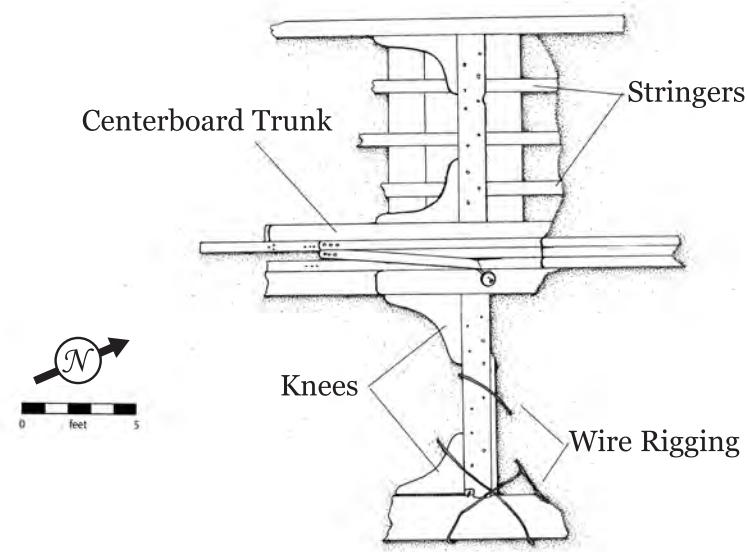
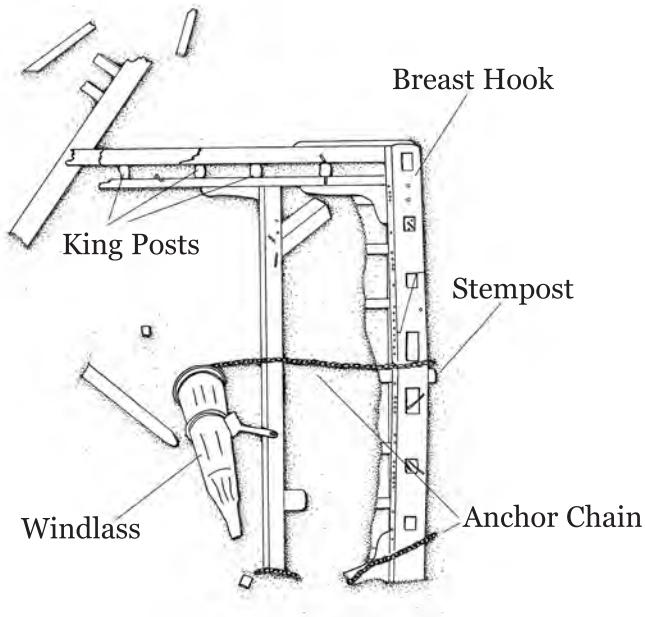




# Alaska



- Type: scow schooner
- Built: 1869, Smith Neville, Sr., Sheboygan, Wis.
- Sank: 1881
- Hull: wood
- Length: 89.6 ft.
- Beam: 19.3 ft.
- Depth of hold: 6.4 ft.



- Cargo: lumber, wheat
- Propulsion: sail
- Depth: 5 ft.
- Visibility: 5-25 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Point Beach State Forest

Historic Shipwrecks of Lake Michigan  
Help preserve the *Alaska* — take only pictures and leave only bubbles.

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# Alaska



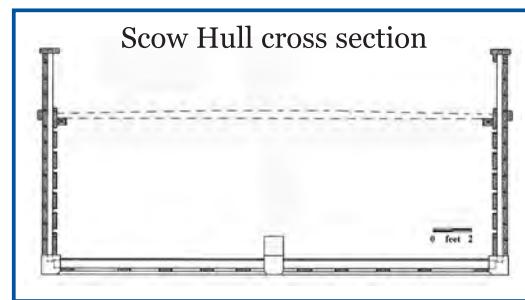
The wreck of the *Alaska* offers a glimpse into the history of a particular type of Great Lakes schooner — the scow. Scow schooners had flat bottoms, square sides, shallow drafts and two or three masts. Scows were a cost-effective design particularly useful in shallow harbors.

The scow schooner *Alaska* was constructed under the hand of Master Ship Carpenter Smith Neville, Sr., in Sheboygan, Wis., and launched on June 18, 1869. The *Alaska* was bought and sold numerous times but was continuously used in the lumber trade between Lake Michigan ports. While sailing light to pick up lumber in Ahnapee, Wis., on March 23, 1879, it was pushed ashore near Two Creeks. Great efforts were made to free and relaunch the craft, but it ultimately could not be made seaworthy and was abandoned south of Rawley Point.

**GPS: N 44°11.607' W 087°30.677'**

## A CLOSER LOOK:

- The major hull sections, part of the centerboard and centerboard trunk remain intact on the site.
- The ship's windlass lies inside the site with anchor chains running over the bow.
- The *Alaska* lies in fine, soft quick-sand that easily consumes objects, preserving and protecting the site. The sand is easily moved, covering and uncovering parts of the site every year.



To learn more, visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) or contact the Maritime Preservation and Archaeology Program at 608-264-6492.

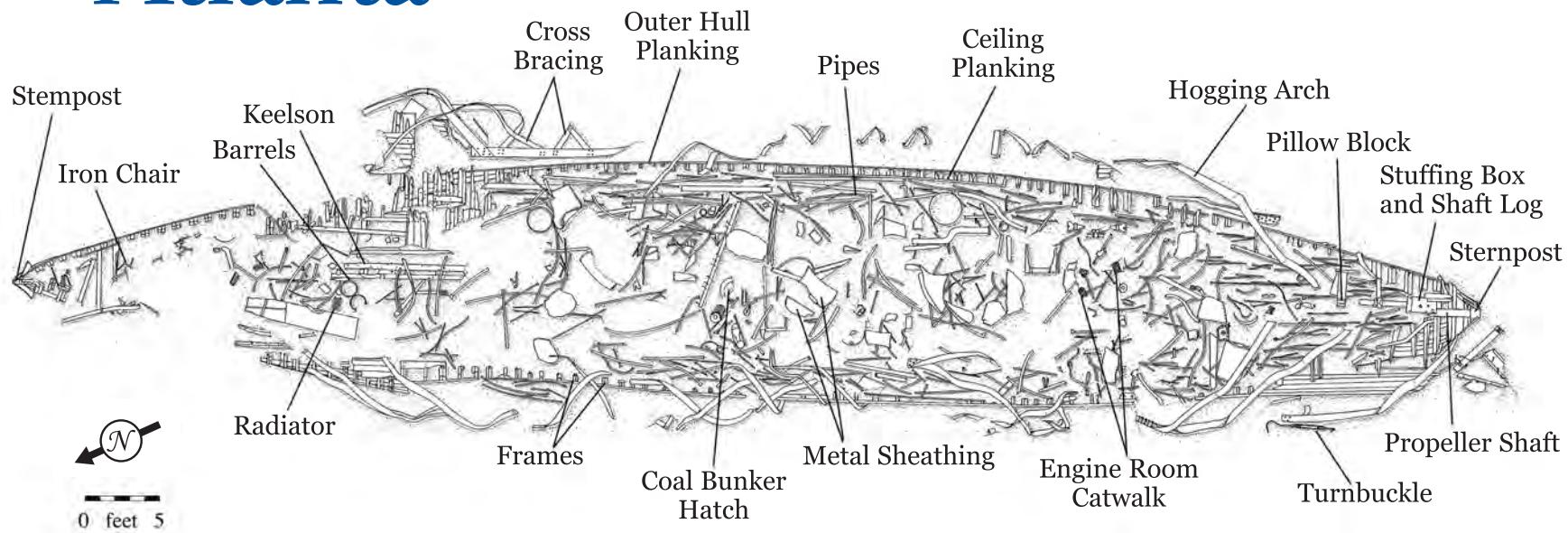
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# ○ Atlanta



- Type: passenger steamer
- Built: 1891, Cleveland Dry Dock, Ohio
- Sank: March 18, 1906
- Hull: wood
- Length: 200.1 ft.
- Beam: 32.2 ft.
- Depth of hold: 13.6 ft.

- Cargo: passengers, manufactured goods
- Propulsion: steam screw
- Depth: 17 ft.
- Visibility: 5-30 ft.; rough water can reduce visibility
- Bottom Type: sand
- Water temp.: 40-60°F (summer)
- Entry: boat

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# Atlanta

The *Atlanta* was built in 1891 by the Cleveland Dry Dock Company of Ohio. The vessel was built for the Goodrich Transportation Company to transport passengers and package freight around Lake Michigan on two routes. It would steam up the western Lake Michigan coast, stopping at various Wisconsin ports during summer months and run a cross-lake route to Muskegon and Grand Haven, Mich., in the winter — until it caught fire and burned to the waterline on March 18, 1906. Fortunately, passengers and crew were all saved by the crew of the fishing tug *Tessler*, which towed the blazing steamer into shore and beached it where it lies today.



**GPS: N 43° 34.253' W 087° 46.962'**

## A CLOSER LOOK:

- Iron and steel hogging trusses and diagonal iron bracing remnants are extant along both sides of the vessel. These are remnants of a metal support structure providing longitudinal strength in large wooden vessels.
- The propeller shaft is located at the stern of the vessel.
- Although the site is heavily visited and salvaged, artifacts can still be seen.

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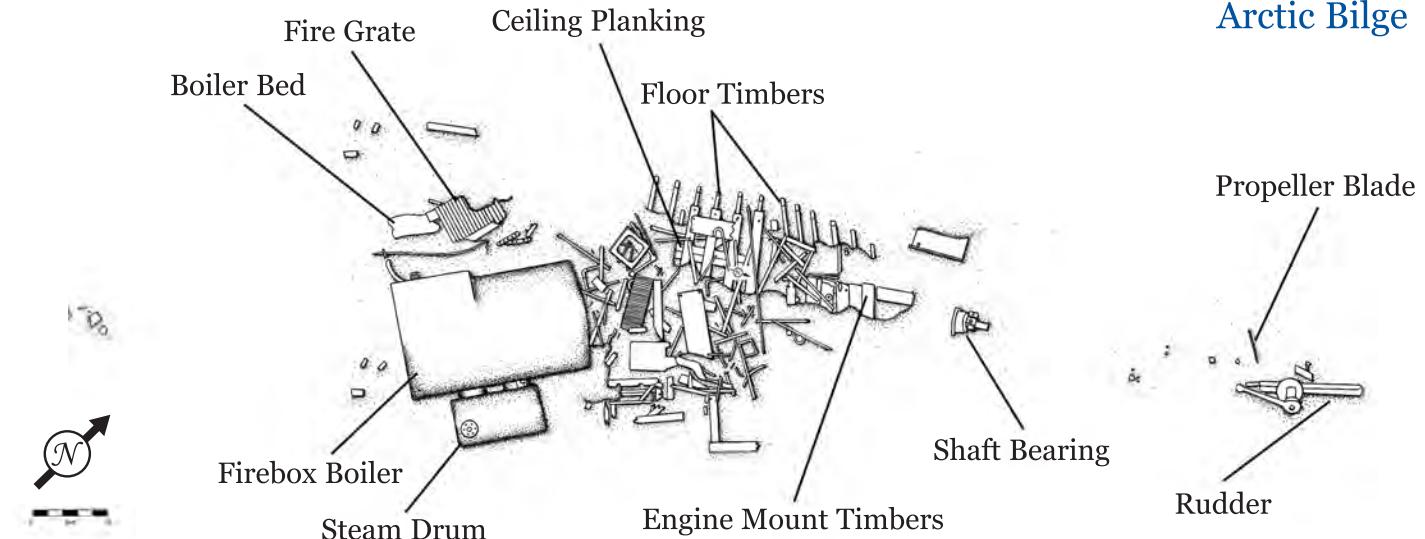
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# ○ Arctic



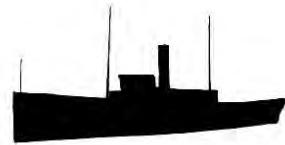
- Type: tug
- Built: 1881, Rand & Burger Shipyard, Manitowoc, Wis.
- Sank: January 17, 1930
- Hull: wood
- Length: 76 ft.
- Beam: 18 ft.
- Depth of hold: 9 ft.
- Propulsion: steam screw
- Depth: 10-15 ft.
- Visibility: 5-20 ft.; rough water can reduce visibility
- Bottom type: silty sand
- Water temp.: 40-60°F (summer)
- Entry: boat, Manitowoc Harbor

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# Arctic

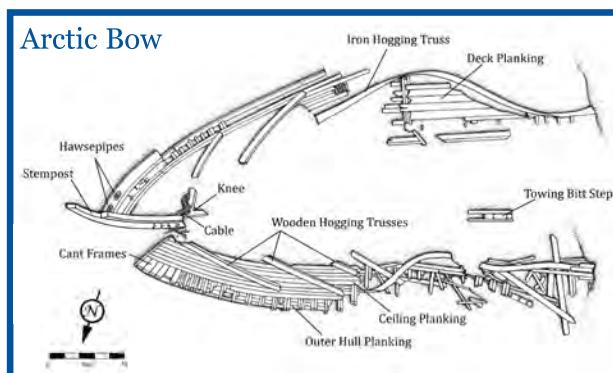


The *Arctic* was built in 1881 as an ice-breaking and harbor tug for the Goodrich Transportation Company. Possessing an exceptionally strong and durable hull, it was occasionally used as a wrecking tug, assisting vessels stranded on shoals or in ice. During the summer months, the *Arctic* was positioned in Manitowoc, Wis., where it could assist vessels into, out of, and around the harbor and river. During the winter months, the tug was moved to Milwaukee, keeping transportation channels open for Goodrich steamers. In 1929, after 49 years of service, the company determined that the *Arctic* was becoming too costly to maintain. On January 17, 1930, the tug was dismantled and abandoned north of Manitowoc Harbor. The *Arctic* was Goodrich's longest running vessel.

**GPS: Bow: N 44° 6.822' W 87° 37.756' / Bilge: N 44° 6.721' W 87° 37.916'**

## A CLOSER LOOK:

- The site is in two sections roughly 770 feet apart.
- The bow section contains much of the wooden upper hull. There are multiple hogging trusses, both wooden and metal, that gave the vessel longitudinal support.



- The bilge contains the firebox steam boiler and upright rudder and tiller.

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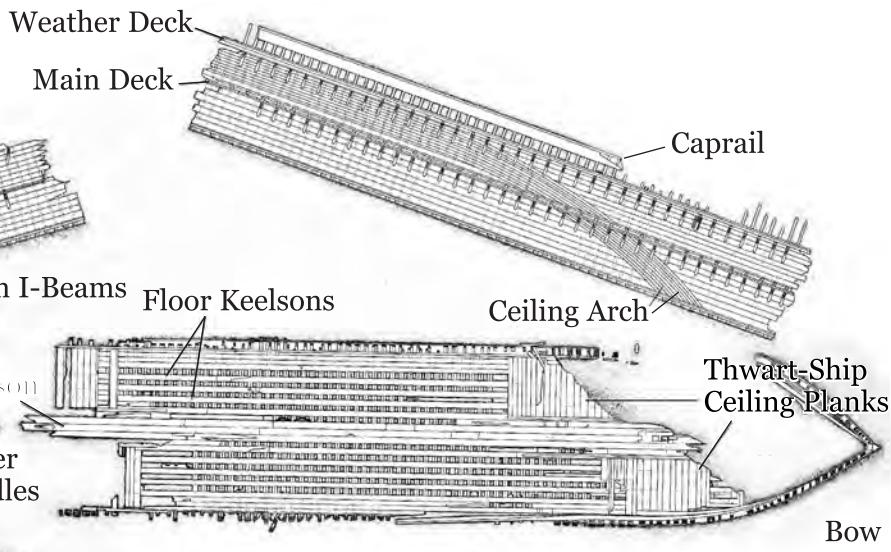
# ○ Continental

PORT SIDE



Compound Steam Engine

STARBOARD SIDE



- Type: bulk carrier
- Built: 1882, George Presley, Cleveland, Ohio
- Sank: December 12, 1904
- Hull: wood
- Length: 244.7 ft.
- Beam: 36.4 ft.
- Depth of hold: 19.2 ft.
- Cargo: coal, iron ore
- Propulsion: steam screw
- Depth: 5-15 ft.
- Visibility: 5-25 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Public Alternate Access point CTH V Rd

Historic Shipwrecks of Lake Michigan  
Help preserve the *Continental* — take only pictures and leave only bubbles.

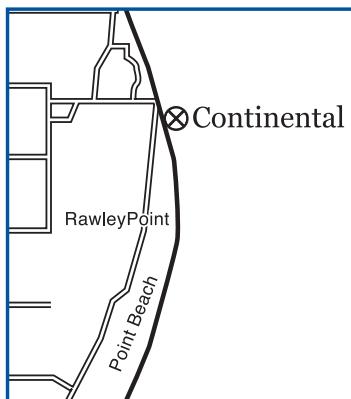
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# Continental



The *Continental* was built specifically for the iron ore trade, ordered and owned by the Republic Iron Company. The working life of the *Continental* was typified by a regular run between Cleveland, Ohio, and Marquette, Mich. Normally, the vessel loaded at the Marquette ore docks and unloaded in Cleveland, often returning to Marquette light. This regular routine was punctuated by the occasional mishaps and hardships all working vessels on the lakes suffer at some point. After operating successfully for 24 years, the *Continental* met its end on December 12, 1904. While heading to Manitowoc, Wis., where end-of-season repairs were to take place, the vessel's captain became disoriented in a blinding snowstorm and ran aground north of the Rawley Point Light. The ship was riding light and was able to get very close to shore before it ran aground on a sandbar, making it impossible to salvage the large vessel.



**GPS: N 44° 13.932' W 087° 30.462'**

## A CLOSER LOOK:

- Though broken, most of the hull remains from the keel all the way to the cap rail.
- The double expansion steam engine remains in place and intact at the stern.
- Longitudinal arches to prevent hogging and sagging were built directly into the ceiling planking of the vessel.

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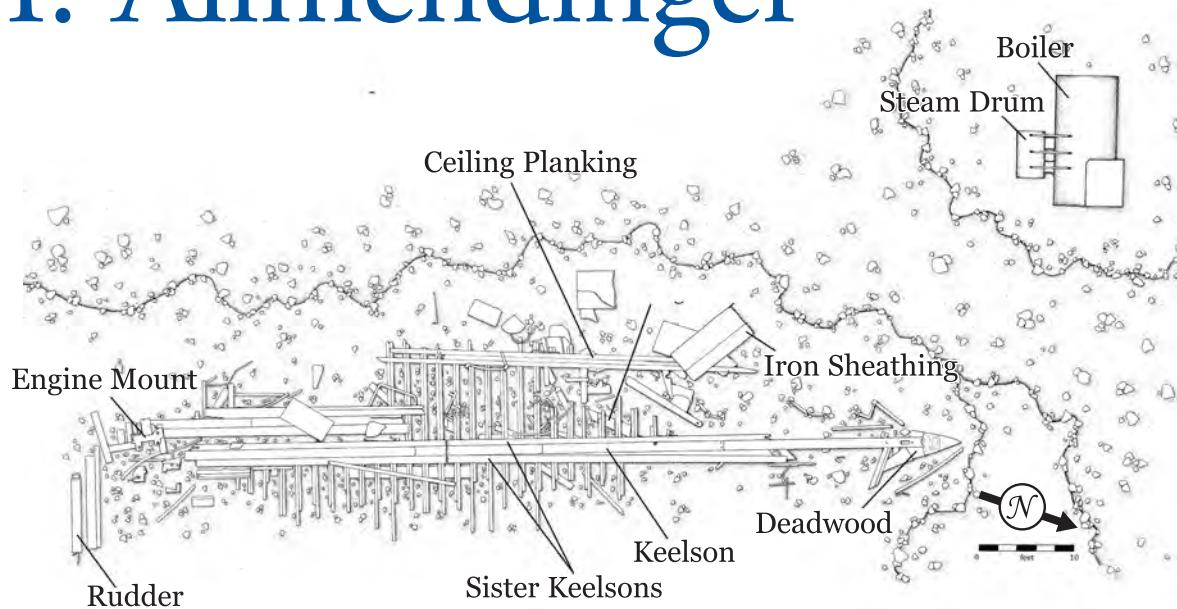
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# J.M. Allmendinger



- Type: steambarge
- Built: 1883, Albert Burgoine, Benton Harbor, Mich.
- Sank: November 26, 1895
- Hull: wood
- Length: 104 ft.
- Beam: 24 ft.
- Depth of hold: 9 ft.
- Cargo: wood
- Propulsion: steam screw
- Depth: 5-15 ft.
- Visibility: 5-20 ft.; rough water can reduce visibility
- Bottom type: rock and gravel
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Park Virmond

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Help preserve the *J.M. Allmendinger* — take only pictures and leave only bubbles.

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# J.M. Allmendinger

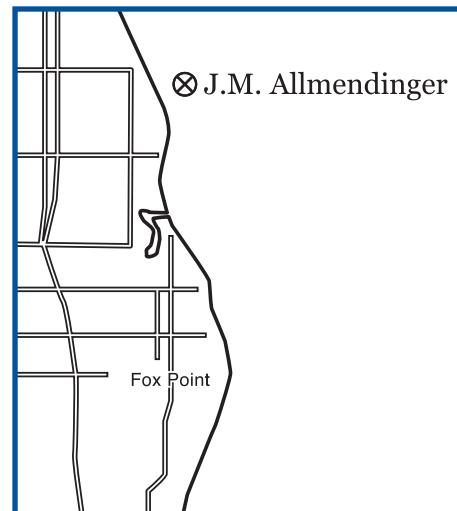


The steam barge *J.M. Allmendinger* was constructed in early 1883 for partners John Allmendinger and Samuel Hull. Lumber was the most common cargo by far, but it was known to carry various cargoes such as iron ore, shingles and sundries between Michigan and Wisconsin ports. In November of 1895, the *J.M. Allmendinger* was bound for Milwaukee with a load of lumber when it was caught in a snowstorm with winds so strong that the vessel was knocked off course and ran aground north of Fox Point. After days of trying to free it, salvage crews abandoned the steam barge. The location of the *J.M. Allmendinger* site was forgotten until the 1930s when three Milwaukee men used homemade gear to attempt some salvage. Today the vessel's keel, keelson and floors remain intact 1,035 feet from shore, along with scattered hull fragments, rudder and boiler.

**GPS: N 43° 13.087' W 87° 53.651'**

## A CLOSER LOOK

- The boiler is located 35.0 feet southwest of the vessel's bow, measuring 14.0 feet long and 6.5 feet in diameter.
- Rising wood, timber notched to fit the frames, is extant on the port side of the bow.
- The use of rising wood is unusual in American ship construction and may indicate that the shipwright designed ships with European influence.



To learn more, visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) or contact the Maritime Preservation and Archaeology Program at 608-224-6492.

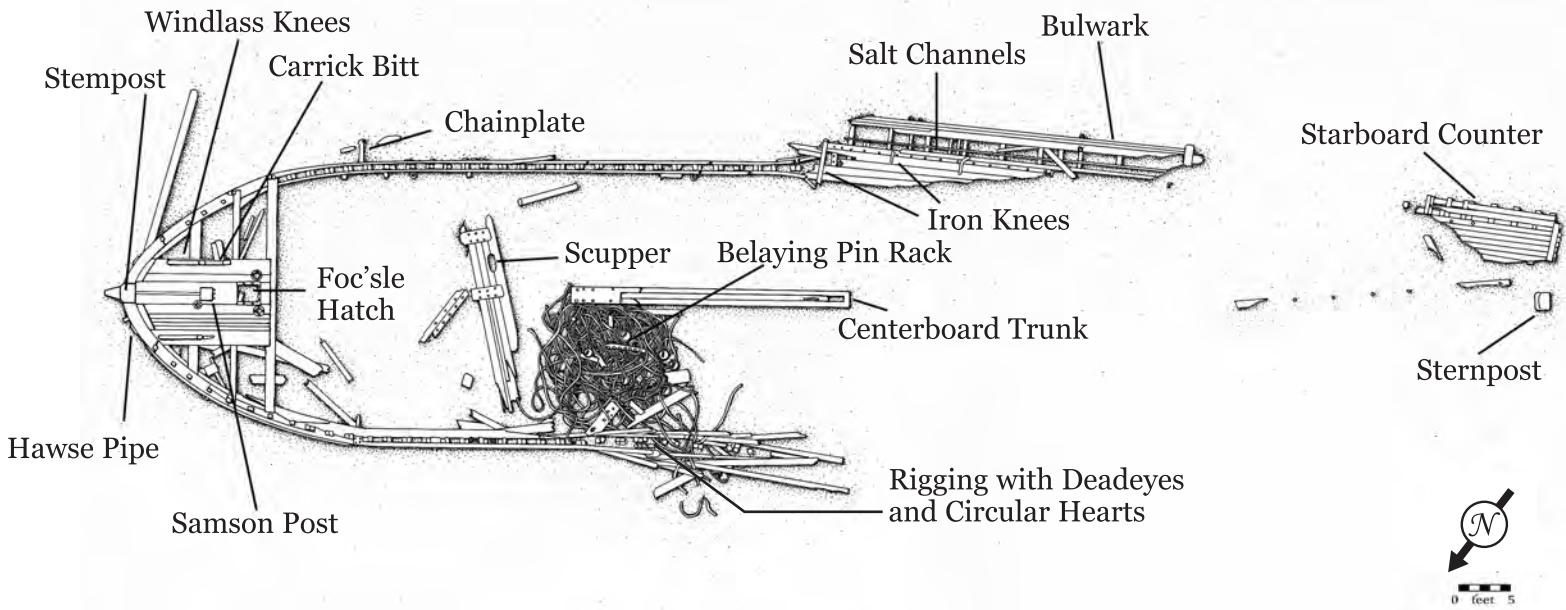
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# ○ LaSalle



- Built: 1874, Parson & Humble, Tonawanda, N.Y.
- Sank: October 25, 1875
- Hull: wood
- Length: 139 ft.
- Beam: 26.3 ft.
- Depth of hold: 10.95 ft.
- Propulsion: sail
- Depth: 10-15 ft.
- Visibility: 5-25 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Point Beach State Forest

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

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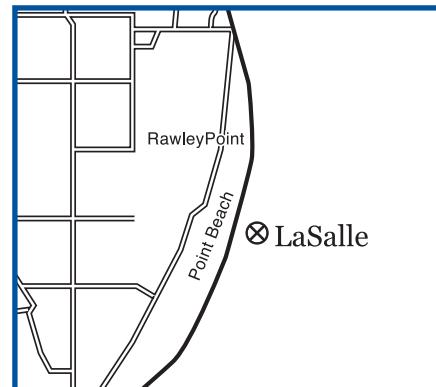
# LaSalle

The canaller *LaSalle* was constructed by shipwrights John Humble and Samuel Parsons at the Parsons & Humble shipyard near Tonawanda, N.Y., in 1874 and was specifically designed for the lumber and grain trade between Lake Michigan and the lower lakes. Canallers were a vessel type unique to the Great Lakes, designed to transit the Welland Canal locks while carrying the maximum amount of cargo with only inches to spare. Grain collected from the newly settled farmlands of the Midwest was transported from ports on western Lake Michigan to eastern ports on lakes Erie and Ontario. Vessels returning to Lake Michigan were often loaded with coal used for heating Midwestern cities and powering factories. The canaller was not in service for long, and on October 25, 1875, the *LaSalle* slipped its rudder off Rawley Point and became embedded in quicksand near shore. After a brief salvage attempt, it was abandoned.

**GPS: N 44° 11.524' W 087° 30.591**

## A CLOSER LOOK

- Due to the nature of the bottom sediment, the vessel has been preserved almost fully with the majority of its 10.95-foot-deep hull still beneath the sand.
- A pile of rigging is located within the hull containing deadeyes and belaying pin rack fragments.
- The *LaSalle* was built with angle-iron knees, providing greater strength than was usual for the vessel type.



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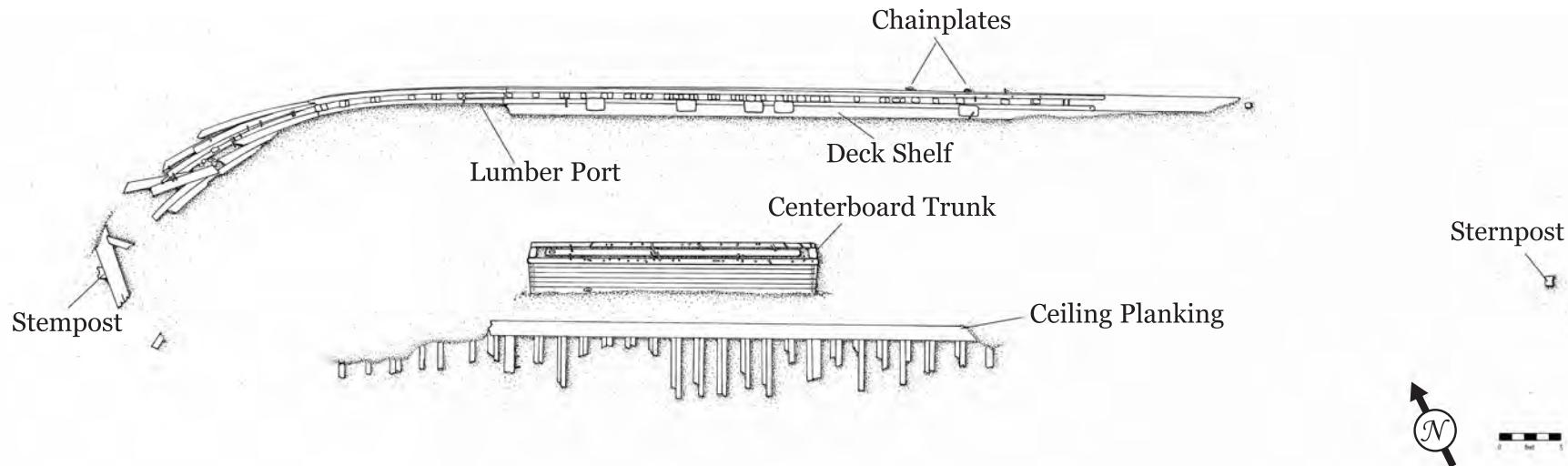
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# Lookout



- Type: schooner
- Built: 1855, George Hardison, Buffalo, N.Y.
- Sank: April 29, 1897
- Hull: wood
- Length: 126.4 ft.
- Beam: 27.7 ft.
- Depth of hold: 9.1 ft.
- Cargo: grain, coal, lumber
- Propulsion: sail
- Depth: 10-15 ft.
- Visibility: 5-20 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Point Beach State Forest

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# Lookout

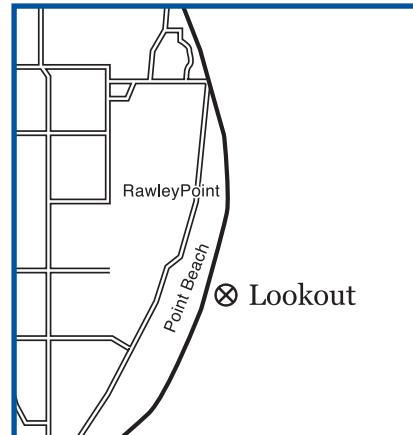


For 45 years, the *Lookout* sailed the lakes carrying bulk commodities. Early on April 29, 1897, running light from Chicago, the *Lookout* ran aground 200 yards off the beach on Rawley Point in a northeast gale. The ship did not send up any distress signals. Life-Saving Service Patrolman Gagnun discovered it around 5 a.m. while making surveillance rounds. The waves were too high to row to the scene, so the lifesaving crew used horses to pull the surfboat and beach apparatus slowly along the beach, while the crew of the *Lookout* watched. Fearing the *Lookout* would break up before the life-savers arrived, Captain John Olson ordered his crew to abandon ship and take their chances in the yawl. The *Lookout*'s men made it safely to shore. After the northeast gale expired, the captain found the vessel under water, buried in quicksand up to its rails. An anchor, chain and rigging were all that could be salvaged.

**GPS: N 44° 11.707' W 087° 30.596**

## A CLOSER LOOK

- The stern and port-side sections are likely to be buried beneath the surrounding quicksand.
- Chainplates are extant on the starboard side only and are located near the bow and closer to the stern.
- The 25.6-foot-long centerboard trunk is partially extant with the pivot pin visible.



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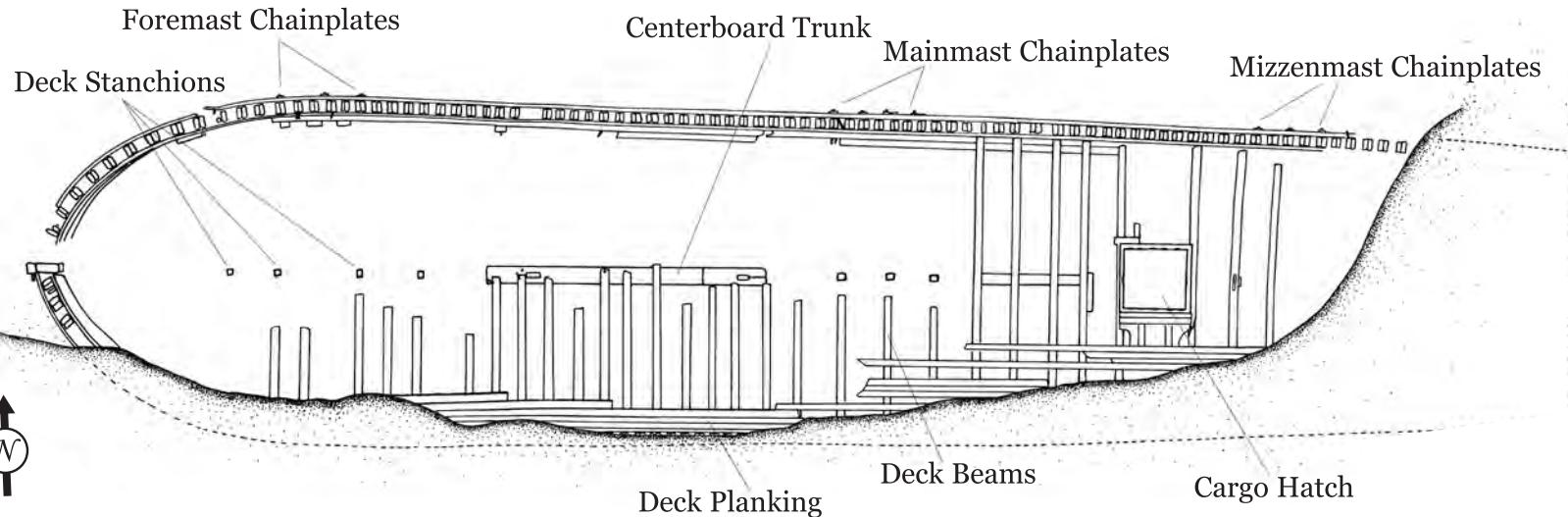
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# ○ Major Anderson



- Type: barkentine
- Built: 1861, Ira Laffriner, Cleveland, Ohio
- Sank: 1871
- Hull: wood
- Length: 153.87 ft.
- Beam: 33.20 ft.
- Depth of hold: 12.13 ft.
- Cargo: grain, coal, salt
- Propulsion: sail
- Depth: 3-10 ft.
- Visibility: 5-25 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Point Beach State Forest

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

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# Major Anderson

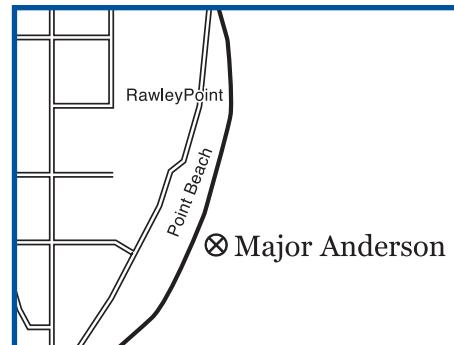


One of only a few known barkentines in Wisconsin waters, the *Major Anderson* hauled various bulk cargoes on the upper Great Lakes throughout its career — from the time of the Civil War through the height of the lumber boom. In October 1871, strong winds, extreme heat and dry conditions fueled forest fires (Great Chicago Fire and Peshtigo Fire) across the region, causing dense smoke over Lake Michigan. Paired with heavy gale conditions at 2 a.m. on October 7, Captain John C. Sullivan became disoriented, made an error in navigation and ran the *Major Anderson* ashore near the mouth of Molash Creek. Both of the vessel's small boats were damaged in the accident, so when orders were given to abandon ship, crew members were forced to swim ashore. Before a salvage was attempted, a storm came up and severely broke the vessel. The rigging deck machinery was salvaged later.

**GPS: N 44° 10.928' W 087° 30.978'**

## A CLOSER LOOK

- Flecks of green paint and oakum in its seams can be observed on the outer hull.
- On the starboard side, three foremast chainplates, all four mainmast chainplates and three mizzenmast chainplates are visible.
- The *Major Anderson* remains upright with its lower hull intact. It is likely that many smaller artifacts associated with the site are buried within and around its hull.



To learn more, visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) or contact the Maritime Preservation and Archaeology Program at 608-264-6492.

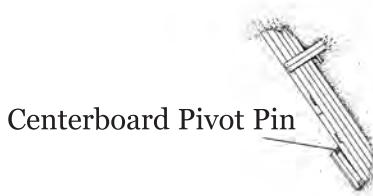
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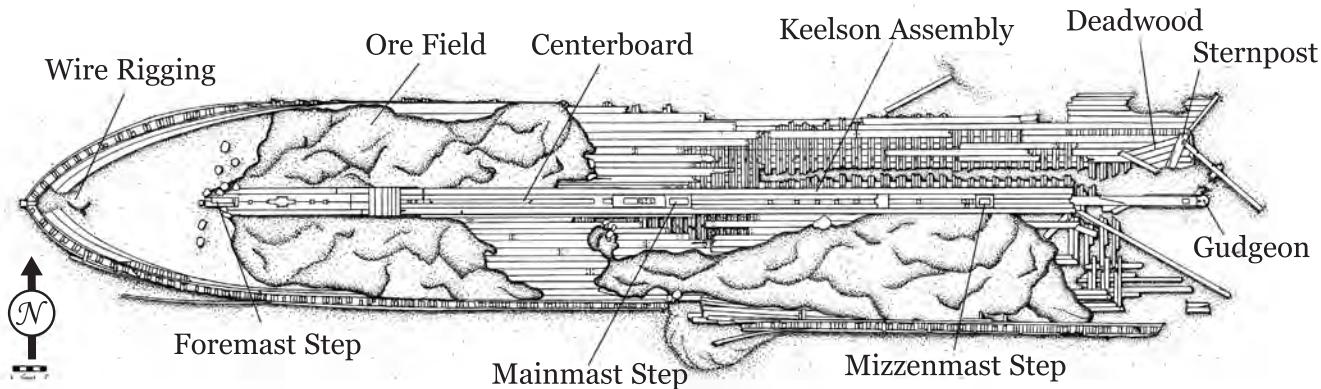




# Pathfinder



Centerboard Pivot Pin



- Type: schooner
- Built: 1869, Campbell, Owen, & Co., Detroit, Mich.
- Sank: November 17, 1886
- Hull: wood
- Length: 188 ft.
- Beam: 31.7 ft.
- Depth of hold: 14 ft.
- Cargo: grain, coal
- Propulsion: sail
- Depth: 12-15 ft.
- Visibility: 5-25 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Public Alternate Access point CTH V Rd

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# Pathfinder

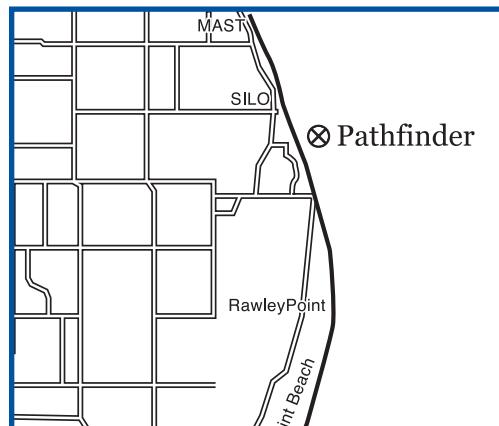
The *Pathfinder*, like many schooners of the time, moved Midwestern corn and grain to ports on Lake Erie, returning to the Upper Midwest with coal for heating and industry. The schooner, measuring nearly 200 feet in length, was one of the largest schooners of that time. On the night of November 17, 1886, *Pathfinder* was in tow of the *Jim Sheriffs* north of Rawley Point when they encountered an enormous gale with a running sea. The *Pathfinder* broke its towline around 10 p.m. Captain Chamberlain of the *Jim Sheriffs* made several attempts to pick it up, but the sea conditions prevented him from getting near it. At about 4 a.m., the *Pathfinder* went ashore. The next day the vessel had sunk deep into the sand, making salvage impossible. Shortly afterward, the schooner's rigging and deck machinery were taken off.

**GPS: N 44°14.733', W 087°30.687'**

## A CLOSER LOOK

- Though the hull structure has split and twisted, the remaining lower hull structure remains intact.
- Although its rigging is no longer extant, evidence of the *Pathfinder*'s three masts remains. The vessel's three mast steps can be seen in the exposed keelson structure.
- Large deposits of the *Pathfinder*'s cargo of iron ore are still present on the site.

To learn more, visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) or contact the Maritime Preservation and Archaeology Program at 608-264-6492.



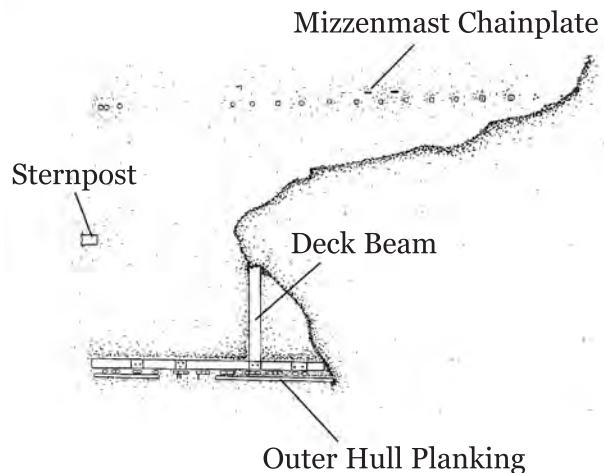
**CAUTION** Diving can be a hazardous sport, and participants dive at their own risk. Diving information is provided for the exclusive use of certified scuba divers or persons under the supervision of a certified dive instructor. Misuse of this information could result in injury or death. Always follow safe diving procedures: Monitor changing site conditions and weather; use a "diver 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.

**NOTE** This wreck is very close to shore. Always be respectful of private property. Visit the Lake Michigan Water Trail at [dnr.wi.gov/topic/parks/name/lakemichigan](http://dnr.wi.gov/topic/parks/name/lakemichigan) for public access points and other information.

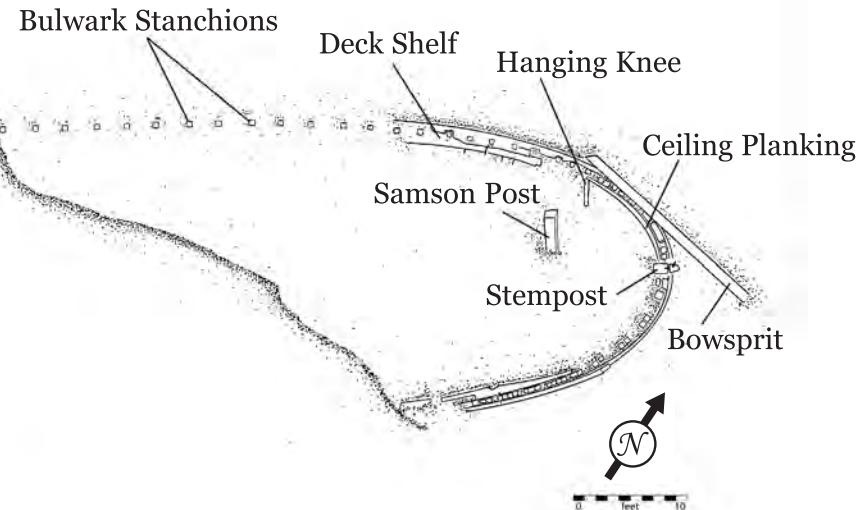




# ○ Tubal Cain



- Type: barque
- Built: 1866, J.M. Jones, Detroit, Mich.
- Sank: 1867
- Hull: wood
- Length: 137 ft.
- Beam: 26 ft.
- Depth of hold: 9.5 ft.



- Cargo: lumber, grain
- Propulsion: sail
- Depth: 7-10 ft.
- Visibility: 5-20 ft.; rough water can reduce visibility
- Bottom type: silty sand (quicksand)
- Water temp.: 40-60°F (summer)
- Entry: shore/boat, Point Beach Ridges State Natural Area

Historic Shipwrecks of Lake Michigan  
Help preserve the *Tubal Cain* — take only pictures and leave only bubbles.

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# Tubal Cain



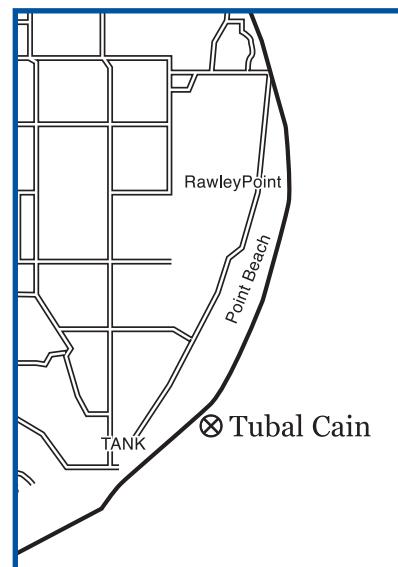
The *Tubal Cain* was designed for transporting lumber and grain from Lake Michigan eastward to New York. The barque started its career by transporting goods between Chicago and Buffalo, N.Y. Unfortunately, it was operational for a little under two years, when its brief career ended. On the morning of November 26, 1867, the *Tubal Cain* was headed from Milwaukee carrying 18,000 bushels of wheat when it went ashore near Two Rivers, Wis. The morning produced a hard southeastern wind, rain and heavy fog. This, along with careless navigation, was determined to be the cause of the wreck. Fortunately, all crew members survived. The gale pounded the vessel for days, and when it cleared, the *Tubal Cain* had settled 10 feet into the sand. The rigging and deck machinery were all that could be salvaged.

**GPS: N 44°10.375' W 087°31.336'**

## A CLOSER LOOK

- Due to the substrate, it is very likely that the hull remains mostly intact and covered.
- Chainplates are extant on the port side only and are near the bow and close to the stern.
- No records indicate that artifacts were salvaged after the ship sank, so there is a high probability that many other items remain buried.

To learn more, visit [wisconsinshipwrecks.org](http://wisconsinshipwrecks.org) or contact the Maritime Preservation and Archaeology Program at 608-264-6492.



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