Johnson & Son contracted to ship a cargo of extra white wheat consigned to Penfield & Lyons of Oswego. Not wanting to take a loss, Captain Ruelle had his sailors move the wet rye to the aft hatch on the starboard side in hopes of an unsuspecting elevator operator offloading it with the new cargo. Three of *Floretta's* sailors disputed the action and were discharged. They informed Mr. Johnson, and he in turn informed the consignees. While unloading the vessel the wet rye was discovered, as described. The incident was investigated, but no action was taken (*Buffalo Courier & Republic* 1870e; *Detroit Free Press* 1870; *Oswego Daily Press* 1870c). The *Floretta* took on salt at Oswego for the tanneries at Toledo, Ohio, for her final cargo of the 1870 shipping season (*Oswego Daily Press* 1870b).

With repairs conducted over the winter months, the Board of Marine Inspectors granted the *Floretta* an A1 Insurance rating, the highest rating and rating required for vessels participating in the grain trade. Her value was estimated at \$18,000 (Board of Marine Inspectors 1871). On 9 March 1871, the *Floretta*

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was chartered to come out of winter quarters at Detroit and sail to Toledo to load wheat for Oswego or Ogdensburg at the shipper's option. As she was being outfitted for service at the Hoffner & Mayes Sail Loft in Detroit, her sails and outfit caught fire and burned. It was not until 30 March that she was finally fitted out and taken under tow of the tug *Clara* and brought down to the mouth of the Detroit River so she could get underway. Loading both corn and wheat at Toledo, she passed through the Welland Canal on 6 April bound for Oswego (ADGNFPL; *Buffalo Courier & Republic* 1871a; *Detroit Free Press* 1871; Hall 1871; *Oswego Palladium* 1871). The *Floretta*'s travels are undocumented for the remainder of April and May 1871. On 2 June the *Floretta* cleared Chicago bound for Oswego with 20,656 bushels of corn. After discharging her cargo, she sailed for Buffalo arriving at that port on 19 June and took on a cargo of moulding sand, departing the same day for Detroit (*Buffalo Courier & Republic* 1871b; 1871c). The *Floretta* was reported taking on corn at Chicago on 8 July, bound for ports on the eastern lakes (*Buffalo Courier & Republic* 1871d; 1871e). On 13 September 1871, the *Floretta* arrived into Kingston, Ontario, with a cargo of wheat. She offloaded quickly and two days later she was logged passing upbound at Detroit for a return to the western lakes. The last arrival noted for the *Floretta* for the 1871 season was into Buffalo on 1 November from Chicago with corn (*Buffalo Courier & Republic* 1871f; 1871g; 1871h).

On 16 May 1872, the *Floretta* cleared Milwaukee for Buffalo with 19,600 bushels of wheat. Six days later, she arrived into Buffalo. Only taking part of one day to discharge her wheat and part of a second day to load 550 tons of coal, the *Floretta* cleared Buffalo on 23 May bound for Chicago (*Buffalo Courier & Republic* 17 May 1872a; 1872b; 1872c). Trips were made between Chicago and Oswego with corn westbound and coal eastbound in June and July (*Buffalo Courier & Republic* 1872d; 1872e). On 3 August the *Floretta* departed Kingston, Ontario, with a cargo of bark, for an unknown destination, passed upbound through the Welland Canal and returned 20 days later from the western lakes with wheat (*Buffalo Courier & Republic* 1872f; *Daily News* 1872a; 1872b). A trip was recorded in September, departing Chicago with corn on 9 September and arriving into Buffalo on 19 September (*Buffalo Courier & Republic* 1872g; 1872h).

The *Floretta* cleared Chicago on 14 October 1872 with 20,005 bushels of corn bound for Buffalo. While making her way north against a strong headwind and off Waukegan, Illinois, she encountered a lifeboat and took aboard victims from the steamer *Lac La Belle* that had foundered 25 miles off of Racine, Wisconsin. The *Lac La Belle* left Milwaukee at 9PM on 14 October. Around midnight, the steamer sprung a leak. The crew worked to try to prevent the vessel from sinking, but the water came in so rapidly that the ship could not keep headway and foundered at about 6AM on 15 October. All but one of nineteen passengers, including two children, and all but five of the thirty-two crewmembers took to the five lifeboats and survived. Besides the boat that was picked up by the *Floretta*, two of the lifeboats made it to Racine, one arrived at Kenosha, and one landed at Calumet. J.E. Dowe, agent for the Englemann Transportation Co., owner of the *Lac La Belle*, was one of twelve aboard the boat

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picked up by the *Floretta*, and was dropped off at Milwaukee following the disaster (*Buffalo Courier & Republic* 1872i; *Brooklyn Daily Eagle* 1872; *Port Huron Times* 1872; *World: New York* 1872). The *Floretta* continued down bound passing Detroit on 20 October and arrived into Buffalo on 22 October (*Buffalo Courier & Republic* 1872j). The *Floretta* unloaded and returned light to the western lakes. On 14 November, while entering Milwaukee harbor, the *Floretta* was run into by the propeller *Ironsides* and sunk. She had no cargo onboard, and she was easily pumped out and raised (ADGNFPL; *Buffalo Courier & Republic* 1872k; *Detroit Free Press* 1872).

On 3 May 1873, John Stupinsky sold the *Floretta* for \$29,000 to the partnership of Joel V. Taylor of Evanston, Illinois, and Wallace Bullen of Chicago, Illinois. Both of the men owned equal shares in the vessel, her homeport was changed to Chicago, and Joel Taylor became her new Master (Bureau of Navigation 1873; *Detroit Free Press* 1873, 1874). Captain Taylor remained at the helm only long enough to sail the vessel from Buffalo to her new home, arriving in Chicago on 27 May. Captain Alex Ruelle regained command, but for the first time it was officially listed in the *Floretta*'s documents (*Buffalo Courier & Republic* 1873a; Bureau of Navigation 1873). By 11 June 1873, *Floretta* had returned to the eastern lakes passing through the Welland Canal bound for the Montreal Transportation Company's wharf at Kingston, Ontario, with 19,500 bushels of wheat (*Daily News* 1873a; 1873b; 1873c). *Floretta* was unloaded and sailed to Milwaukee to pick up 18,340 bushels of wheat for Oswego. She passed through the canal again on 24 June (*Buffalo Courier & Republic* 1873b; *Daily News* 1873d, 1873e). No record of her activity has been located for July or August 1873. The *Floretta* passed through the Welland Canal again on 5 September from Chicago with 19,500 bushels of wheat bound for the Montreal Transportation Company's wharf at Kingston (*Daily News* 1873f, 1873g, 1873h).

Before the opening of the 1874 shipping season, on 5 March the *Floretta* was sold to Captain John Long of Chicago. Her homeport remained Chicago and Captain William Briggs became her new Master (Bureau of Navigation 1874). The *Floretta* departed Chicago on 27 April bound to Port Colborne, Ontario, with corn (*Buffalo Courier & Republic* 1874a). On 15 May the schooner departed Port Colborne light for Cleveland (*Buffalo Courier & Republic* 1874b; *Daily News* 1874b). She loaded coal at Cleveland and returned to the western lakes, picking up corn at Chicago, passing Detroit on 16 June and discharging her cargo at the elevator at Port Colborne on 17 June (*Buffalo Courier & Republic* 1874c; *Daily News* 1874c).

After June 1874, the *Floretta* lay idle for the remainder of 1874 and all of 1875 season (*Buffalo Courier & Republic* 1877). The *Floretta* finally came out of mothballs in June 1876. She was chartered to haul 23,300 bushels of oats consigned to G.M. Millar & Co. from Chicago to Kingston passing through the Welland Canal 26 June and arriving at the elevator 28 June (*Daily News* 1876a; *Oswego Daily Times* 1876). The *Floretta* and her crew spent the Fourth of July holiday in the harbor

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at Port Colborne waiting on another cargo (*Daily News* 1876b). On 9 July the *Floretta* passed Detroit up bound for the western lakes. No other charters were had for the 1876 season (*Buffalo Courier & Republic* 1876). During the layoff time in October 1876, Steven Murphy, mate on the *Floretta*, was fined \$30 in Bay City, Michigan, for beating and maiming a sailor. Murphy, of Oswego, was hired on to the *Floretta* in the spring of 1875 (Mansfield 1899b; *Oswego Palladium* 1876).

With no charters or cargos available, rumors that the *Floretta* would be fitting out for ocean service began to circulate (*Buffalo Courier & Republic* 1877). Still idle, in July 1877, the *Floretta* was chartered by the City of Chicago to serve as a floating hospital, giving free passage to poor mothers and their children. She remained in this service through August 1877 (ADGNFPL; *Owego Daily Times* 1877). On 29 August the vessel was sold to William D. Hitchcock of Evanston, Illinois. The *Floretta*'s homeport remained Chicago and Captain N. Becker became her new Master (Bureau of Navigation 1877). On 1 September, the *Floretta* cleared Chicago for her only trip of the season with a load of corn bound for Kingston, Ontario, passing through the Welland Canal on 5 September (*Daily News* 1877).

On 18 April 1878, the *Floretta* cleared Chicago with a corn cargo bound for Buffalo. This turned out to be her only trip on the Great Lakes for the season (*Oswego Palladium* 1878a). By end of July, the *Floretta* had been chartered by Thornton, Bruce & Co., of Chicago, to transport lumber products from Grand Haven, Michigan, to Europe at \$18 per 1,000 feet. The *Floretta* was moved to Detroit where she was outfitted for ocean service at the Miller Brother's shipyard and fitted with new sails at Captain Henry Channon chandlery. The vessel was overhauled throughout. She received a new fore-yard, topsail-yard, mainmast, maintop-mast, fore-gaff, main boom, mizzen-gaff, rigging, and bulwarks. Her spars were cut down for ocean use and her rig changed from a schooner to a barkantine¹ (ADGNFPL; *Detroit Post & Tribune* 1878a, 1878b; *Detroit Free Press* 1878). On 22 August 1878, a new enrollment was entered at the Port of Chicago for the *Floretta* indicating that Joel V. Taylor bought back the *Floretta*, now becoming her sole owner. Her homeport remained Chicago but her rig change was clarified from two masts to three, her service was changed to foreign, and Captain William J. Gamble became her new Master (Bureau of Navigation 1878). Fully outfitted for ocean service, the *Floretta* departed Detroit on 29 August for Grand Haven, where she took on a cargo of 600,000 feet of lumber, consigned to Glasgow, Scotland (*Chicago Inter Ocean* 1878a, *Detroit Post & Tribune* 1878b).

At the same time the *Floretta* was being outfitted, another canaller *Winona* was going through the

¹ A barkentine is a sailing vessel with three or more masts, with a square rigged foremast and fore-and-aft rigged main, mizzen and any other masts. A schooner is a sailing vessel with fore-and-aft sails on two or more masts, the foremast being no taller than the rear mast(s).

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transformation for ocean service. Both departed Grand Haven together with lumber and square timber aboard, came through the Welland Canal and arrived in Kingston, Ontario, on 25 September. The *Floretta* holed in her hull planking while passing through the canal, and needed repair at the drydock in Montreal before heading for the Atlantic (Chicago Inter-Ocean 1878b; Oswego Palladium 1878b; Chicago Inter Ocean 1878c). The *Floretta* arrived at Glasgow, Scotland, on 26 November – taking forty-two days enroute to make the trip from Lake Michigan. The *Winona* arrived a few days later (Chicago Inter Ocean 1878c; Oswego Morning Herald 1878; Oswego Palladium 1878c).

The *Floretta* sailed between Glasgow and A Coruña, Spain, in February 1879. From Glasgow she took on a load of coal and sailed to Demerara, British Guiana, in early March 1879. There is no record of her arrival at that port. The *Floretta* arrived into the Port of Barbados on 8 May having cleared Berbice (New Amsterdam, Guyana). On 29 May the *Floretta* finally cleared Barbados for a return to Montreal, arriving into that port on 11 July 1879 (Detroit Post & Tribune 1879a; New York Herald 1879a, 1879b, 1879c; 1879d, Oswego Morning Herald 1879).

Steven Murphy rejoined the *Floretta* as mate upon her arrival in Montreal. The *Floretta* unloaded at Montreal and the balance of her cargo at Hamilton, Ontario, before carrying on to Buffalo for coal to transport to Chicago (Oswego Morning Herald 1879; Oswego Palladium 1879a; Oswego Palladium 1879b). With her impending return to lake service, Joel V. Taylor surrendered her certificate of enrollment and reregistered the vessel at Chicago on 21 August 1879 (Bureau of Navigation Enrollment 1879). Before the *Floretta* could return to Lake Michigan, Captain Gamble collected \$1,400 in freight money at Buffalo and on 25 October he disappeared. Much speculation around the mystery of his whereabouts circulated between whether he ran off to see his wife, went off with a lover, or if he was simply a “wicked, cruel and thieving man” (Carthage Republican and Northern New Yorker (The) 1879; Kingston Daily Freeman (The) 1879; Oswego Daily Times 1879). It is uncertain if or when Captain Gamble and/or the money was located, but *Floretta* was listed among the 376 vessels laid up at Chicago for the 1879-1880 winter (Detroit Post & Tribune 1879b).

As the *Floretta* came out of winter quarters, Steven Maitland Murphy was appointed Master of the vessel, although her official documents did not reflect the change in command. The *Floretta* departed Chicago during the first week in May 1880 bound for Collingwood, Ontario. While passing a quarter of a mile south of Great Duck Island on Lake Huron on 10 May, a large three-masted vessel carrying a square yard was spotted by the *Floretta*'s crew, sunken with her decks about fifteen feet underwater. Although unable to get close enough to determine the identity of the vessel as there was a fresh gale blowing as they passed, it was likely the vessel was the Canadian bark *Jennie Graham* lost 16 April 1880 after striking a large boulder (now known as Jennie Graham Rock) (Buffalo Courier & Republic 1880a; Lockport Daily Journal 1880). The *Floretta* made trips between Chicago and Buffalo in both June and August (Buffalo Courier & Republic 1880b, 1880c). On 19 September while passing

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downbound for Chicago about 4 miles south of Ahnapee, Wisconsin, and four miles offshore, the *Floretta*'s crew spotted the white painted masts of a fore-and-aft rigged schooner projecting above the water about six feet (*Buffalo Courier & Republic* 1880d). It is uncertain which vessel was sighted. The sightings of so many sunken vessels foreshadowed the *Floretta*'s late season woes. On the evening of 15 October 1880, a horrific storm arose over northern Lake Michigan with blinding snow and wind. The *Floretta* loaded with lumber sought shelter in North Bay, Door County, Wisconsin, and came to anchor. Soon afterwards, the schooner *Louisa McDonald* also sailed into the bay. She set her anchor, but it dragged and she collided with the *Floretta* at her stern, sinking her. Following the storm, in North Bay alone, besides the damage to the *Floretta* and the *Louisa McDonald*, the schooner *Pfister* of Milwaukee loaded with corn lay on the beach full of water; the Canadian schooner *Two Friends* loaded with grain was on the beach full of water; the schooner *Lem Ellsworth* was also on the beach, light, but sustained no damage; the schooner *T.W. Avery* lost her foresail; the *Naiad* lost her anchor and rudder; the schooner *Montauk* lost her bowsprit and jibboom, and her quarter was damaged when she fouled with the schooner *George Murray*; and the schooner *David Van Valkenburg* was dismasted. The storm became known as the "Great Alpena Blow" because of the loss of the Goodrich sidewheel steamer *Alpena* that capsized in the middle of Lake Michigan killing all eighty people aboard. But damage and loss from the storm was universal and devastating across all of the Great Lakes (ADGNFPL; *Buffalo Courier* 1880c; *British Whig* 1880; *New York Herald* 1880; *Door County Advocate* 1880a, 1880b). The *Floretta* was raised and towed to Milwaukee by the tug *Hackley* on 4 November for repair at the shipyard at that port. While entering Milwaukee harbor the *Floretta* collided with the piers causing even more damage to the vessel; her jibboom and bowsprit were carried away. The *Louisa McDonald* also made Milwaukee for repairs where she was put into drydock (*Door County Advocate* 1880b).

The *Floretta* was repaired over the 1880-1881 winter. On 2 April 1881, the *Floretta* was chartered to take 20,000 bushels of corn to Kingston, Ontario, at 11 cents per bushel, which was said to be the highest shipping rate in two seasons. It was not until 12 April when navigation opened and the ice cleared between Port Hope, Charlotte and Oswego, and the official opening of Kingston harbor, that the *Floretta* was able to fulfill her contract. Captain Murphy wasted no time and the *Floretta* loaded at the elevator at Chicago on 14 April. Another trip was made to Kingston in May 1881, delivering 19,895 bushels of corn. Each time the vessel returned to Chicago light (ADGNFPL; *Buffalo Courier & Republic* 1881; *British Whig* 1881a, 1881b, 1881c, 1881d; *Oswego Palladium* 1881). Little is known of the rest of *Floretta*'s season. On 19 November 1881, the *Floretta* was stripped for winter quarters at Chicago and Captain Murphy departed for his home in Oswego (*Oswego Morning Express* 1881).

With *Floretta*'s arrival into Oswego on her first trip of the 1882 season on 15 April, Captain Murphy was removed from the vessel afflicted with a communicable disease and sent to the municipal "pest house." The crew was vaccinated and quarantined for twenty-four hours before being allowed to

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depart for Elk Rapids, Michigan (*Oswego Morning Express* 1882a). It is unknown what type of disease was contracted. The *Floretta* returned to Chicago on 19 April (*Oswego Palladium* 1882a). Her sailing schedule is unknown for May and June 1882. On 2 July, Captain Murphy telegraphed Buffalo from Dunkirk, New York, requesting the tug *Bryant* be sent to release his schooner that was aground there, but by the time the tug arrived the crew had worked the vessel free (*Oswego Morning Express* 1882b). The *Floretta* passed Detroit upbound on 17 July on her way back to the upper lakes (*Buffalo Courier & Republic* 1882). Upon her return to Chicago, Joel V. Taylor had his vessel readmeasured and agreed to a deduction of 14.79 tons under Section 4153 Revised Statutes, as amended by Act of August 5, 1882 and admeasurement of 281.20 Net Tonnage. Her gross tonnage remained at 295.99 tons. These new calculations were noted on her enrollment (Bureau of Navigation 1879). The *Floretta* made for Sandusky, Ohio, to collect a cargo of coal. Shortly after clearing Sandusky on 14 August the crew mutinied a mile out into the lake, refusing to obey orders. Captain Murphy's short fuse was lit and he attacked them with a pump brake or handspike, knocking two of them down. One sailor, originally reported to be killed, was so severely injured he had to be put ashore. The Captain's action brought the men under complete subjection and the mutiny was quelled. They carried on to Chicago (*Buffalo Express* 1882a; Hall 1882; *Oswego Morning Express* 1882c; *Oswego Palladium* 1882b, 1882c).

Upon entering the harbor at Chicago at 10AM on 19 August, the *Floretta* collided with the schooner *R.B. King*, incurring \$1,200 in damages. The *King*, which was outbound and light, hit the *Floretta* stem on, ramming the vessel on her starboard side amidships. The accident carried away the *Floretta*'s mainmast and rigging, thirty feet of her bulwarks and rail, sprung the mizzenmast, which tore through her deck, and carried away her canvas. About twenty stations were torn out. The *King* lost her jibboom and bowsprit, stove in her starboard bow, and damaged her windlass, about \$300 in damage. The crews of both vessels narrowly escaped with no serious injuries. J.C. Dunbar, Master of the *King* claimed the tug *Union*, which was towing the *Floretta*, was in the wrong when she tried to cross the *King*'s bow. The officers of the *Union* and of the *Floretta* claimed that the *King* was in the wrong, making erratic changes in navigation and did not appear to have seen their vessels, although the accident occurred in broad daylight (ADGNFPL; Hall 1882; *Marine Record* 1884; *Oswego Morning Express* 1882c; *Oswego Palladium* 1882c, 1882d). The accident dispute went to arbitration where no agreement could be reached. The case was finally heard in the Northern District Court of Illinois in early 1884. The decision of the judge was that Joel V. Taylor, owner of the *Floretta* was responsible for her own damages because of the actions of Captain Murphy, for giving four different orders. The court freed the owners of the tug *Union* from all responsibility. Additionally the court held the owners of the schooner *R.B. King* responsible for her own damage for not keeping a proper lookout. All parties were required to pay their court costs and expenses of their witnesses (*Buffalo Express* 1882b; *Marine Record* 1884). As a result of the decision and having to foot the bill of several hundred dollars in damages and court expenses, the *R.B. King* came into Chicago harbor under sail on 1 July 1884 to avoid a \$4 towing fee, and ran into the stem of the tug *Moore*, which was towing the canaller *Norman*.

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The *Norman* sustained minor damaged and the *King* lost her jibboom, headgear, and damaged her rail and bulwarks (Hall 1884).

The *Floretta* was repaired and back in service by early September 1882. On 11 September, she was chartered along with the canaller *Sligo* to bring rye wheat from Chicago to Kingston, Ontario, at 5.5 cents per bushel. While attempting to clear Chicago on 13 September with 21,000 bushels of rye, officials discovered that the *Floretta* was behind on immunization logs into the ship's hospital book and was fined \$30 for each name not entered. The *Floretta* passed Detroit down bound on 16 September arriving at the elevator at Kingston on 23 September (*Buffalo Express* 1882c; *British Whig* 1882a, 1882b; *Oswego Morning Express* 1882e, 1882f). When the *Floretta* arrived at Oswego on 26 September, when questioned about the hospital book fines, Captain Murphy denied receiving them (*Oswego Morning Express* 1882g). Her next charter was 15 October 1882, bringing coal and cement from Buffalo to Green Bay at 35 cents per ton (*Oswego Palladium* 1882e).

At about 6AM on 2 December 1882 as the *Floretta* approached Chicago harbor during a northeast snowstorm, the outer light on the end of the new breakwater was out. Mistaking the light at the breakwater's center for the one on the end, the *Floretta* sailed over the outer cribs, catching some of them with her keel. Just before she crashed into the breakwater, Captain Murphy ordered an anchor to be dropped. All eight men jumped overboard and climbed onto the nearest crib. With freezing lake water washing over them, they sheltered in the lee of the small tool shed. An hour later, Captain George McDonald in charge of the tug *Carpenter* of the Vessel Owner's Towing Line came out of the harbor in search of his tow and heard the cries of the *Floretta*'s crew. Captain McDonald was able to get all aboard the *Carpenter* and took them to the Lifesaving Station to be warmed. After warming, Captain St. Peter of the Chicago Lifesaving Station and six of his crew took the men aboard their surfboat and attempted to put them back aboard the *Floretta*. After many attempts to no avail, the tug *Hackley*, with the best intentions, and thinking that the surfboat wanted to be picked up, maneuvered close to the surfboat nearly swamping it. The sailors and lifesavers in the surfboat begged him to keep away and not drown them but he continued to circle around the little craft with a line hanging over the tug's bluff bow. It was not until someone in the surfboat pointed a revolver at the captain and threatened to shoot that he desisted. Unable to get the men aboard the *Floretta* from the surfboat, they returned to the Lifesaving Station. After being rewarmed again, Captain McDonald volunteered to try to put the crew aboard from the *Carpenter*. Once more they maneuvered along the lee side of *Floretta* and in an instant the men quickly clambered aboard. The *Floretta*'s anchor was raised, a line was passed to the *Carpenter*, and the *Floretta* was soon at the wharf. The *Floretta*'s damage, initially thought to serious, was repaired in quick fashion and she laid up at Chicago for the 1882-1883 winter on 15 December (Hall 1882; *Oswego Palladium* 1882f; *Oswego Morning Post* 1882).

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In early April 1883, the *Floretta* came out of winter quarters and she secured a charter to take corn from Chicago to Kingston for 6.5 cents per bushel, clearing Chicago on 26 April with 21,000 bushels onboard (*British Whig* 1883a; *Oswego Palladium* 1883a). A trip upbound to the upper lakes was recorded in late May when the *Floretta*, along with the schooners *Higgie*, *Blake*, *Gleniffer* and *St. Louis*, was towed from Port Colborne through the Detroit River by the tug *Quale* (*Oswego Daily Times* 1883). In June she took corn from Chicago to Sarnia, Ontario, and in August from Milwaukee to Kingston (*British Whig* 1883b; *Oswego Palladium* 1883b). On 20 November the *Floretta* put in to Escanaba, Michigan. While carrying a load of iron ore, she began leaking to such an extent it was determined that she "was unfit to take a cargo," and the tug *Delta* was hired to tow the vessel to the drydock in Chicago for repairs (ADGNFPL; *Door County Advocate* 1883; *Marine Record* 1883).

On 3 April 1884, Captain Murphy left Oswego for Chicago to fit out the *Floretta* for the shipping season, arriving in Chicago on 10 April (*Buffalo Courier* 1884a; *Oswego Times* 1884a). Her first cargo for the season was oats taken from Chicago to Sarnia, Ontario, on 2 May. In June she carried corn from Chicago to Midland, Ontario, and in July she hauled corn from Chicago to Kingston (*Buffalo Courier & Republic* 1884b, 1884c, 1884d, 1884e; *Oswego Palladium* 1884a).

The *Floretta* was seen flying a Cleveland & Hendricks, Democratic Party flag from her masthead in support of the U.S. Presidential ticket of Grover Cleveland and Thomas Hendricks as she entered the harbor at Oswego on 2 August. The tugs in the harbor fired up their whistles in support as she sailed passed. She collected coal at Oswego and locked through the Welland Canal on 8 August bound for Chicago (*Oswego Daily Times* 1884b; *Oswego Palladium* 1884b). On 23 August the *Floretta* secured a charter for corn to Port Huron, Michigan, at 1.625 cents per bushel. She returned to Chicago with coal from Oswego and in early September, the *Floretta* took wheat to Detroit (*Buffalo Courier & Republic* 1884f, 1884g, 1884h).

At 2AM on 7 October under a fresh gale, while enroute from Oswego to Chicago with coal, Captain Murphy spotted a two-masted schooner adrift near Death's Door Passage in northern Lake Michigan. No lights were observed aboard the vessel. Suspicious that something was wrong, he piloted the *Floretta* close to try to attract attention and hail the vessel. It was noticed that her yawl was missing and concluded that the vessel was abandoned. The name of the vessel remains unknown. A storm blew up on 8 October causing the *Floretta* to lose a part of her bulwarks and a gaff-topsail, before she arrived at Chicago on 10 October. The *Floretta* went into winter quarters at Chicago on 2 December 1884 (*Buffalo Courier* 1884i, 1884j; *Oswego Palladium* 1884c).

The *Floretta* came out of winter lay up in early May 1885, passing Detroit downbound on 16 May enroute to Maumee Valley (Toledo), Ohio, on her first trip of the season (*Buffalo Daily Courier* 1885). In June, the *Floretta* was chartered to haul iron ore from Escanaba, Michigan, to Chicago. During a

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trip on 15 June with iron ore on board, just after passing Racine, Wisconsin, water began pouring into the hold, leaking so badly that the entire crew abandoned their ordinary duties to man the pumps to keep her afloat. As she arrived in Chicago the next morning, she summoned a tug to tow her in. At the dock, the leaking increased and the Captain hired an additional twenty men to work the pumps all day while she was unloaded at the Joliet Steel Company's wharf (*Marine Record* 1885; *Oswego Daily Times* 1885a). It is assumed that repairs were made to the vessel, although no record of this has been found in contemporary newspapers. It appears that she went back to service in the iron ore trade following the near disaster.

On 17 September 1885, the *Floretta* loaded 550 tons of iron ore at Escanaba, Michigan, bound for the Joliet Steel Works in Chicago. Captain Samuel Marshall was at her helm. Marshall's service as Master aboard the *Floretta* was not documented on her enrollments, and it is not known when during the 1885 season he replaced Captain Murphy. The *Floretta* sailed that day and into the next under a heavy southwest gale and through big seas. Early on the morning of 18 September 1885, the schooner sprung a leak again and the water poured in beyond control of her pumps and men. She settled quickly at her bow, leaving the crew only minutes to fetch their belongings and escape in the yawl. The crew rowed not more than a half a mile away, before hearing a loud explosion. Air pressure that had built up in the schooner's hull shot her cabin into the air, and broke her masts "like pipestems." At 9AM, the *Floretta* sunk beneath the waves, fifteen miles off Manitowoc, Wisconsin, in 180 feet of water. The crew, consisting of Captain Marshall and seven men, reached Manitowoc that evening and departed for Chicago on a Goodrich steamer on the morning of 19 September. The *Floretta* had an A2 insurance rating and was valued by Inland Lloyds at \$9,690, and insured for \$6,000 in the Phoenix. Her iron ore, consigned to Joliet Steel Works was insured for its full value in the St. Paul Fire and Marine, and her freight list in the Continental. A copy of the *Floretta*'s final enrollment was surrendered at the Port of Chicago on 29 September 1885, affirming the vessel's loss in Lake Michigan (Bureau of Navigation 1879, 1885; *Detroit Free Press* 1885a, 1885b; *Door County Advocate* 1885; Mansfield 1899b; *Milwaukee Sentinel* 1885; *Oswego Daily Times* 1885b, 1885c; *Weekly Expositor Independent* 1885).

The *Floretta*'s wreck site remained undisturbed until her discovery in 1980 by Sheboygan wreck diver and explorer Steve Radovan. But, because of her depth, location and disarticulation, she remains lightly visited today.

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Archaeological Significance

Nearly all of the *Floretta*'s (47-MN-0394) hull components are represented within the wreck site; wreck sites such as the *Floretta* present a ripe opportunity to study and learn about historic wooden vessel construction and how these vessels were used within the grain and ore trades. An advantage of broken hulls is that they offer many construction details that are hidden in more intact vessels. The *Floretta* represents the best of both worlds – she is intact enough to have nearly all hull components represented, but is broken up enough to allow thorough examination of many intricate construction details that would otherwise be hidden were the *Floretta*'s hull completely intact.

Many opportunities remain for future archaeological research on the *Floretta* site that may significantly add to our understanding of Great Lakes sailing vessels in general, and to canallers specifically. While it is common knowledge that canallers were boxy vessels compared to the sleek clipper-type schooners, little comparative work has been conducted between archaeological remains of the two vessels types. A more detailed archaeological survey of the construction features specific to canallers, such as construction of the stem and stern, the turn of the bilge, and hull lines, would offer significant opportunities to add to our limited knowledge of canallers. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how wooden sailing vessels were constructed and the differences in hull lines and construction techniques between different schooner types, such as canaller and clipper-type models.

Because of their boxy hull shape it has been suggested that canallers were poor sailors, particularly in heavy weather. The fact that a single Great Lakes storm claimed six of Oswego's canallers and crew lends credibility to this claim. With no surviving historical documentation that details canaller hull lines, it is only archaeological sites such as the *Floretta* that can answer the question of whether or not the canaller was an inherently dangerous craft. Further research and documentation at the *Floretta* site has the potential to answer these questions. The *Floretta*'s large size, coupled with the fact that she is somewhat broken and scattered, creates an incredibly complex site. The site's complexity and depth create opportunities for higher levels of documentation in the future. The *Floretta* is the only investigated shipwreck in the Great Lakes with retractable folding catheads.

The *Floretta* (47-MN-0394) meets the registration requirements for Criterion D at the state level, as established in the Multiple Property Document *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). It is significant in the areas of Archaeology, Maritime History and Commerce, with a period of significance of 1867 to 1885, reflecting her construction and sinking dates. The *Floretta* is a rare example of a vessel type that was vital to Wisconsin's economy, the economy of the Midwest, and transportation infrastructure prior to the development of road and rail networks. Canallers like the *Floretta* were an important link in the development of the Midwest, connecting the region

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economically and culturally with the larger eastern markets. Although somewhat broken, the *Floretta* site retains excellent archaeological integrity. Due to its depth, broken nature and remote location, the *Floretta* remains lightly visited by divers. No historical record of canaller ship construction exists today, making archaeological examples like the *Floretta* particularly significant. Even more unique to Great Lakes maritime history is that the *Floretta* was refitted in 1878 and adapted for ocean service. When she returned to the Great Lakes many of these alterations remained intact when she sank and are now a part of the archaeological record. Information gathered from the *Floretta* site has increased our understanding of canal schooner construction and use on the Great Lakes, and the *Floretta* site retains the potential to yield even greater insight into this vessel type in future years.

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- 1871f *Buffalo Courier & Republic*. 13 September.
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- 1871h *Buffalo Courier & Republic*. 4 November.
- 1872a *Buffalo Courier & Republic*. 17 May.
- 1872b *Buffalo Courier & Republic*. 24 May.
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- 1872e *Buffalo Courier & Republic*. 24 July.
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Daily News (Kingston, Ontario)
1872a *Daily News*. 3 August.
1872b *Daily News*. 23 August.
1873a *Daily News*. 12 June.
1873b *Daily News*. 16 June.
1873c *Daily News*. 17 June.
1873d *Daily News*. 25 June.
1873e *Daily News*. 26 June.
1873f *Daily News*. 6 September.
1873g *Daily News*. 12 September.
1873h *Daily News*. 13 September.
1874a *Daily News*. 16 May.
1874b *Daily News*. 18 June.
1876a *Daily News*. 28 June.
1876b *Daily News*. 5 July.
1877 *Daily News*. 6 September.

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Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

Detroit Free Press (Detroit, Michigan)

- 1870 *Detroit Free Press*. 28 October.
- 1871 *Detroit Free Press*. 9 March.
- 1872 *Detroit Free Press*. 17 December.
- 1873 *Detroit Free Press*. 16 December.
- 1874 *Detroit Free Press*. 8 February.
- 1878 *Detroit Free Press*. 2 August.
- 1885a *Detroit Free Press*. 20 September.
- 1885b *Detroit Free Press*. 21 September.

Detroit Post & Tribune (Detroit, Michigan)

- 1878a *Detroit Post & Tribune*. 31 July.
- 1878b *Detroit Post & Tribune*. 29 August.
- 1879a *Detroit Post & Tribune*. 10 March.
- 1879b *Detroit Post & Tribune*. 18 December.

Door County Advocate (Sturgeon Bay, Wisconsin)

- 1880a *Door County Advocate*. 21 October.
- 1880b *Door County Advocate*. 4 November.
- 1883 *Door County Advocate*. 22 November.
- 1885 *Door County Advocate*. 24 September.

Hall, J.W.

- 1870 *Marine Disasters on the Western Lakes during 1869*. Detroit, MI.
- 1871 *Marine Disasters of the Western Lakes during 1870*. Detroit, MI.
- 1882 *Great Lakes Maritime Scrapbook*. Detroit, MI.
- 1884 *Great Lakes Maritime Scrapbook*. Detroit, MI.

Lockport Daily Journal (Lockport, NY)

- 1880 *Lockport Daily Journal*. 13 May.

Karamanski, Theodore J.

- 2000 *Schooner Passage: Sailing Ships and the Lake Michigan Frontier*. Wayne State Press.
Detroit, MI.

Kingston Daily Freeman (Kingston, Ontario)

- 1879 *Kingston Daily Freeman*. 28 October.

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Section 9 Page 6

Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

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1899b *History of the Great Lakes. Volume II.* J. H. Beers & Co., Chicago, IL.

Marine Record (Cleveland, OH)

1883 *Marine Record.* 29 November.

1884 *Marine Record.* 31 July.

1885 *Marine Record.* 23 July.

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Milwaukee Sentinel (Milwaukee, Wisconsin)

1885 *Milwaukee Sentinel.* 19 September.

New York Herald (New York, New York)

1879a *New York Herald.* 20 February.

1879b *New York Herald.* 25 May.

1879c *New York Herald.* 26 May.

1879d *New York Herald.* 17 June.

1880 *New York Herald.* 19 October.

Oswego Daily Press (Oswego, New York)

1870a *Oswego Daily Press.* 31 August.

1870b *Oswego Daily Press.* 19 October.

1870c *Oswego Daily Press.* 3 November.

Oswego Daily Times (Oswego, New York)

1876 *Oswego Daily Times.* 26 June.

1877 *Oswego Daily Times.* 11 July.

1879 *Oswego Daily Times.* 30 October.

1883 *Oswego Daily Times.* 28 May.

1884a *Oswego Daily Times.* 10 April.

1884b *Oswego Daily Times.* 8 August.

1885a *Oswego Daily Times.* 24 July.

1885b *Oswego Daily Times.* 21 September.

1885c *Oswego Daily Times.* 1 December.

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Section 9 Page 7

Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

Oswego Morning Express (Oswego, New York)

- 1881 *Oswego Morning Express*. 24 November.
- 1882a *Oswego Morning Express*. 18 April.
- 1882b *Oswego Morning Express*. 6 July.
- 1882c *Oswego Morning Express*. 21 August.
- 1882d *Oswego Morning Express*. 24 August.
- 1882e *Oswego Morning Express*. 13 September.
- 1882f *Oswego Morning Express*. 14 September.
- 1882g *Oswego Morning Express*. 26 September.

Oswego Morning Herald (Oswego, New York)

- 1878 *Oswego Morning Herald*. 29 November.
- 1879 *Oswego Morning Herald*. 15 July.

Oswego Morning Post (Oswego, New York)

- 1882 *Oswego Morning Post*. 15 December.

Oswego Palladium (Oswego, New York)

- 1871 *Oswego Palladium*. 31 March.
- 1876 *Oswego Palladium*. 7 October.
- 1878a *Oswego Palladium*. 18 April.
- 1878b *Oswego Palladium*. 13 October.
- 1878c *Oswego Palladium*. 29 November.
- 1879a *Oswego Palladium*. 15 July.
- 1879b *Oswego Palladium*. 18 August.
- 1881 *Oswego Palladium*. 14 April.
- 1882a *Oswego Palladium*. 19 April.
- 1882b *Oswego Palladium*. 15 August.
- 1882c *Oswego Palladium*. 21 August.
- 1882d *Oswego Palladium*. 22 August.
- 1882e *Oswego Palladium*. 15 October.
- 1882f *Oswego Palladium*. 5 December.
- 1883a *Oswego Palladium*. 26 April.
- 1883b *Oswego Palladium*. 10 June.
- 1884a *Oswego Palladium*. 18 July.
- 1884b *Oswego Palladium*. 2 August.
- 1884c *Oswego Palladium*. 13 October.

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Section 9 Page 8

Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

1897 *Oswego Daily Palladium*. 26 March.

Port Huron Times (Port Huron, Michigan)
1872 *Port Huron Times*. 17 October.

Quaife, Milo M.
1944 *Lake Michigan: The American Lake Series*. Bobbs - Merrill Company, Indianapolis, IN.

The St. Lawrence Seaway Management Corp.
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Weekly Expositor Independent (Sturgeon Bay, Wisconsin)
1885 *Weekly Expositor Independent*. 25 September.

World: New York, The (New York, New York)
1872 *The World: New York*. 18 October.

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Section 10 Page 1

Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

Verbal Boundary Description:

The boundary for the *Floretta* site is marked by a circle with a radius of 200 feet, centered on the UTM coordinates 456939 Easting, 4866903 Northing, Zone 16.

Boundary Justification:

This site boundary was chosen to encompass the wreck site and associated debris field.

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Section photos Page 1

Floretta Shipwreck (Canaller)
Lake Michigan, Manitowoc County, Wisconsin

Photo #1 of 1

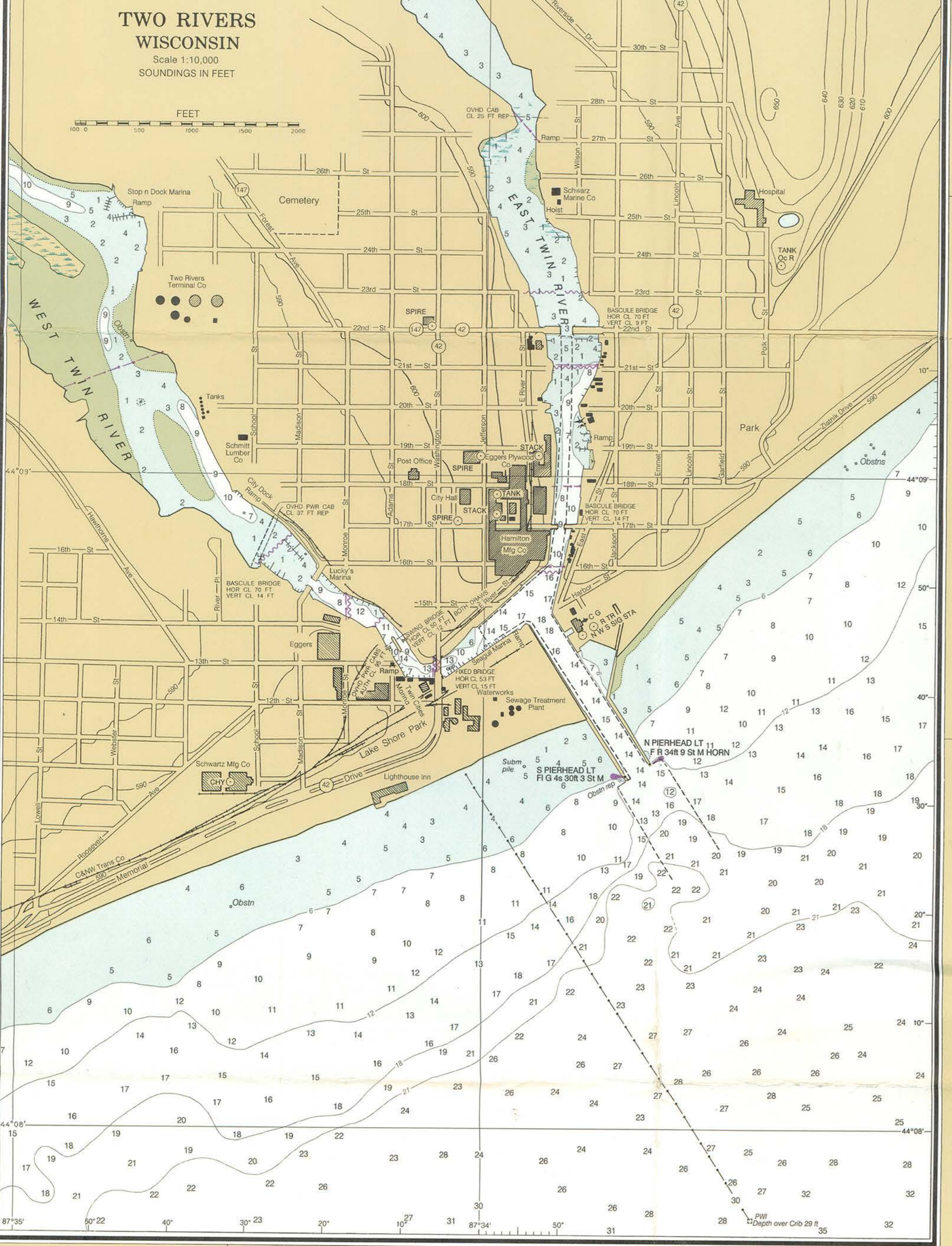
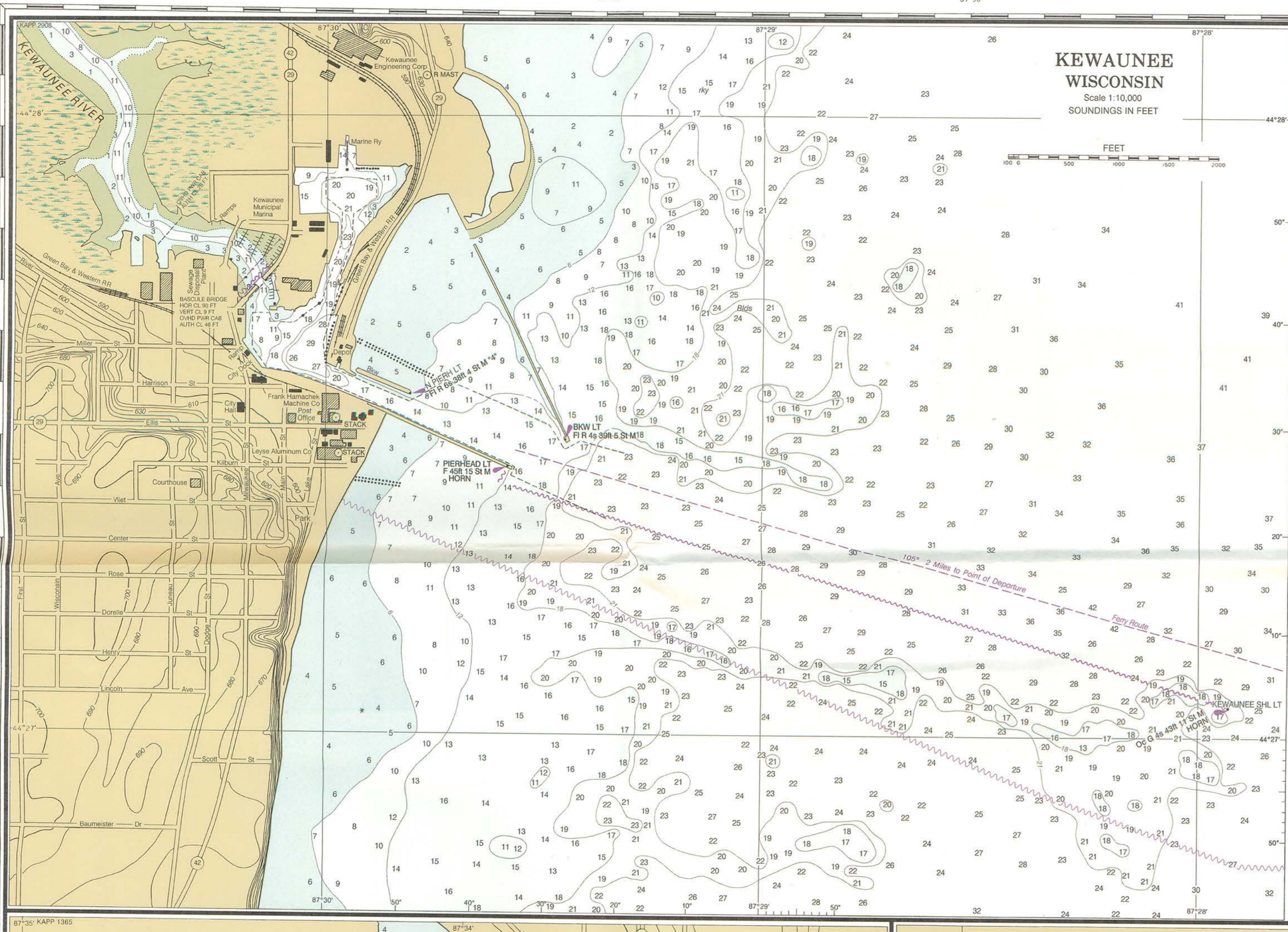
Floretta Shipwreck (Canaller)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2013
Port side of bow looking forward



Floretta Shipwreck (Canaller)
Manitowoc, Manitowoc County, Wisconsin



FIGURE 1:



WARNING
The student mariner will not rely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION
Improved channels shown by broken lines are subject to changing conditions.

CAUTION
Only marine radio beacons have been indicated for surface use. In reliance on the use of other radio aids as aids to navigation, mariners should refer to the U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION
Temporary changes or defects in aids to navigation are indicated on this chart by the letters N, M, or W. Changes of color, number, or position are indicated by the letters C, N, or W. For details, see U.S. Coast Guard Light List.

LORAN-C GENERAL EXPLANATION

LORAN-C PULSE REPEAT INTERVAL: 100000
PULSE REPEATITION INTERVAL: 8000
STATION TYPE DESIGNATIONS: (See individual station letter designations.)

RATES ON THIS CHART
8970-X 8970-Y

Loran-C connection tables published by the National Oceanic and Atmospheric Administration are available for sale from the National Oceanic and Atmospheric Administration, 4301 Rte. 1, Silver Spring, Md. 20910. Mariners are cautioned not to rely solely on the tables in lieu of the actual charts.

CAUTION
For bridge bridges, where spans are not shown to full vertical position, unmarked overhead clearance is not available for the entire channel. Overhead clearance is shown in open space due to the limitation of the drawings on this chart.

NOAA W-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather forecasts. The range of reception is variable, but for most stations is usually 200 to 300 miles from the antenna site.

NOTE D
Mariners are warned that numerous uncharted obstructions and fishing structures, some submerged, may exist in the waters of this chart. Such structures are not charted unless known to be permanent.

RAIAR REFLECTORS
Radar reflectors have been placed on many bridges, piers, and other structures. For more information on these aids, see U.S. Coast Pilot 6.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center at 800-424-8802 (24 hours), or to the nearest U.S. Coast Guard Auxiliary (USCGA) communication facility (24 hours).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additional regulations to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the U.S. Coast Guard Office of Regulations, 4301 Rte. 1, Silver Spring, Md. 20910.

CAUTION
POTABLE WATER INTAKE (PWI)
Waters existing in fresh water basins or basins with no discharge passage or bypass, or bays where such basins are exposed to domestic water intakes as indicated by the symbol (see U.S. Coast Pilot 6) are not suitable for consumption. Refer to the chart for additional information.

UNITED STATES - GREAT LAKES
LAKE MICHIGAN - WISCONSIN
ALGOMA to SHEBOYGAN

Polynomial Projection
Scale: 1:20,000
North American Datum of 1983
(World Geodetic System, 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ... 577.5 ft. Referred to mean water level at Rhinoceros, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS: Bearings at sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION: Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS: For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES: Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

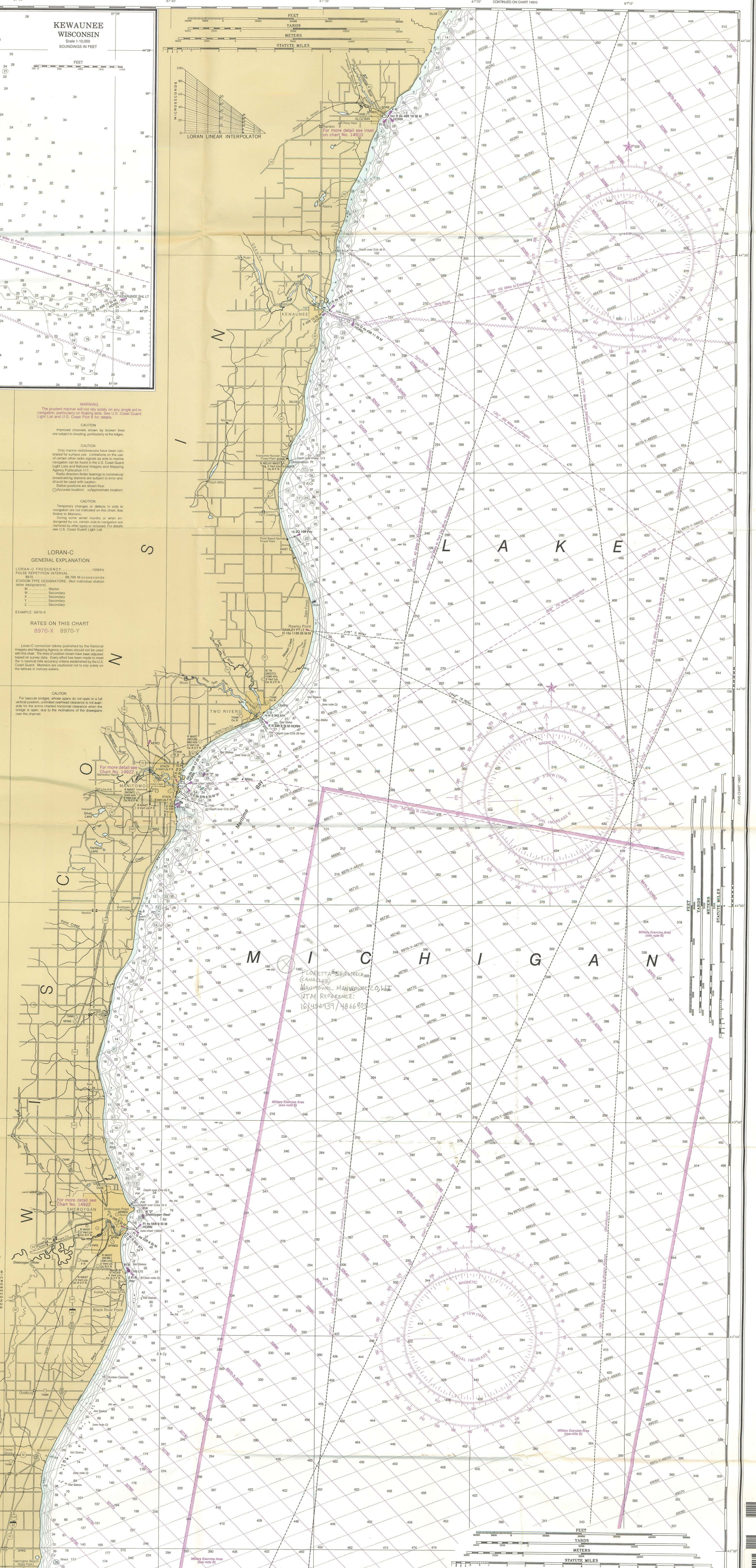
BRIDGE AND OVERHEAD CABLE CLEARANCES: When the water surface is above Low Water Datum, bridge and overhead clearance are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

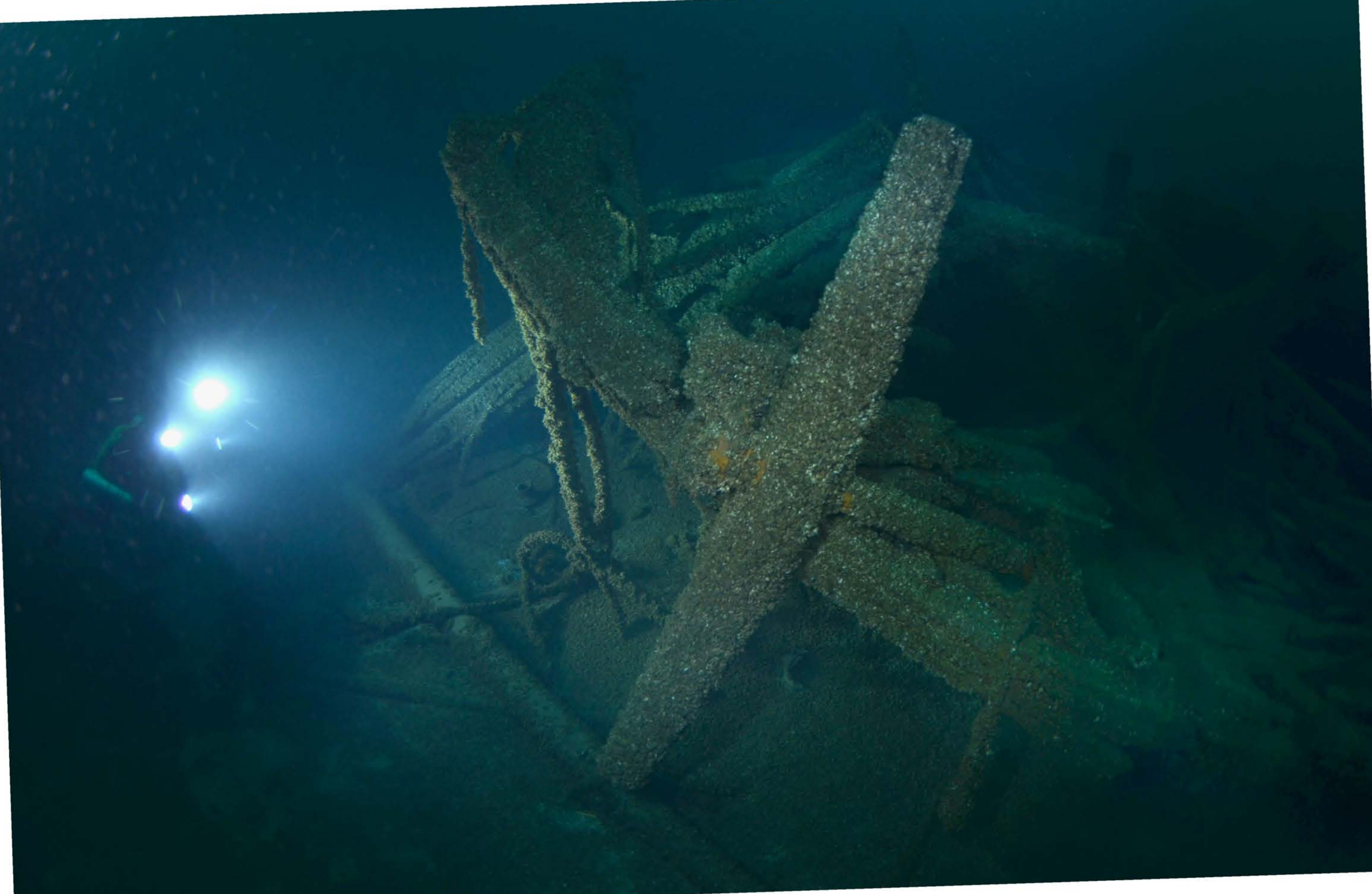
SUPPLEMENTAL INFORMATION: Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION: Due to periodic high water conditions on the Great Lakes, some features, marked as visible at Low Water Datum, may be submerged periodically in the case above areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers' Association and the Canadian Shipowners' Association.

HORIZONTAL DATUM: The horizontal datum of this chart is North American Datum of 1983. For charting purposes, a combined datum to the World Geodetic System, 1984 (WGS 84) is indicated. The geodetic datum is based on the International Reference Ellipsoid (IRE) and is corrected an average of 0.027' southward and 0.346' seaward to agree with the chart.





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY FLORETTA (canaller) Shipwreck
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS
NAME:

STATE & COUNTY: WISCONSIN, Manitowoc

DATE RECEIVED: 9/05/14 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 10/22/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000877

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 10.20.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin

SUBJECT: National Register Nomination

The following materials are submitted on this 29th day of August 2014,
for the nomination of the Floretta Shipwreck (Canaller) to the National Register of
Historic Places:

- 1 Original National Register of Historic Places nomination form
- Multiple Property Nomination form
- 1 Photograph(s)
- 1 CD with NRHP Nomination Form Word Document
- 1 CD with electronic images
- 1 Original USGS map(s)
- 1 Sketch map(s)/figure(s)/exhibit(s)
- Piece(s) of correspondence
- Other _____

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do _____ do not _____
constitute a majority of property owners.
- Other: _____