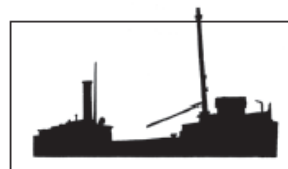
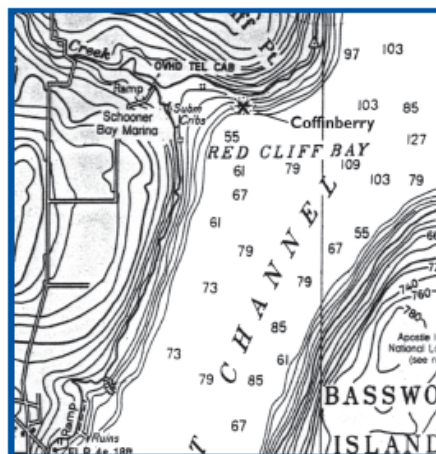


# ○ H.D. Coffinberry



The *H. D. Coffinberry* survived a variety of groundings and accidents throughout its long career only to sink after being abandoned at Ashland in 1912. In 1917, Duluth wreckers towed it to elements. Today only the lower hull survives, sitting partially exposed in 3 to 6 feet of water.

Equipped with a powerful steam engine, this dependable ship towed schooner-barges and hauled large cargoes of coal, iron ore, and lumber for nearly forty years. An early bulk steamer, the *Coffinberry*'s hull resembles a large schooner, with special modifications for the steam machinery and heavy cargoes. Lying adjacent to the wreck of the tug *Ottawa*, the *Coffinberry* remains an excellent wreck for kayakers and snorkelers to explore.



**GPS: N 46° / W 90°**

## A CLOSER LOOK

- Fore and aft ceiling planking, more typical of schooner than later steamer construction.
- Extra midship floor timbers to support cargo.
- Bilge stringers and keelson on the starboard side, and steel keelson plates, all added later to extend the ship's life.
- Boiler mount on the stern section.

To learn more about the *Coffinberry* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

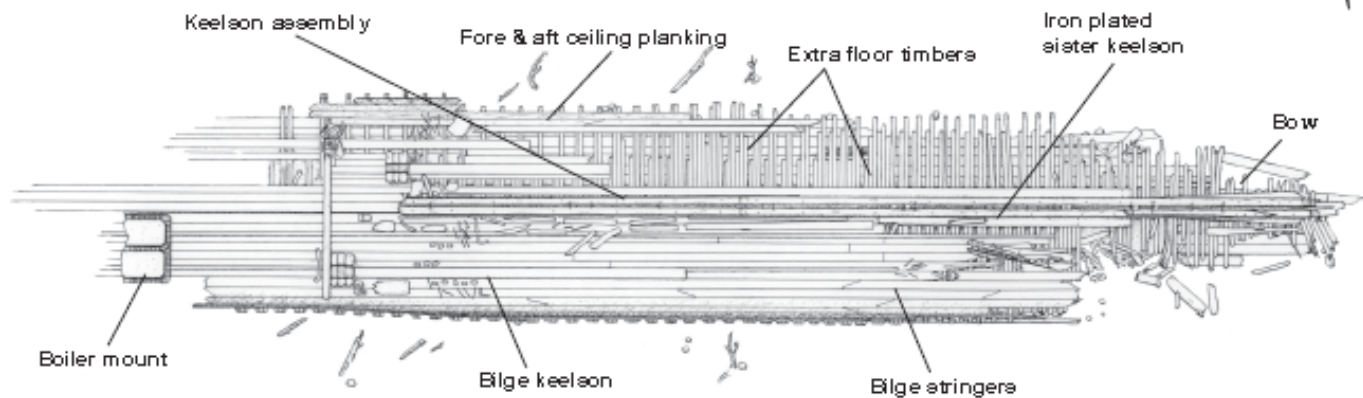
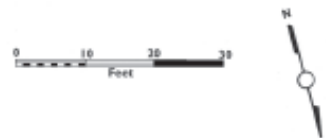
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# ○ H.D. Coffinberry



- Type: wooden bulk freighter
- Built: 1874, East Saginaw, Mich.
- Sank: abandoned 1912
- Hull: wood
- Length: 191.4 ft.
- Beam: 33.5 ft.
- Depth of hold: 13.4 ft.
- Cargoes: coal, grain, iron ore, lumber
- Propulsion: 625-hp double steeple compound engine steam
- Depth: 3–6 ft.
- Visibility: 5–30 ft.
- Bottom type: sand, silt, cobble
- Water temp: 50–60°F (summer)
- Entry: boat/shore

Historic Shipwrecks of the Apostle Islands  
Help preserve the *H.D. Coffinberry* – take only pictures and leave only bubbles.

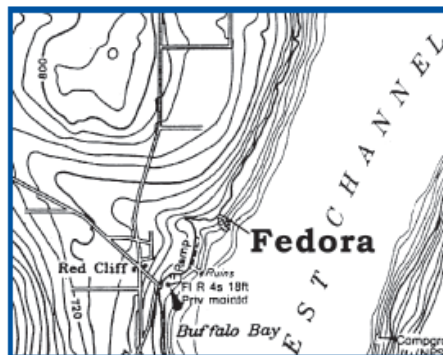


# Fedora



On the night of Sept. 20, 1901, the *Fedora* was making a run from Duluth, Minn., to Ashland, Wisc. to load a cargo of iron ore. As the ship passed Basswood Island, near Bayfield, Wisc., a kerosene lamp exploded in the engine room, driving the crew from the compartment. With the unattended engines running at full speed, Capt. Fick beached the *Fedora* near Chicago Creek. While the crew escaped in lifeboats, the flames consumed the *Fedora* and burned much of it to the waterline. The vessel was declared a total loss and sold to the nearby Red Cliff Lumber Company, which salvaged the *Fedora*'s machinery and remaining structure.

Today the *Fedora* lies in shallow water north of Buffalo Bay. It is easy to spot, with some of the timbers and iron bracing above water. Kayakers, snorkelers, and divers can all get good views. The wreckage consists primarily of the lower hull. Much of the fire-damaged sides have collapsed outward, but the keelson assembly remains intact from bow to stern. Forward of the boiler remains, the *Fedora*'s frames and planks are well preserved.



**GPS: N 46° / W 90°**

## A CLOSER LOOK

- Firebox brick around the boiler remains.
- Ironstone china dinnerware with makers marks.
- Iron cross-bracing, multiple floor keelsons, and transverse ceiling planking, typical of later wooden bulk carriers.

To learn more about the *Fedora* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

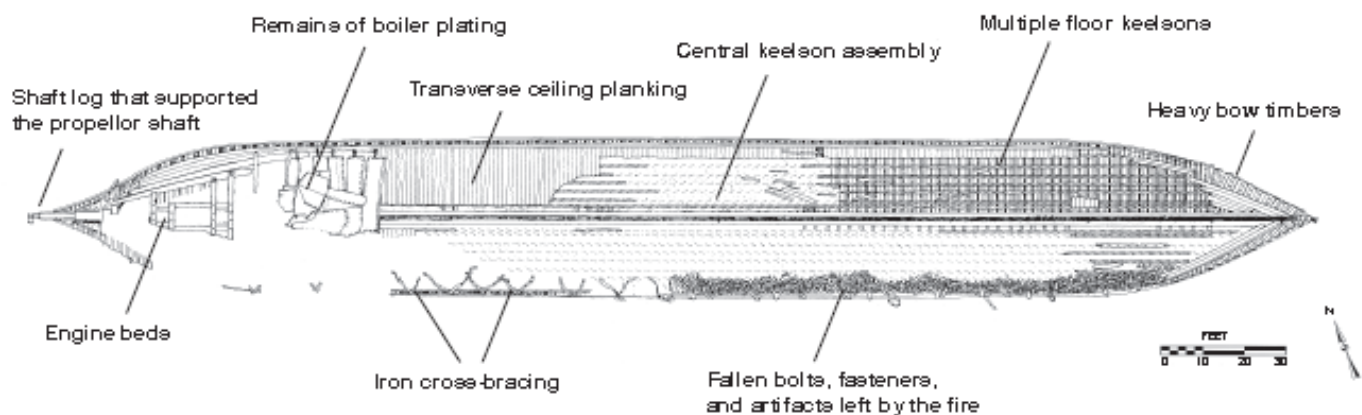
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# ○ Fedora



- Type: bulk cargo steamer
- Built: 1889, West Bay City, Mich.
- Sank: Sept. 20, 1901
- Hull: oak with iron reinforcements
- Length: 282'
- Beam: 42 ft.
- Depth of hold: 20 ft.
- Cargoes: grain, coal, and iron ore
- Propulsion: 900-hp triple-expansion steam engine
- Depth: 5–10 ft.
- Visibility: 5–30 ft.
- Bottom type: silty sand
- Water temp: 40–60° (summer)
- Entry: boat only, adjacent beach is private property

Historic Shipwrecks of the Apostle Islands  
 Help preserve the *Fedora* – take only pictures and leave only bubbles.

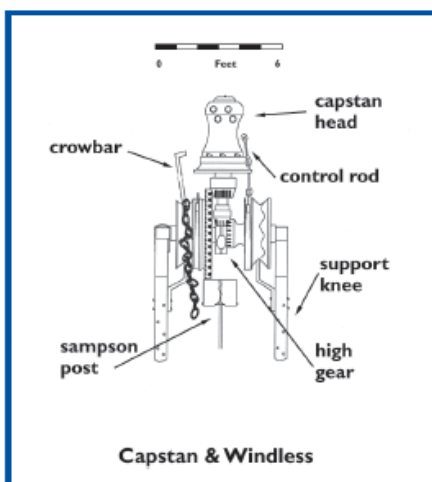


# Lucerne



The *Lucerne* departed Ashland, Wisc., with 1,256 tons of iron ore bound for Ashtabula, Ohio. Nothing indicated the snowstorm that would sweep across Lake Superior. As gale-force winds began to buffet the ship with snow, the schooner turned back toward the protective shelter of Chequamegon Bay. Unable to find the entrance, the captain dropped anchor off Long Island. For three days a desperate crew rode out the storm. Strained by the heavy ship and surging waves, the anchor gear failed. Sliding backwards, her bow into the wind, *Lucerne's* massive centerboard hit the lake bottom — breaking the schooner's back and quickly sinking her.

On Nov. 19, the La Pointe lightkeeper discovered the *Lucerne's* masts jutting out of the water. He found three men lashed in the rigging covered with up to six inches of ice. They had climbed the mast to escape Lake Superior's freezing water. Two other bodies later washed ashore. No one survived, and several crewmen were never found.



**GPS: N 46° / W 90°**

## A CLOSER LOOK

- Elegant clipper bow reveals *Lucerne's* high-speed grain schooner design.
- Crowbar jammed into windless drum. Most likely a desperate effort to stop anchor chain from paying out during the ship's last moments.
- Centerboard trunk/centerboard. Centerboard is jammed where the ship struck the lake bottom.
- Keelson break indicates the breaking of the schooner's back prior to sinking.

To learn more about the *Lucerne* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

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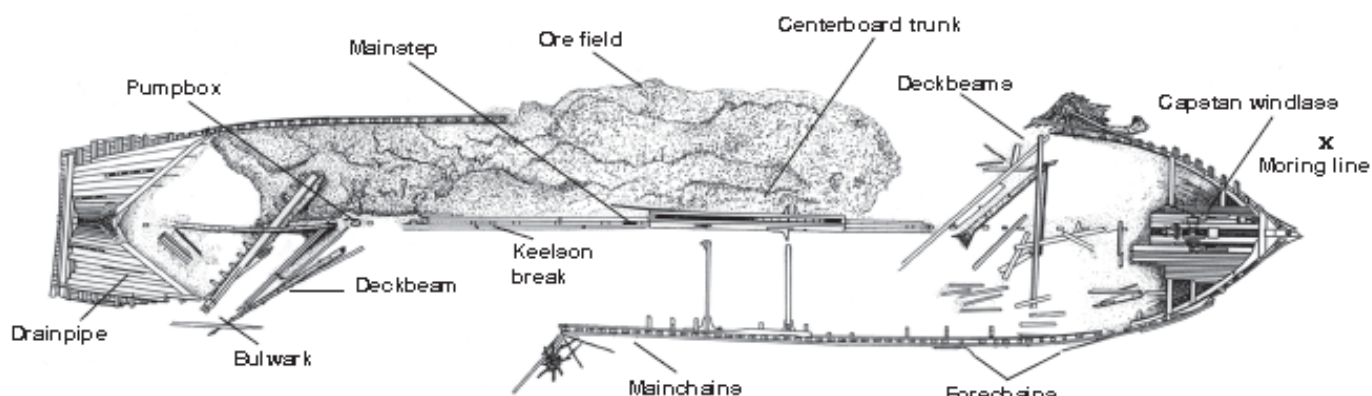


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# Lucerne



- Type: schooner
- Built: 1873, Tonawanda, New York
- Sank: Nov. 19, 1886
- Hull: wood
- Length: 195 ft.

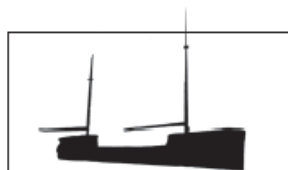
- Beam: 34 ft.
- Depth of hold: 14 ft.
- Cargoes: grain, coal, iron ore
- Propulsion: sail, 3 masted
- Depth: 15–24 ft.

- Visibility: 10–40 ft.
- Bottom type: sand
- Water temp: 40–55° (summer)
- Entry: boat only, NE side of Long Island; Seasonal mooring

Historic Shipwrecks of the Apostle Islands  
Help preserve the *Lucerne* — take only pictures and leave only bubbles.

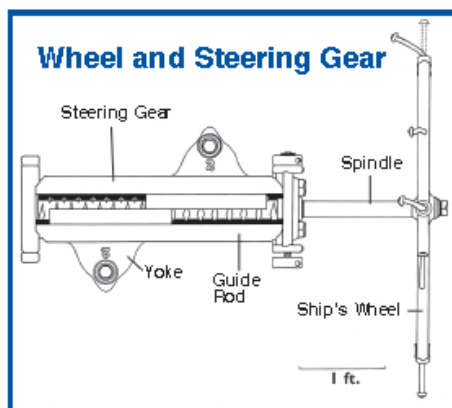


# Noquebay



The *Noquebay* carried up to 1,024,000 board feet of lumber or 1,350 tons of coal. Although equipped with auxiliary sails, schooner barges were designed to be towed by steam vessels, which provided more reliable transportation of larger cargoes than traditional sailing schooners.

The *Lizzie Madden* departed from Bayfield on Oct. 6, 1905, with the *Noquebay* and her sistership *Mautenee* in tow. About 20 miles NE of Bayfield, a fire broke out in the ship's bow near the donkey boiler. Eating lunch in the stern deckhouse, the crew failed to discover the blaze in time. The *Lizzie Madden* headed for Stockton Island and beached the *Noquebay* in the shallow water. The crew managed to heave about a third of the cargo overboard before abandoning the ship. The lumber and the *Noquebay's* anchors were salvaged, but the ship burned to the waterline.



**GPS: N 46° / W 90°**

## A CLOSER LOOK

- Shifting sand continually changes the site; new discoveries are possible every dive. Many artifacts are scattered around the bow.
- Also of interest are the large rudder and draft markings on the stem; both contain traces of original paint.

To learn more about the *Noquebay* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

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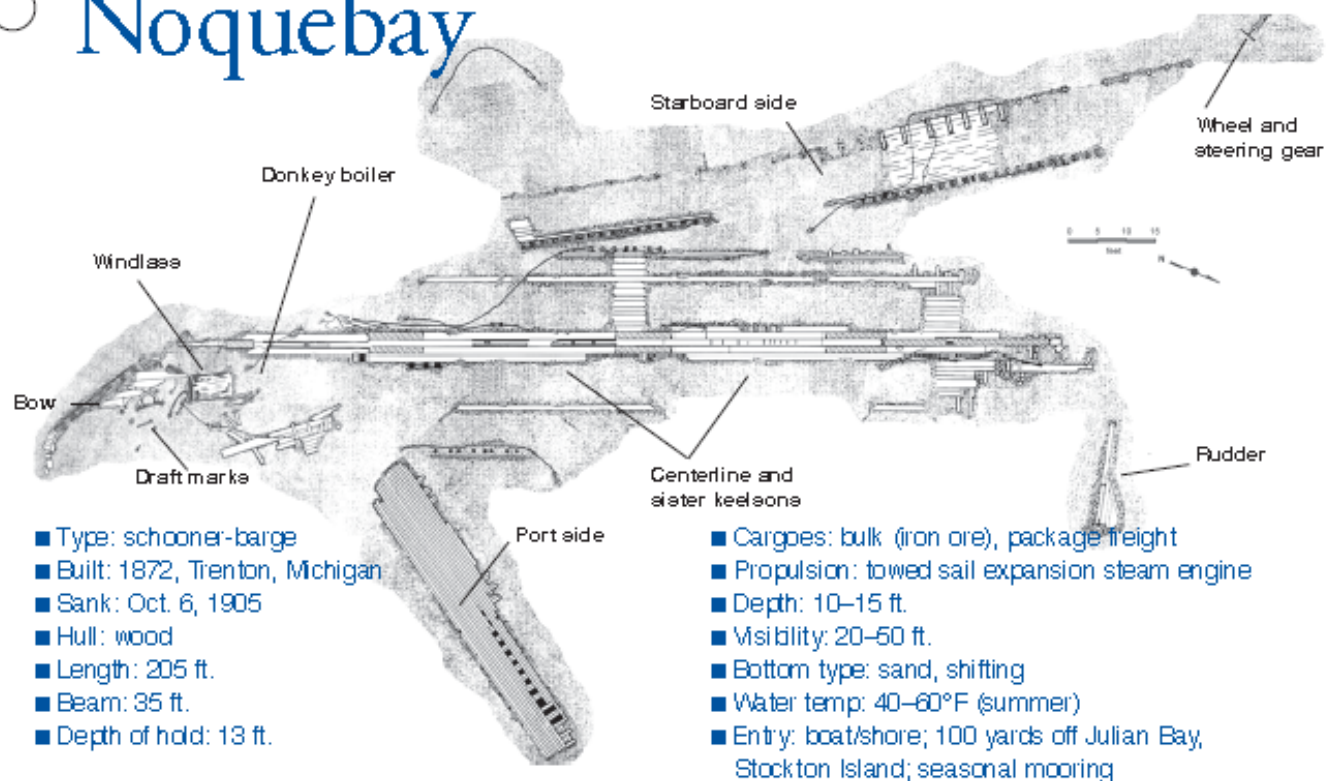


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# ○ Noquebay



- Type: schooner-barge
- Built: 1872, Trenton, Michigan
- Sank: Oct. 6, 1905
- Hull: wood
- Length: 205 ft.
- Beam: 35 ft.
- Depth of hold: 13 ft.

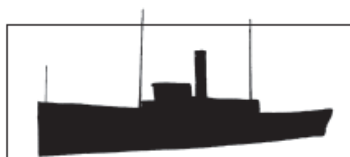
- Cargoes: bulk (iron ore), package freight
- Propulsion: towed sail expansion steam engine
- Depth: 10-15 ft.
- Visibility: 20-50 ft.
- Bottom type: sand, shifting
- Water temp: 40-60°F (summer)
- Entry: boat/shore; 100 yards off Julian Bay, Stockton Island; seasonal mooring

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 Help preserve the *Noquebay*—take only pictures and leave only bubbles.



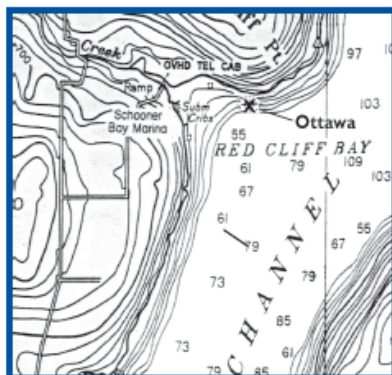


# Ottawa



For a full week, the crew of the *Ottawa* had struggled to free the disabled and stranded steamer *James H. Hoyt* from a previously uncharted shoal. Exhausted from their work, the tug's nine crewmen tied off to the steamer and fell asleep. Thirty minutes later a wildly burning fire of unknown cause woke them and drove them from the tug. Fueled by tons of coal, the fire burned the vessel to the waterline, and it sank.

A Cadillac of tugs, the *Ottawa* (previously the *Boscobel*) plied the Great Lakes for nearly thirty years. First towing schooner barges and enormous log rafts, the *Ottawa* later gained notoriety as a "wrecker" or salvage tug. Operated by the famous wrecking king James Ried, the *Ottawa* salvaged many famous ships including the tragic *Sevona* at Sand Island. Among the largest tugs of her time, *Ottawa's* cavernous interior, enclosed by high bulwarks and a raised deck, contained a vast floating workshop filled with the endless tools needed to salvage giant Great Lakes ships. Accessible to divers, snorkelers, and kayakers, the ship's tug shape and workshop interior are still recognizable.



**GPS: N 46° / W 90°**

## A CLOSER LOOK

- The heavy engine bed, thrust bearing mount, shaft bearing, and stuffing box reflect the ship's powerful propulsion system.
- The broken 15 ft. bow stem reveals the tug's high, rakish profile. The stern deadwood, horn timber, and sculpted fantail demonstrate particularly high-quality construction.
- Heavy 3 in. thick exterior planks, 6 to 11 in. wide attest to *Ottawa's* unusually strong hull.

To learn more about the *Ottawa* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

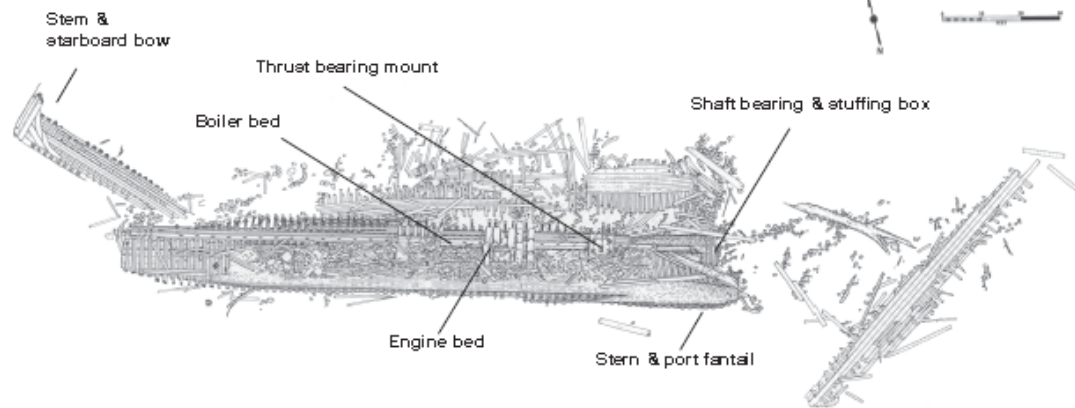
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# Ottawa

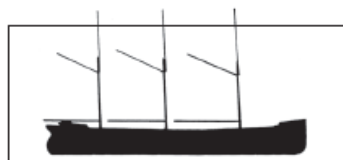


- Type: tug
- Built: May 5, 1881, Chicago, Illinois
- Sank: Nov. 29, 1909
- Hull: wood
- Length: 151 ft.
- Beam: 28.4 ft.
- Depth of hold: 13.7 ft.
- Cargoes: towed logs/wrecking tug
- Propulsion: 600-hp steeple compound steam engine
- Depth: 12–16 ft.
- Visibility: 5–30 ft.
- Bottom type: sand/cobble patches
- Water temp: 50–60°F (summer)
- Entry: boat/shore; 25 yards off shore, Red Cliff Bay

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 Help preserve the *Ottawa* — take only pictures and leave only bubbles.

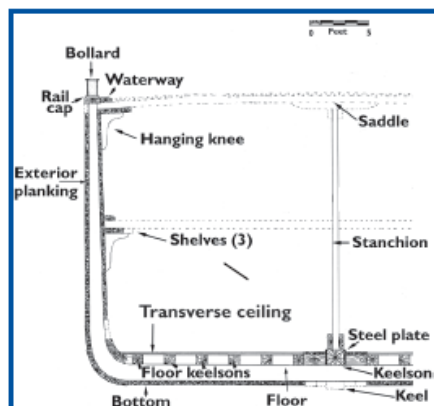


# Pretoria



The *Pretoria* was one of the longest wooden cargo ships ever built. On Sept. 1, 1905, heavily laden with iron ore, the ship left Superior, Wisc., in tow of the steamer *Venezuela*. Headed for South Chicago, the two ships encountered one of the worst storms in Lake Superior history. After weathering the storm for several hours, the *Pretoria's* steering gear failed, causing the towline to the *Venezuela* to part. Blinded by the storm, the *Venezuela* lost sight of the *Pretoria* and sought shelter in Ashland.

Terrific winds pushed the *Pretoria*, now alone and helpless, sideways across Lake Superior at an incredible 4 mph. As the ship approached the rocky cliffs of Outer Island, her anchor caught the bottom. Powerful waves slowly tore the vessel apart, forcing the captain and his crew of nine into the lifeboat. Heavy surf capsized the boat near shore. The elderly Outer Island Lighthouse keeper repeatedly plunged into the lake and pulled five men to safety while five others drowned.



**GPS: N 47° / W 90°**

## A CLOSER LOOK

- A steel-reinforced central keelson, multiple floor keelsons, steel cross-bracing, and steel arches provided the necessary longitudinal strength.
- Transverse ceiling planking, typical of later wooden bulk freighters, facilitated the carrying and unloading of large cargoes.
- The inverted windlass and deck reflect a later salvage attempt.

To learn more about the *Pretoria* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

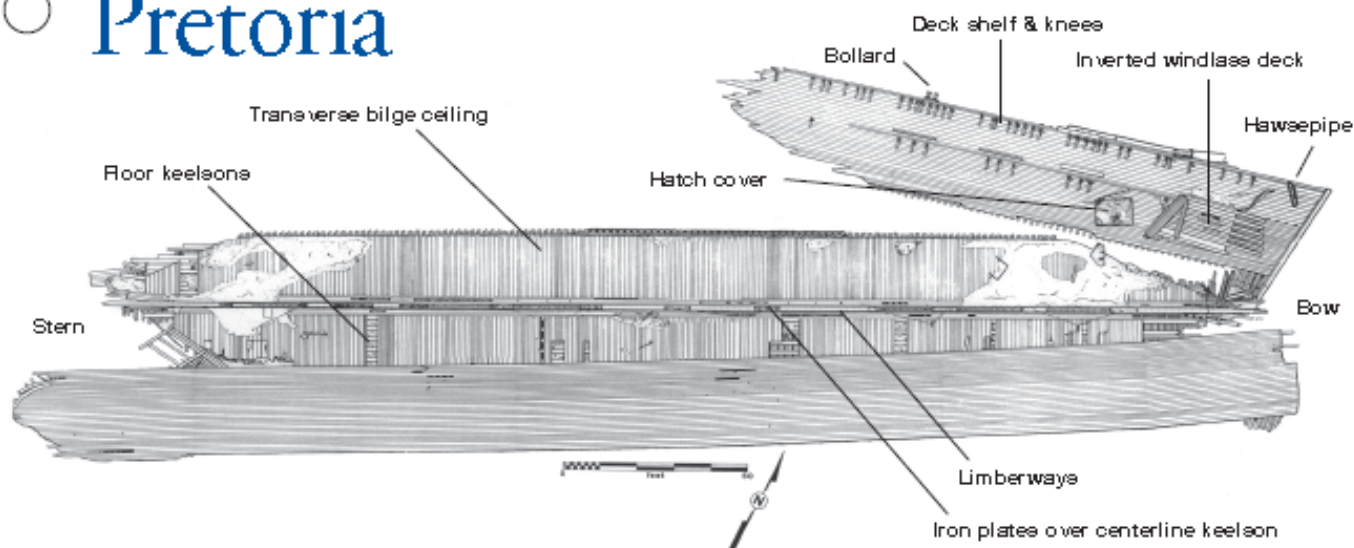
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# ○ Pretoria



- Type: schooner-barge
- Built: 1900, West Bay City, Mich.
- Sank: Sept. 1, 1905
- Hull: wood with steel reinforcements
- Length: 338 ft.

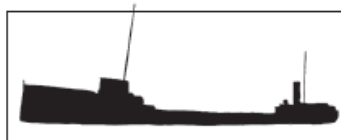
- Beam: 44 ft.
- Depth of hold: 23 ft.
- Cargoes: iron ore, coal, grain
- Propulsion: towed sail, 3 masted
- Depth: 55'

- Visibility: 20–50 ft.
- Bottom type: sandstone, cobble
- Water temp: 40–55° (summer)
- Entry: boat only, one mile off the NE shore of Outer Island

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 Help preserve the Pretoria – take only pictures and leave only bubbles.

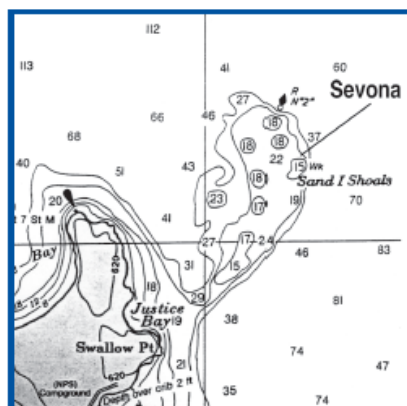


# Sevona



On a quiet evening, the *Sevona* (previously the *Emily P. Weed*) left Superior, Wisc., for Erie, Penn., with 6,000 tons of iron ore and 24 crew and passengers. By midnight calm turned to full gale. Capt. McDonald altered the *Sevona's* course, seeking shelter in the Apostle Islands. Confused by heavy rain, fog, and violent seas, he misjudged his position and ran the *Sevona* hard aground on the Sand Island Shoals. The collision broke the ship in half, making it impossible for the captain and six crewmen to reach their lifeboats. They all perished on a makeshift raft. Seventeen others barely escaped death on two pitching lifeboats.

The Reid Wrecking Company purchased the *Sevona* and removed the vessel's engine, boilers, and hundreds of tons of steel plating. The site has been further disturbed by ice, World War I scrap drives, and 500 pounds of dynamite (to improve navigation). Dislodged plates, frames, beams, and other structural material surround the lower hull.



**GPS: N 47° / W 90°**

## A CLOSER LOOK

- Hatch covers that supplied water-tight access into the tank top are found on the wreck.
- A steel ladder lies off the starboard bow.

To learn more about the *Sevona* and other Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

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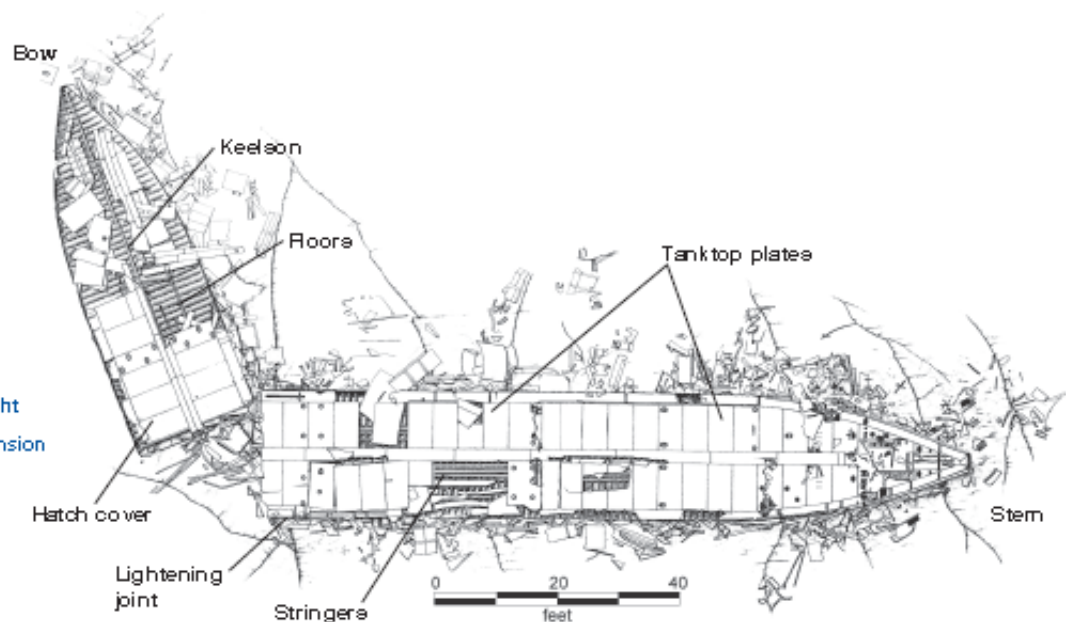


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# ○ Sevona

- Type: bulk carrier
- Built: 1890, Bay City, Mich.  
Rebuilt: 1905 Buffalo, New York
- Sank: Sept. 1, 1905
- Hull: steel
- Length: 300 ft./372 ft.
- Beam: 41 ft.
- Depth of hold: 21 ft./25 ft.
- Cargoes: bulk and package freight
- Propulsion: 1,560-hp triple-expansion steam engine
- Depth: 18–20 ft.
- Visibility: 15–40 ft.
- Bottom type: flat sandstone
- Water temp: 40–55° (summer)
- Entry: boat only, Sand Island Shoals, north of Sand Island



Historic Shipwrecks of the Apostle Islands  
Help preserve the *Sevona* – take only pictures and leave only bubbles.



# Basswood Island Brownstone Quarry Dock

The Bass Island Brownstone Company began quarrying operations on the south end of Basswood Island in 1868 and was operated by four different companies during its years of operation. Following the Chicago Fire in 1871, quarrying operations flourished, due to brownstone's ability to withstand fire damage. The only vessel known to have been built on the Apostle Islands, a two-masted scow schooner, *Annie R.*, was built near this location to haul brownstone from the quarry to Washburn.

The financial crisis of 1893 led to a decline in the demand for brownstone. Although a few quarries around Chequamegon Bay remained in operation, the Basswood Island Quarry shut down by the end of 1893. Stone from this location was used in notable buildings throughout the Midwest, including the Milwaukee County Courthouse, the Bayfield County Courthouse, and the Plankinton Building in Milwaukee.

Today, the site lies in 1 to 20 feet of water and consists of three wooden cribs and one stone pier connecting the main crib to land.



**GPS: N 46° 49.911' / W 90° 45.343'**

## A CLOSER LOOK

- Tools remain on the site, including stone-splitting wedges and rods, and a section of narrow-gauge rail track
- Cut marks from the wedges used to remove the stones from the quarry can be seen on many of the stones on the site.

To learn more about Basswood Island and Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

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# ○ Basswood Island Brownstone Quarry Dock



- Built: 1868, Bass Island
- Length: 102.5 ft.
- Width: 26.0 ft.
- Height: 2–15 ft.
- Number of cribs: 3
- Depth: 1–20 ft.
- Visibility: 5–20 ft.
- Bottom type: sand, cobble, rock
- Water temp: 50–60° (summer)
- Entry: boat/shore (from island)

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Help preserve Basswood Island – take only pictures and leave only bubbles.

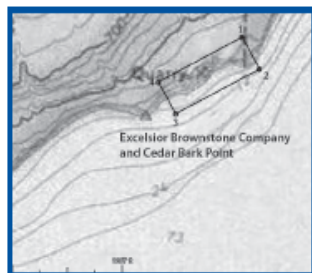


# Hermit Island Brownstone Quarry Dock

The Excelsior Brownstone Quarry and Dock was operated by Fredrick Prentice of the Prentice Brownstone Company on the northeast side of Hermit Island (Wilson Island) from 1889 to 1897. The island is named for John Wilson, a known recluse, who worked for the American Fur Company in La Pointe before quarrying operations began.

In 1892, the quarry was chosen to provide stone for the brownstone monolith planned for the 1893 World's Colombian Exposition in Chicago. Despite detailed plans, the monolith was never completed. Like many quarries in the Apostle Islands, a series of factors led the Prentice Brownstone Company into bankruptcy by 1893. To recoup some of his losses, Prentice sold all of his holdings to the Excelsior Brownstone Company investors, who operated the quarry for another two years at the same rate.

The remains of the Hermit Island Quarry Dock lie in 1 to 21 feet of water and extend into Lake Superior from the southern side of Hermit Island. The site consists of a main crib, a finger pier crib and a north crib.



**GPS: N 46° 52.969' / W 90° 40.574'**

## A CLOSER LOOK

- Look for artifacts on the main crib and finger pier, including narrow-gauge rails, a demick fly wheel, fasteners, rocks, stone-splitting wedges and numerous cut stones.
- The remains of a large turnbuckle can be seen on shore where the finger crib connects to the island.

To learn more about Hermit Island and Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

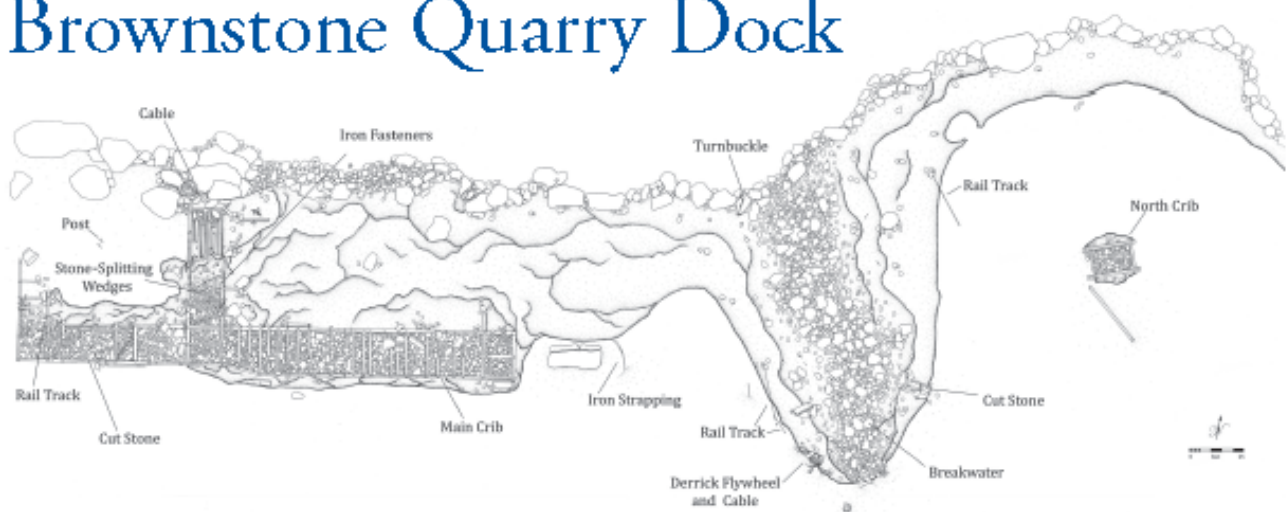
**CAUTION:** Diving can be a hazardous sport and participants dive at their own risk. Diving information is provided for the exclusive use of certified scuba divers or persons under the supervision of a certified dive instructor. Misuse of this information could result in injury or death. Always follow safe diving procedures: Monitor changing site conditions and weather; use a "dive down" flag; do not dive alone. Wisconsin law prohibits unauthorized disturbance or removal of artifacts, structure, cargo, and human remains. Please keep these areas intact for other divers to explore.



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# ○ Hermit Island Brownstone Quarry Dock



- Built: 1891, Wilson's Island
- Length: 228.8 ft.
- Width: 18.0/22.0 ft.
- Height: 4–10.4 ft.

- Number of cribs: 3
- Depth: 1–21 ft.
- Visibility: 5–20 ft.
- Bottom type: sand, cobble, rock

- Water temp: 50–60° (summer)
- Entry: boat/shore (from island)

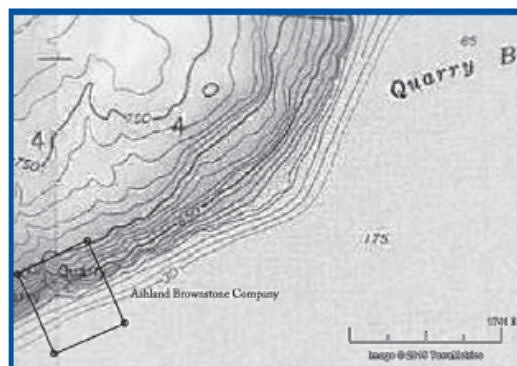
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Help preserve Hermit Island – take only pictures and leave only bubbles.



# Stockton Island Brownstone Quarry Dock

The earliest quarrying operations on Stockton Island (Presque Isle) took place in 1871 in what is today Quarry Bay to supply stone for the Ontonagon Breakwater repairs completed in 1872. Further quarrying took place on the southwest side of the island from 1886 until 1897, operated by the Ashland Brownstone Company. As with other brownstone quarries in the region, the demand for brownstone dropped after the 1893 economic downturn and the "White City" of the 1893 World's Columbian Exposition.

The site lies in 3 to 23 feet of water and consists of six crib structures—the main crib with two spokes, featuring a 50 ft. wide berth between them, and five separate crib structures, three extending from shore and the other two wing cribs extending diagonally between these.



**GPS: N 46° 54.567'  
W 90° 37.490'**

## A CLOSER LOOK

■ Artifacts on the site include an axe head, narrow-gauge rails, show soles, a cart axel, a leaf spike, rail cart wheels, derrick fly wheels, fasteners, rods, stone-splitting wedges, and numerous cut stones.

To learn more about Stockton Island and Wisconsin shipwrecks, read *The Unholy Apostles* (1984) by James Keller and *By Fire, Storm, and Ice* (1996) edited by David Cooper. Call the Maritime Preservation and Archaeology Program at 608-221-5909, or visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) if you need more information.

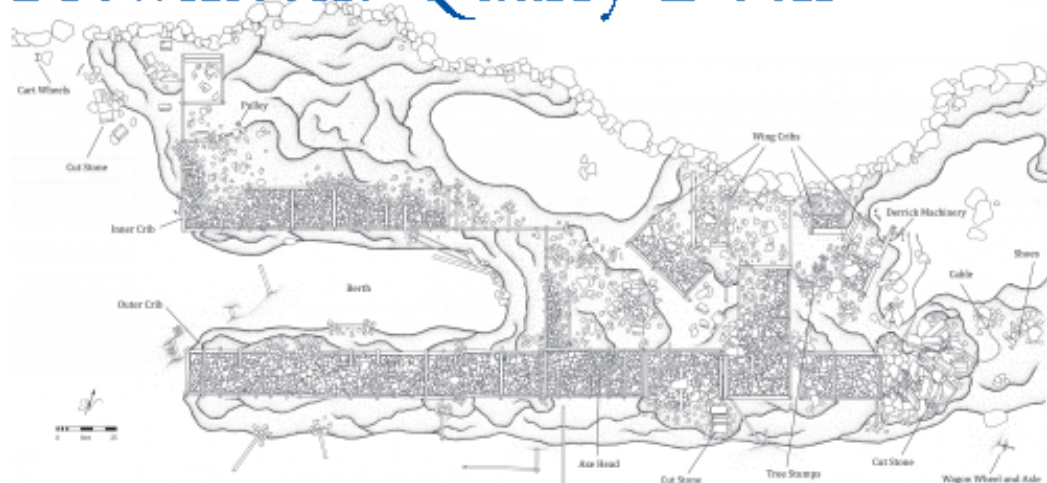
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# ○ Stockton Island Brownstone Quarry Dock



- Built: 1886, Presque Isle
- Length: 287.1 ft.
- Width: 18.5 ft.
- Height: 1–15 ft.

- Number of cribs: 6
- Depth: 3–23 ft.
- Visibility: 5–20 ft.
- Bottom type: sand, cobble, rock

- Water temp: 50–60° (summer)
- Entry: boat/shore (from island)

Historic Shipwrecks of the Apostle Islands  
Help preserve the Stockton Island – take only pictures and leave only bubbles.