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Listed in the NRHP 6/4/92

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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 *official listing name NOQUEBAY (Schooner-Barge)*
historic name Schooner-Barge NOQUEBAY *Shipwreck site*
other names/site number _____

2. Location
street & number Stockton Island,
Lake Superior _____ not for publication
city or town Town of La Pointe _____ N/A vicinity
state Wisconsin code WI county Ashland code 003 zip code 54850

3. State/Federal Agency Certification

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

[Signature] : 15 April 1992
Signature of certifying official/Title Date
State Historical Preservation Officer-WI
State or Federal agency and bureau

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

Signature of commenting official/Title Date

State or Federal agency and bureau

State Historical Society of Wisconsin
Division of Historic Preservation

STATE REGISTER OF HISTORIC PLACES
CERTIFICATION FORM

Nominated Property: Schooner-Barge NOOUEBAY

Property Address: Stockton Island, Lake Superior

City: Town of La Pointe, Zip: 54850

County: Ashland

Review Board Evaluation

Historic Preservation Review Board Date: April 10, 1992

- Nomination meets the criteria and is adequately documented.
 Nomination meets the criteria, but is not adequately documented.
 Nomination is adequately documented, but does not meet the criteria.

Claudia G. Smith
Chair of Historic Preservation Review Board

April 10, 1992
Date

State Historic Preservation Officer Certification

As the designated officer under s. 44.32, Wis. Stats., I hereby certify that this: [] nomination,
[] interim listing, or [] petition for removal (check one) meets the documentation standards of the
Wisconsin State Register of Historic Places and meets the procedural and professional requirements set
forth in s. 44.36(2), Wis. Stats., and that this property or district is hereby:

- Listed in the Wisconsin State Register of Historic Places
 An interim listing in the Wisconsin State Register of Historic Places
 Removed from the Wisconsin State Register of Historic Places

[Signature]
Signature of State Historic Preservation Officer

4/15, 1992
Date

Schooner-Barge NOQUEBAY
Name of Property

Ashland County, Wi.
County and State

4. National Park Service Certification

I hereby certify that the property is: _____ Signature of the Keeper _____ Date of Action _____

- 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:) _____

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include listed resources within the count)	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		<input type="checkbox"/> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> 1 </u>	<input type="checkbox"/> sites
<input checked="" type="checkbox"/> public-state	<input checked="" type="checkbox"/> site	<u> 1 </u>	<input type="checkbox"/> structures
<input type="checkbox"/> public-federal	<input type="checkbox"/> structure		<input type="checkbox"/> objects
	<input type="checkbox"/> object	<u> 1 </u>	<u> 0 </u> Total

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

Number of contributing resources previously listed in the National Register

Great Lakes Shipwrecks of Wisconsin

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/water-related

Current Functions
(Enter categories from instructions)

Vacant/not in use

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

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.)

Schooner-Barge NOQUEBAY
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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.)

- 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 achieved
significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographic References

Bibliography

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

Areas of Significance
(Enter categories from
instructions)

Archeology/historic

non-aboriginal

Engineering

Period of Significance

1872-1905

Significant Dates

N/A

Significant Person

(Complete if Criterion B is
marked above)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Alvin A. Turner

Schooner-Barge NOQUEBAY
Name of Property

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Previous Documentation on File (NPS):
 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

Primary location of additional data:
 State Historic Preservation Office
 Other State Agency
 Federal Agency
 Local government
 University
 Other
Name of repository:
Submerged Cultural Resources Unit-
National Park Service

recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

10. Geographical Data

Acreage of Property 2 acres

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

1 <u>1/5</u> <u>6/8/6/9/5/0</u> <u>5/2/0/0/0/0/0</u>	3 <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u>
Zone Easting Northing	Zone Easting Northing
2 <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u>	4 <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u> <u>/</u>
Zone Easting Northing	Zone Easting Northing
	<u>see continuation sheet</u>

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 Paul P. Kreisa/Asst. State Archeologist
organization State Hist. Society of Wisconsin date 3/1/92
street & number 816 State St. telephone 608/264-6494
city or town Madison state Wi. zip code 53706

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)

Schooner-Barge NOQUEBAY
Name of Property

Ashland County, Wi.
County and State

Property Owner

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

name Mr. Stan Druckenmiller/Dept. of Natural Resources
street & number Box 7921 telephone _____
city or town Madison state Wi. zip code 53707

name Board of Commissioners of Public Lands/GEF III, Room 200
street & number Box 8943, 125 S. Webster telephone _____
city or town Madison state Wi. zip code 53708

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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Schooner-Barge NOQUEBAY
Town of La Pointe
Ashland County, Wi.

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Introduction

The NOQUEBAY, a wooden schooner-barge built in 1872, went down in 1905 off Stockton Island in Lake Superior when a boiler caught fire. The wreck lies in 8 to 12 feet of water in Julian Bay, on the eastern side of Stockton Island (Figure 1). The NOQUEBAY was used to a large extent in the lumber trade, although it was also used to haul other cargoes. Typically, the NOQUEBAY was towed by the tug OTTAWA, and was a consort of the LIZZIE MADDEN. The OTTAWA also sank in the Apostle Islands. The wreck site consists of structural and artifactual remains.

Site Description

The NOQUEBAY was investigated in 1984 by the Submerged Cultural Resources Unit of the National Park Service. The investigation consisted of mapping, photographing, videotaping the wreck site, and testing in selected areas to determine the method of construction and internal support structure used in the vessel.

The remains of the vessel are broken and scattered, encompassing an area of 230 feet north to south and 125 feet east to west, covering approximately 2/3 of an acre (Figure 2). Five major features are present within the site area. These are intact sections of the port and starboard side of the hull, a large intact bottom hull section with keelsons, the bow, and the ship's wheel. Other items within the site area include structural supports, smaller artifacts, coal, a donkey boiler, and the windlass. Based on excavation, cultural material is present between a few inches and five feet below the surface (Carrell 1985).

The ship's wheel, still in good condition, is articulated with the steering mechanism (Figures 3 and 4). This particular mechanical steering gear came into use in the latter half of the 1800s (Paasch 1890). The wheel's diameter is 53 inches, and it has eight spokes, each measuring 22.5 inches. The spokes and center hub are made of bronze, while the wheel rim is made of steel. The wheel was manufactured by Coffin and Woodward of Boston, Massachusetts. Attached to the wheel is the steering gear, also called worm or screw gear. It is made of iron or steel, and is in excellent

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condition. The steering gear consists of guide rods, yoke, and yoke bolt, with the coupling rods missing. The overall length of the steering gear, including wheel, is five feet (Carrell 1985: 39-42).

The hull bottom and keelsons show little deterioration. This section includes the centerline keelson, sister keelson, and floor keelson (all longitudinal strengthening members), and 154.5 feet of intact hull (Figures 5 and 6). The interior width of the bottom to the ceiling strakes at the turn of the bilge is 28 feet, while outside the vessel's width is 34.7 feet. The floor keelsons consist of 12 by 8 inch timbers. The centerline keelson is composed of two stacked 14 by 14 inch timbers. It broke at the hooked scarp in the stern, a point of weakness in the ship. A rider keelson, also 14 by 14 inches, was added to the main keelson to provide additional strength. It apparently failed along with the main keelson. Also found in the centerline keelson was a bilge pump access groove. Stanchions (vertical strength members), were also found associated with the keelsons. The stanchion posts measure 6 by 6 inches and stand 12 inches high. The sister keelson consists of 12 by 14 inch timbers. There is an additional keelson on a portion of the port side of the sister keelson. Wooden caps, to provide protection to the sister keelson during the loading and unloading of cargos, were found in four places on the sister keelson. This suggests that there were four cargo hatches on the NOQUEBAY. The estimated size of three of the hatches is 10 by 6 feet, while one hatch, the forward booby hatch, was 6 by 6 feet. Numerous small artifacts, including metal pipes and a cast iron plate, were found while investigating this section of the site (Carrell 1985:45-53).

The port side of the bottom of the NOQUEBAY is double framed, constructed with 6 by 12 inch timbers, forming a 12 by 12 inch frame on 24 inch centers. A small area of the bottom ceiling is also visible on the port side. The planks are 3 inches thick and 10 to 16 inches wide. The planks are fastened by 3/4 inch square nails. The starboard side of the bottom is intact to the turn of the bilge. The ceiling planking is similar to that on the port side. Thick strakes of the bilge ceiling measuring 5.5 by 10 to 16 inches, are present in this section. Coaks, or wooden dowels laid

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into the surface of two adjoining timbers to prevent longitudinal slipping, are also present in the ceiling. In addition, a 25 foot section of a truss rod was found in this section (Figure 7). The rod is 1.5 inches in diameter and articulates with a 22 by 4 inch turnbuckle. The rod is threaded to facilitate its articulation with the turnbuckle. In some cases, the rod and turnbuckle was attached to a 12 inch diameter metal plate. The plates were used for deck reinforcement. A total of five turnbuckles were found at the site, and it is likely that an additional one was present on the ship. The rod and turnbuckle system was used to strengthen the interior portion of the hull, by preventing "hogging" or sagging of the ends of the vessel. These straps were probably tied into the bow deadwood. Two large metal reinforcing straps straddle the bow deadwood, angling aft. These may have served to anchor the truss system in the bow (Carrell 1985: 53-62).

The port side of the hull is separated into three sections. One section is turned outboard up, another is deeply buried, while the third is burned, broken, and partially buried. The buried section is 16 feet long, and has 8 frame timbers and ceiling planking in place. It broke above the turn of the bilge. Near the frames of this piece is a 29 foot section of hogging strap. The outboard up section is 56.3 feet long and 12 feet wide. The hull planing is a uniform 7 inches wide and 3 inches thick. Patches of white paint are present on the exterior surface on the planks, as is pitch in the seams of the hull planks. The final piece consists of hull planking, frames, and ceiling planking. Twelve feet of this section is exposed. It also broke at the turn of the bilge. Two large sections of hog strapping are also present in the area. It is estimated that the port sections investigated represent 40% of the NOQUEBAY's port side (Carrell 1985:62-68).

Two large sections of the starboard side of the hull, 73 and 40 feet long, respectively, are also present. Combined, they account for slightly over half of the total starboard side of the NOQUEBAY. Both are intact from just above the turn of the bilge to the main deck, and are partially buried. The frames are exposed above the turn of the bilge and tips of the knees, and thick strakes of the bilge ceiling are present. Within the 73 foot section, the ceiling planks vary in width from 10 to 16 inches and are 3 inches thick.

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The knees are irregularly spaced, between 36 and 46 inches apart, and are 6.5 by 24 by 38 inches. The knees are fastened to an 8 by 10 by 14 inch shelf atop an 8 by 10 by 32 inch dagger knee. The deck beams are 8 by 10 inch timbers. Also found in this area is a section of truss rod and turnbuckle, and a hogging strap. The 40 foot section has evidence of the fire that resulted in the loss of the NOQUEBAY. The knees and deck beams in this section are charred. A truss rod and turnbuckle is also present in this section (Carrell 1985:68-69).

The bow section is broken aft of the deadwood. This section consists of frames and hull planking and bow deadwood. The hull planking varies in width from 7 to 10 inches and is 3 inches thick. The stemson, apron, and stem are intact. Three of the vessel's engraved draft marks are still present on the stem, the Roman numerals XIII, XII, and XI are exposed and filled with white paint. A metal strap, 5 inches wide and 1 inch thick, possibly for protection against floating ice or debris, is attached to the leading edge of the stem. Evidence of burning in this section, on the frames and ceiling, indicates that the weakened timbers contributed to the bow breaking away from the bottom of the hull. It is likely that this break occurred at the scarf joints, a major point of structural weakness (Carrell 1985:71).

A donkey boiler and parts of the windlass are present in the bow section. The boiler measures 7 feet long and is 4.5 feet in diameter. Pieces of piping, elbows, a grate, and coal from the boiler are also present. The boiler was used, not for propulsion, but to run the bilge pump and deck machinery. Historical records indicate it was a vertical fire tube boiler with a firebox on the bottom and a funnel on top. The boiler shell rested on a cast-iron base that also served as an ash pit. A series of tubes, from the firebox to the upper end of the shell, connected to a funnel or chimney. Vertical boilers such as this were dangerous because they were considered more likely to throw sparks (ICS Textbooks 1921:12-17), and may have begun the fire that destroyed the NOQUEBAY (Carrell 1985:71-72).

Windlass components were also found near the bow. Windlasses, usually located on the forward end of the upper or main deck, were

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used to haul up anchors. The NOQUEBAY's windlass was made of cast-iron by the Globe Iron Works of Cleveland, Ohio. The style of the windlass crosshead indicates that it was hand-powered. Also present in the bow section are many smaller artifacts. These include items such as cooking pots, a wood auger, fasteners, ship's bell, pipes, and several trunk lid hasps. These items are seasonally covered by shifting sands (Carrell 1985:72).

The site was inspected in 1990 to monitor impacts to the wreck subsequent to its opening for visitation, as well as to investigate new portions of the wreck recently exposed by shifting sand. Archeologists and NPS rangers made an extensive swim over the entire site, noting the presence of the vessel's large rudder (not visible in 1984), the absence of artifacts that had been present and reported in 1984 (jib hanks, wrenches, and pots in the bow area), and noting a severe crack to the iron rim of the ship's wheel, also intact in 1984. Subsequent NPS site monitoring following a violent northeast gale relocated the missing wrenches and pots (they evidently had been buried in sand), but the jib hanks are believed to have been removed by unscrupulous park visitors. It is thought that other material may have been removed as well.

Archeologists noted that not only was the paint still largely extant on the rudder, but that several sequences of repainting were evident. The rudder blade and stock appeared to have a red undercoat, with a subsequent black layer, followed by a coat of white paint (apparently her final color scheme). More investigation (including excavation) would be required to ascertain if certain colors were banded on the rudder. Photographic evidence from the 1890s shows the NOQUEBAY to have had white upper works, a broad black band along her midships waterline, and a lighter (probably red) bottom (Carrell 1985:28).

Post-Depositional Impacts

Part of the breakup of the NOQUEBAY has been caused by Lake Superior storms and ice. The winter storms of 1905 probably contributed to the initial breakup of the vessel. Ice shelving has also caused further breakup of the vessel, as well as the movement

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(Rev. 8-86)
Wisconsin Word Processing Format
(Approved 3/87)

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of some vessel sections. Ice shelving has also recently damaged portions of the wheel. No salvage, aside from the recovery of lumber in 1905, has been documented for the NOQUEBAY. It is likely that this salvage also removed the anchors and other large elements from the wreck. The ship's bell was removed by the National Park Service in 1985. In comparison to other vessels, little vandalism and theft has occurred at the NOQUEBAY. Extensive monitoring of the site by National Park Service rangers has documented a low but persistent level of theft of the smaller, portable artifacts at the site. This monitoring has no doubt aided in decreasing the amount of theft from the site.

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Summary

The NOQUEBAY is a wooden schooner-barge built in 1872 in Trenton, Michigan for the Peshtigo Company, and was lost by fire in 1905 off the Apostle Islands in Lake Superior. The NOQUEBAY was principally engaged in hauling lumber to the east and coal to the west. The wreck consists of large intact sections of the hull, bow, starboard side, and port side, along with machinery and numerous smaller, portable artifacts. The site has relatively few modern impacts. Evaluated within the context of schooner-barges, as documented within the multiple property documentation **Great Lakes Shipwrecks of Wisconsin**, the NOQUEBAY retains integrity of engineering details in the hull, bow, and side structure, along with items of machinery, and material culture. It is being nominated at the statewide level of significance under Criterion C as a representative example of a schooner-barge, and under Criterion D for its potential to yield information on engineering details and shipboard life aboard schooner-barges.

Schooner-Barges and the Lumber Industry

The lumbering industry in Wisconsin helped reshape the state's environment and landscape, and provided a livelihood for a great number of people in many parts of the state. By the late 19th century, Wisconsin was one of the leading lumber producing states, and from 1890-1910, it was the state's leading industry (Lusignan 1986). Initially, the lumber industry was spurred on by the building needs of settlers on the treeless prairies and plains of the Midwest (Fries 1951). Water transportation, through rivers or the Great Lakes, connected the Wisconsin forests with the east, south, and west. The history of lumbering in the state has been roughly divided between an early period of 1840-1880, and a later, post-1880 period.

Prior to the 1840s, lumbering was small scale and mostly for local consumption (Lusignan 1986). By the 1840s, it surpassed the fur and lead mining industries to become Wisconsin's leading industry. This, and subsequent growth, was due to immigration of people into the Midwest, the growth of industry, and of the railroads (Lusignan 1986). The lumber industry's success was due in part to the

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availability of skilled laborers--Irish, Scandinavian, German, and French-Canadian immigrants (Fries 1951).

The Wisconsin River area was the first to be exploited on a large scale in the state (Fries 1951). But demand had already outdistanced the Wisconsin River region's output during the 1840s, and several other regions became important lumbering areas. Included were the areas surrounding Green Bay, the Wolf River, the Black River, the St. Croix area, and the Chippewa River Valley (Lusignan 1986). For many of these regions, the greatest growth occurred from ca. 1860-1880. For instance, in 1866 the Wolf River region produced 52 million board feet, while during the 1870s, the region yielded 180 million board feet per year (Lusignan 1986). The Green Bay and St. Croix districts were producing about 300 million board feet per year in the 1870s, and in the Chippewa River Valley, there was an increase from 5.5 million board feet per year in the 1840s to 436 million board feet in 1870 (Fries 1951).

One reason for such hefty increases in the lumber trade during this period was the availability of excellent water transportation opportunities. Rafts of lumber were floated on inland streams and Lake Michigan by 1850, and by 1865 some rafts on the Mississippi River contained over one million board feet per raft. After the mid-1860s, steamships were increasingly used to tow the rafts. At its peak, more than 100 ships were engaged in river towing operations (Lusignan 1986).

On lakes Michigan and Superior, sailing ships and steamers were used to transport milled lumber, often between 250,000 to 1.5 million board feet (Fries 1951). Through time, steamers and bulk carriers replaced sailing ships, with many sailing ships stripped of their sails and towed by tugs as barges (Labadie and Murphy 1987). The most important lumber shipping ports were Superior, Ashland, Marinette, Green Bay, and Sturgeon Bay (Fries 1951).

During the time between 1880-1900 the lumber industry increased despite periods of depression. In 1892, 4 billion board feet were cut (Lusignan 1986). But, through the years, the wasteful practices of the lumber industry depleted most of the white pine in the state. In 1897, forestry experts predicted that with current

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use patterns and practices, the woods could handle only 10 more years of logging (Lusignan 1986). These predictions caused a major decline and changes in the lumbering industry. A lower grade of trees were used, and the cutting of hardwoods, mainly maple and oak, increased. This decline can be seen in the number of sawmills in operation. In 1900, Wisconsin was first in the nation with over 1000 sawmills, but by 1925 there were only 250 mills in operation (Fries 1951). As a result, lumber slipped from its place as the leading industry in the state.

A wide range and great number of vessels were engaged in transporting lumber and lumber products on the Great Lakes waters of Wisconsin, and consequently, quite a few have ended as shipwrecks. These include schooners, brigantines, and scow-schooners, steamers including steam-barges, and barges. Lumber was first shipped in Lake Michigan by the 1830s, generally by schooners (Mansfield 1899). The number of lumber carriers on the Great Lakes increased from 50 in 1840 to over 500, carrying 8,000 cargos a year, by 1885. Much of the increase was due to the expansion of metropolitan areas such as Chicago and Milwaukee (Mansfield 1899). For instance, Milwaukee received 30,000 million board feet in lumber in 1860. This had increased five-fold by 1897. Only 40,000 million board feet in lumber was delivered to Milwaukee by rail (Mansfield 1899).

Schooner-barges developed out of a need to transport large quantities of bulk material economically after the Civil War (Carrell 1985:14-16). This resulted in a "consort system" in which heavily laden barges were towed by tugs or steam barges. Schooner-barges included schooners renovated into barges, or specially constructed schooner-barges. The main difference between schooner-barges and schooners is the reduction in the sail and rigging area in the former. The masts were shorter (sometimes deliberately cut down), and usually totalled two to three in number. Deckhousing was usually removed from converted schooners, and hatches were added. A pilothouse was sometimes added to provide the pilot with a clear view, and a small steam-engine was often used to hoist anchors, work pumps, and load and unload cargo. Schooner-barges needed fewer crew members for their operation than did fully-rigged schooners, thus reducing costs.

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Vessel History and Description

The NOQUEBAY, built in 1872 by Alvin A. Turner in Trenton, Michigan, for Thomas W. Beebe of the Peshtigo Company of Peshtigo, Wisconsin, was enrolled at the Port of Chicago on July 13, 1872 (Figures 8 and 9). The NOQUEBAY was a duplicate of the schooner-barges PESHTIGO (built in 1869) and the MAUTENEE (built in 1873), also for the Peshtigo Company. It was built to carry bulk lumber and coal, and was capable of transporting over one million board feet of lumber or 1,350 tons of coal. A. Keith was the master at her time of enrollment in 1872.

There are no known plans for the NOQUEBAY or her sister ships, although information on her construction is available from documents of enrollment, which give general specifications, and historic photographs of the vessel in tow or at dock. The NOQUEBAY was 205.2 feet long and 34.7 feet in beam, while the depth of her hold was 12.5 feet. Her gross tonnage was 684.39 while her net tonnage was 652.05. She was built of wood from keel to rail, with a double hull and double frames throughout. The NOQUEBAY had a single deck, an unbroken hold, a square stern, plain or straight bow, and two short masts. She was rigged as a modified schooner and rigged "running" so that her sails could be moved out of the way during loading and unloading. The NOQUEBAY had an unbroken deck with three cargo hatches plus a booby-hatch. The pilothouse was located aft, possibly atop the aft deckhouse which served as crews quarters. A small steam donkey, located below decks in the forecastle, also placed forward, was used to hoist anchors, sails, work the pumps, and to load and unload cargo.

The NOQUEBAY changed owner and master on April 17, 1874. William E. Strong, was the new Peshtigo Company owner, with William Nicholson assuming command of the ship. She was based out of Chicago until March 8, 1875, when her home port was changed to Milwaukee. While owned by the Peshtigo Company the NOQUEBAY was towed by the CLEMATIS, WILIAM LIVINGSTON, ADM. D.D. PORTER, and BOSCOBEL (later renamed the OTTAWA). In 1876 she was valued at

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\$23,000, but this had decreased by 1892 to \$10,000. During this time, her timbers fore and aft were replaced in 1884, and she was recaulked in 1892.

She continued to be owned by the Peshtigo Company through March 1, 1893, when she was transferred to the Stephenson Transportation Company in Marinette, Wisconsin. William A. Ellis, secretary of the company, assumed title of the ship. She was subsequently sold to Thomas F. Madden, James H. Madden, and John J. Madden, along with her sister ship the MAUTENEE on March 15, 1895. Her new home port became Port Huron, Michigan. Partial ownership was transferred to Elizabeth Madden in 1898, and she gained sole ownership of the vessel on January 19, 1899. Elizabeth Madden retained ownership of the NOQUEBAY until her loss on October 8, 1905.

During the Madden ownership, the NOQUEBAY was recaulked in 1896 and rebuilt with a new keel and sails in 1900. By 1900 she was valued at \$9,000. She was described as having a centerboard, steel arches, steam pumps, and was capable of carrying 13.5 foot deckloads (Carrell 1985:20). During this period she was towed by the LIZZIE MADDEN, and made trips to Duluth, Ashland, and Buffalo. The NOQUEBAY's ports of call for her last six months of operation are available (Appendix A).

On October 6, 1905, the NOQUEBAY and MAUNETEE were in the tow of LIZZIE MADDEN, leaving Bayfield, Wisconsin for Bay City, Michigan with 600,000 board feet of hemlock lumber (Ashland Daily Press 10/10/05). Eventually, the lumber was destined for Buffalo. After traveling about 20 miles eastward the NOQUEBAY caught fire in the forward portion of the ship, probably around the donkey boiler. Contemporary accounts reveal that the fire started while the crew was in the after deckhouse having their noon meal. Because of this, the fire was not noticed until it had become widespread, leaving the crew unable to put out the fire.

At that point the LIZZIE MADDEN made for the nearest land, Stockton Island, in an attempt to beach the burning NOQUEBAY. The crew then tossed 175,000 board feet of lumber into the lake before abandoning ship. The NOQUEBAY eventually burned to the waterline, and came to

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Town of La Pointe
Ashland County, Wi.

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rest in 12 feet of water in Julian Bay near Presque Isle Point on the east side of Stockton Island. Valued at \$7,000 at the time of the loss, the NOQUEBAY was insured for \$5,000 (Detroit Free Press 10/10/05). The LIZZIE MADDEN and MAUNETEE continued onto Sault St. Marie. No information on salvage operations of the NOQUEBAY have been reported, although the 175,000 board feet of lumber was recovered by October 13, 1905 by the tug FASHION (Bayfield County Press, 10/13/05).

Significance in Architecture and Engineering

The architecture and engineering details of the NOQUEBAY have been discussed in Section 7. The NOQUEBAY, despite its disarticulated condition, still comprises an estimated 90% of the ship's original hull, with approximately 90% of the bottom, 55% of the starboard side, and 40% of the port side exposed (Carrell 1985:74). In addition, numerous structural and engineering elements are preserved, including the keelson configuration, truss arrangement, hogging straps, donkey boiler, windlass, rudder, mechanical steering gear, and wheel. These features are complemented by material culture, and unusually well-preserved timbers, some with original paint. The preservation of these architectural, engineering, and archeological elements combine to provide significant information on schooner-barge construction, reinforcement, and operations.

Great Lakes Maritime Archeology

The NOQUEBAY can provide information on two important areas of maritime archeology; the shipbuilding techniques used for schooner-barges, and the post-depositional effects that Lake Superior has on shipwrecks. As stated above, no construction plans or specifications for this vessel has been found, and it is certainly not unusual for these to be lacking for schooner-barges. Added to this is the fact that such vessels were a work of vernacular architecture, combining expedient factors in their construction. As detailed in Section 7, the ship also retains many of its architectural fastenings and strengthening members. Analysis of the structure, joinery, and fastenings can contribute to our understanding of vessel construction, maintenance, limitations, and

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use. Carrell (1985) notes that contrary to expectation, the location of the NOQUEBAY, and post-depositional effects of Lake Superior, have helped preserve the vessel. A clearer understanding of why these aspects helped save the NOQUEBAY could be used to identify other potential areas for survey that might be otherwise overlooked.

REGISTRATION REQUIREMENTS

The schooner-barge NOQUEBAY meets the registration requirements as set forth in the Multiple Property Documentation form Great Lakes Shipwrecks of Wisconsin. The vessel retains integrity of location and setting, in that it has not been moved from where it sank, and has not been covered by fill except through natural processes. Even though much of the superstructure was destroyed during the fire, a great deal of the vessel hull structure and machinery remain intact. The NOQUEBAY, a 19th century schooner-barge, is eligible for inclusion in the National Register of Historic Places under Criteria C and D. It is eligible under Criterion C in that it retains structural and engineering details characteristic of schooner-barges. It is eligible under Criterion D in that the wreck and its associated deposits have the potential to yield information important to history.

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Verbal Boundary Description

The UTM reference is located at the extreme northern boundary of the site area. The eastern and western boundaries are 280 feet long, while the midsection of the site is 160 feet wide east-west.

Boundary Justification Form

The boundaries have been drawn, based on an underwater survey of the wreck, to include all artifactual and structural debris.

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Section Photographs Page 1

Photograph 1 of 5
Wheel
D. Cooper, photographer
Summer, 1991

Photograph 2 of 5
Divers drawing bow section
D. Cooper, photographer
Summer, 1991

Photograph 3 of 5
Draft Marks
D. Cooper, photographer
Summer, 1991

Photograph 4 of 5
Donkey Boiler
D. Cooper, photographer
Summer, 1991

Photograph 5 of 5
Divers documenting windlass
D. Cooper, photographer
Summer, 1991

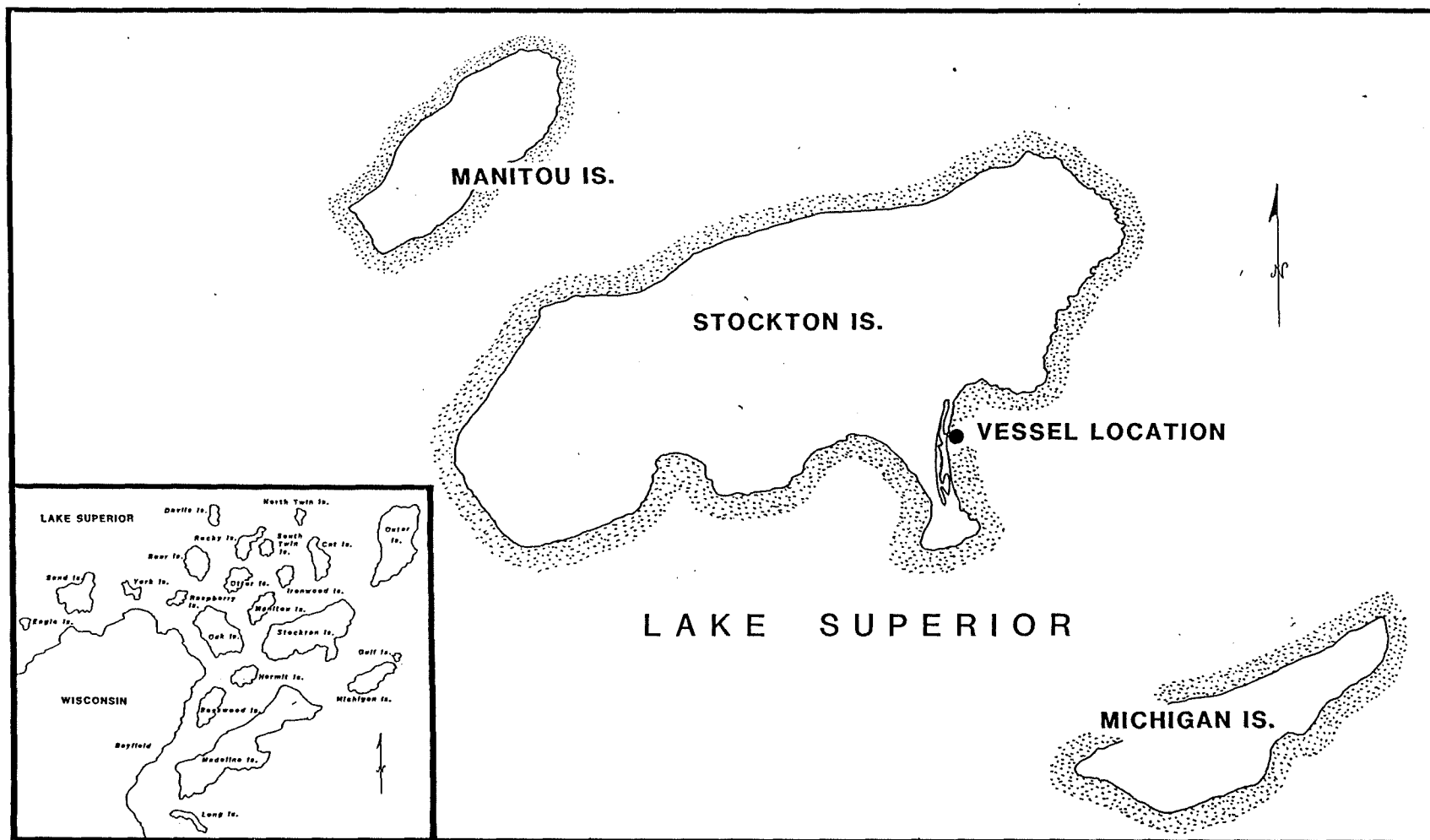


Figure 1. Location of the NOQUEBAY. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.

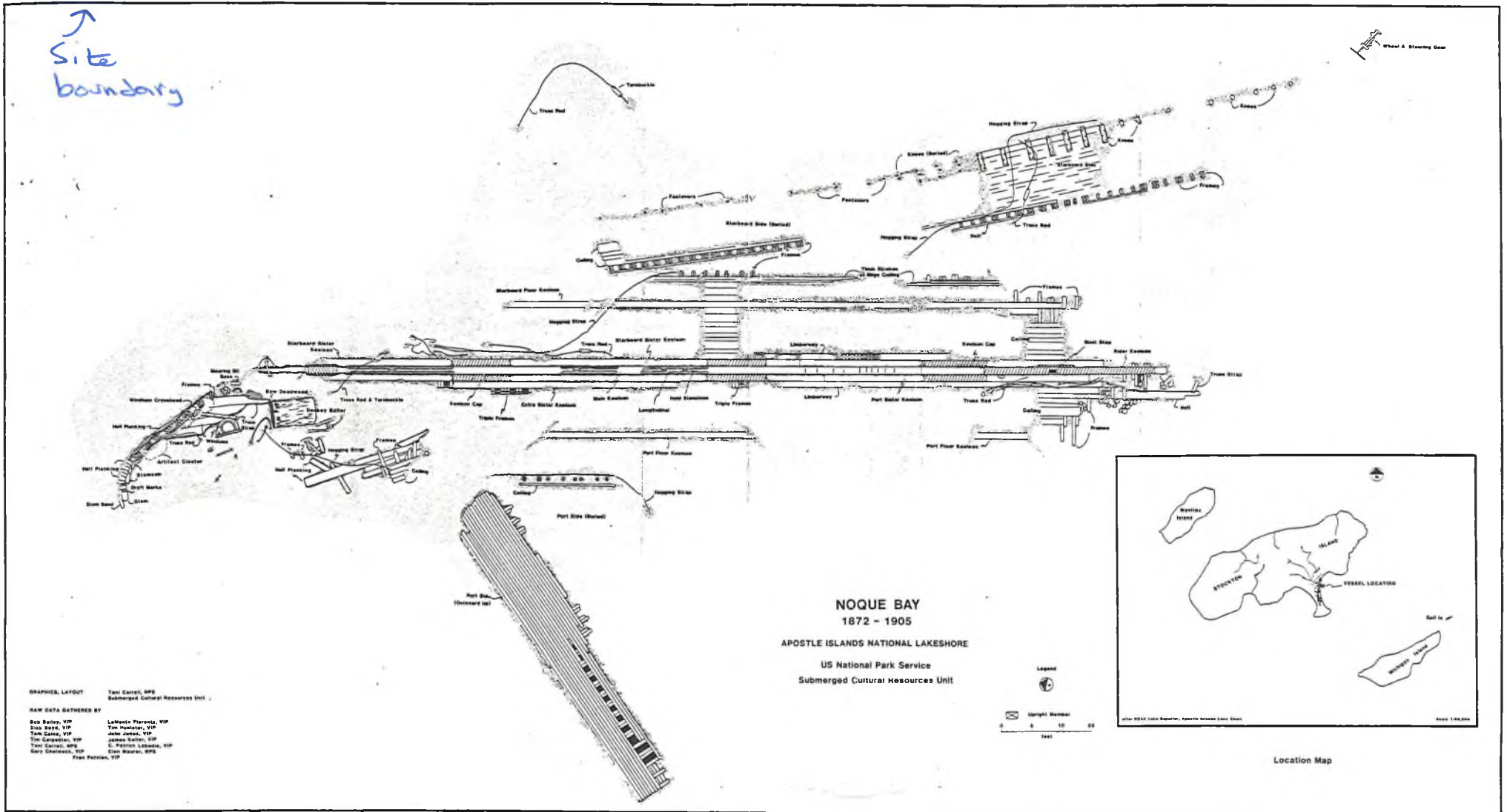
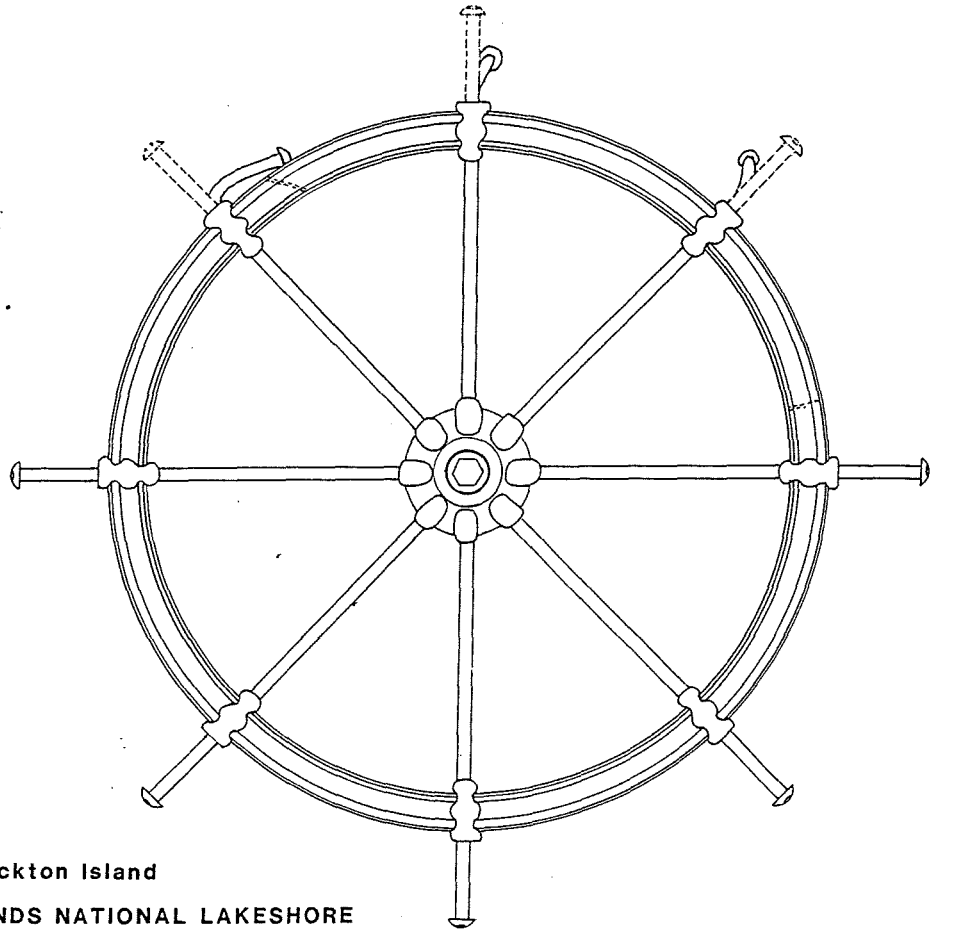


Figure 2. Site Plan. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.



NOQUEBAY
Julian Bay, Stockton Island
APOSTLE ISLANDS NATIONAL LAKESHORE
Ships Wheel (Obverse View)

L. M. Florentz

DIVERS : Fran Potvien 21 Sept. 1984

Dr. R. Boyd

Tom Caine

L. M. Florentz

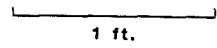
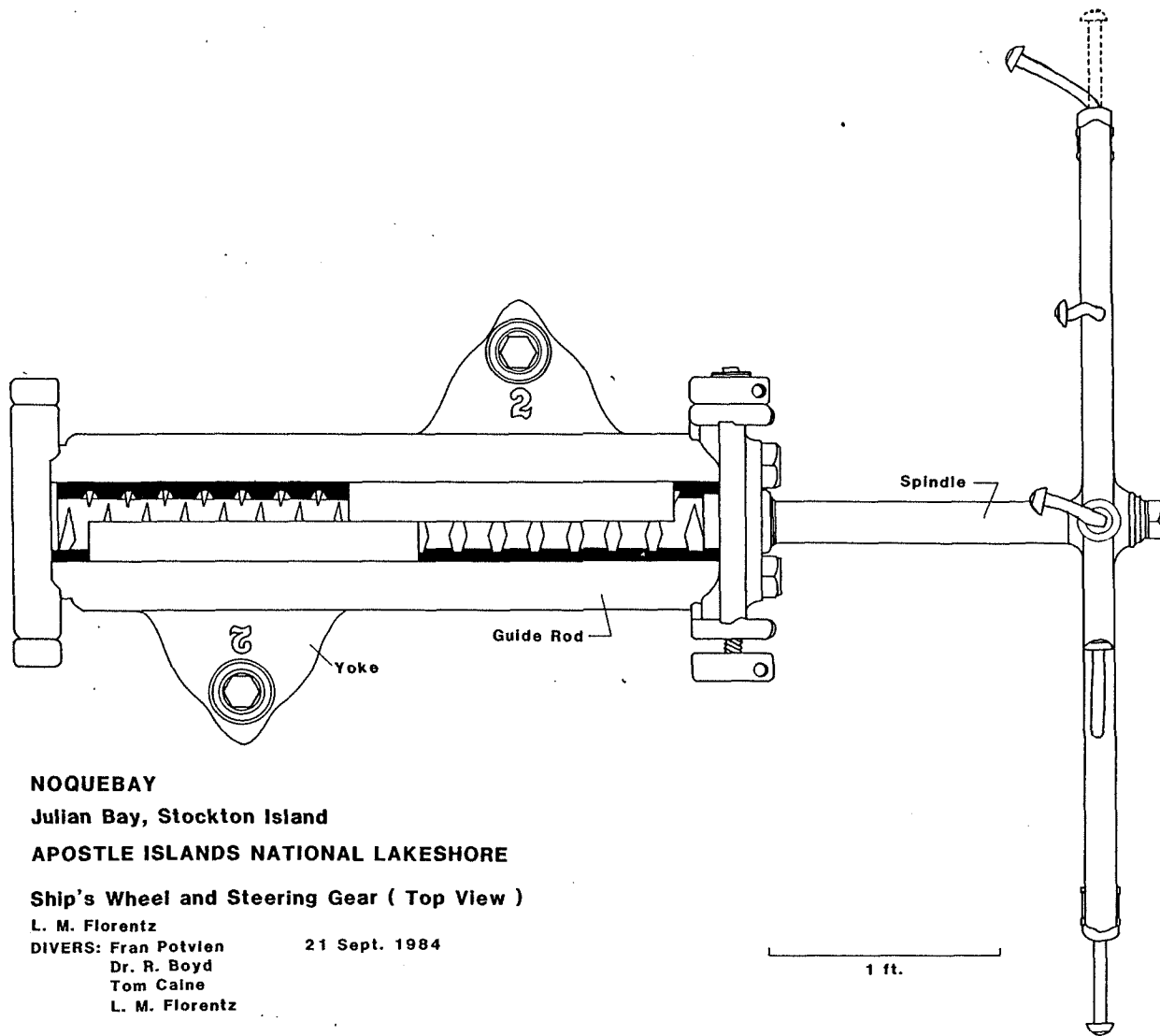


Figure 3. Ship's Wheel. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.



NOQUEBAY
Julian Bay, Stockton Island
APOSTLE ISLANDS NATIONAL LAKESHORE
Ship's Wheel and Steering Gear (Top View)
L. M. Florentz
DIVERS: Fran Potvien 21 Sept. 1984
Dr. R. Boyd
Tom Caine
L. M. Florentz

Figure 4. Steering Mechanism. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.

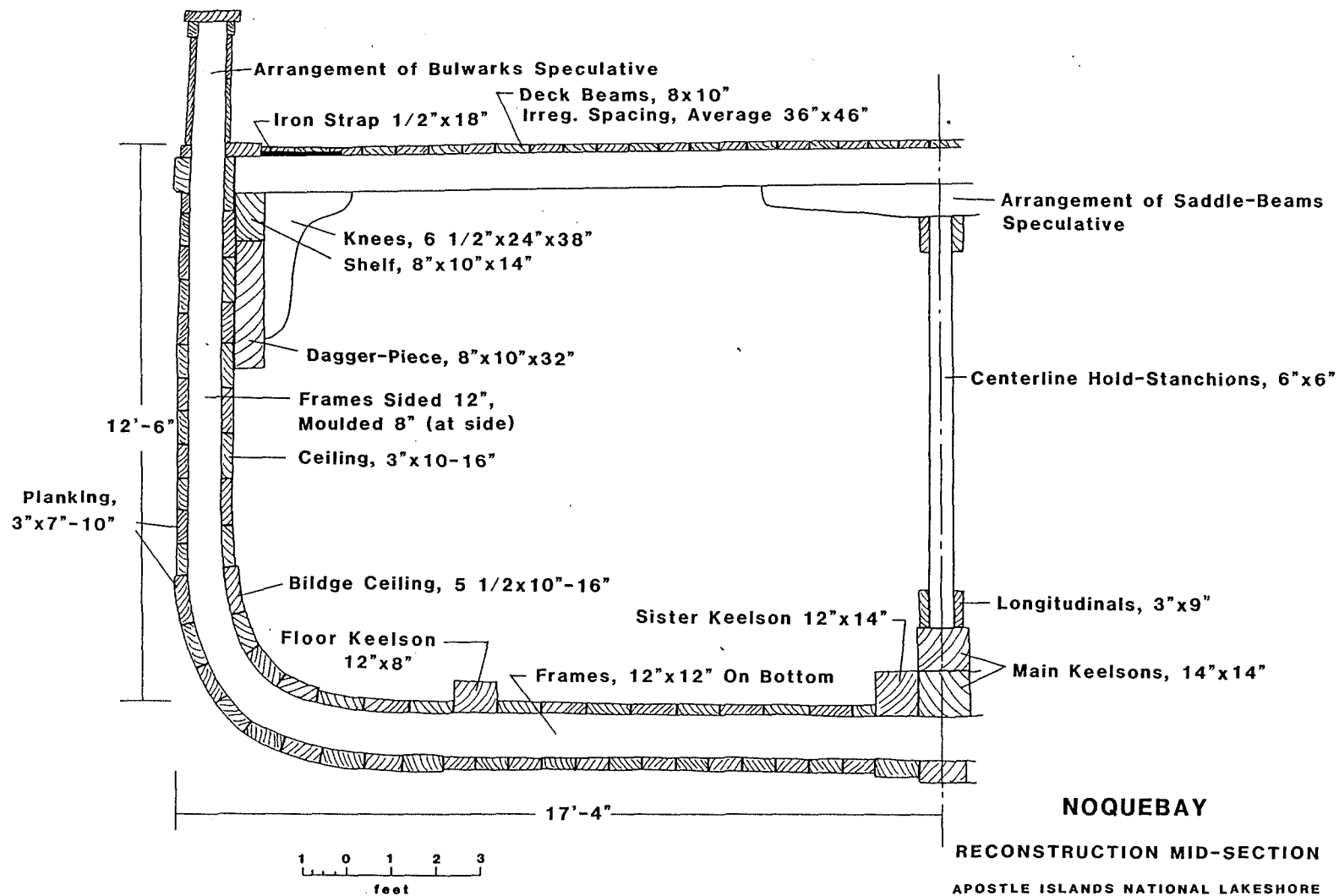
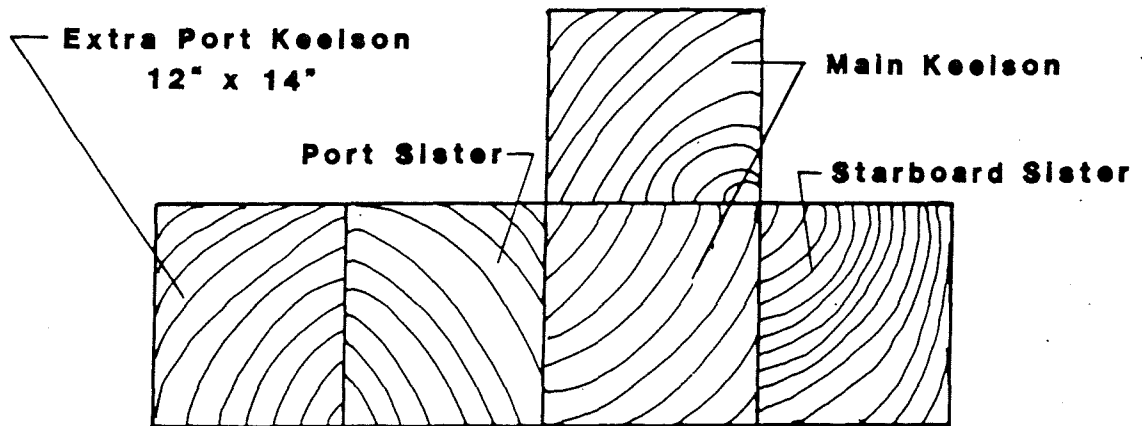
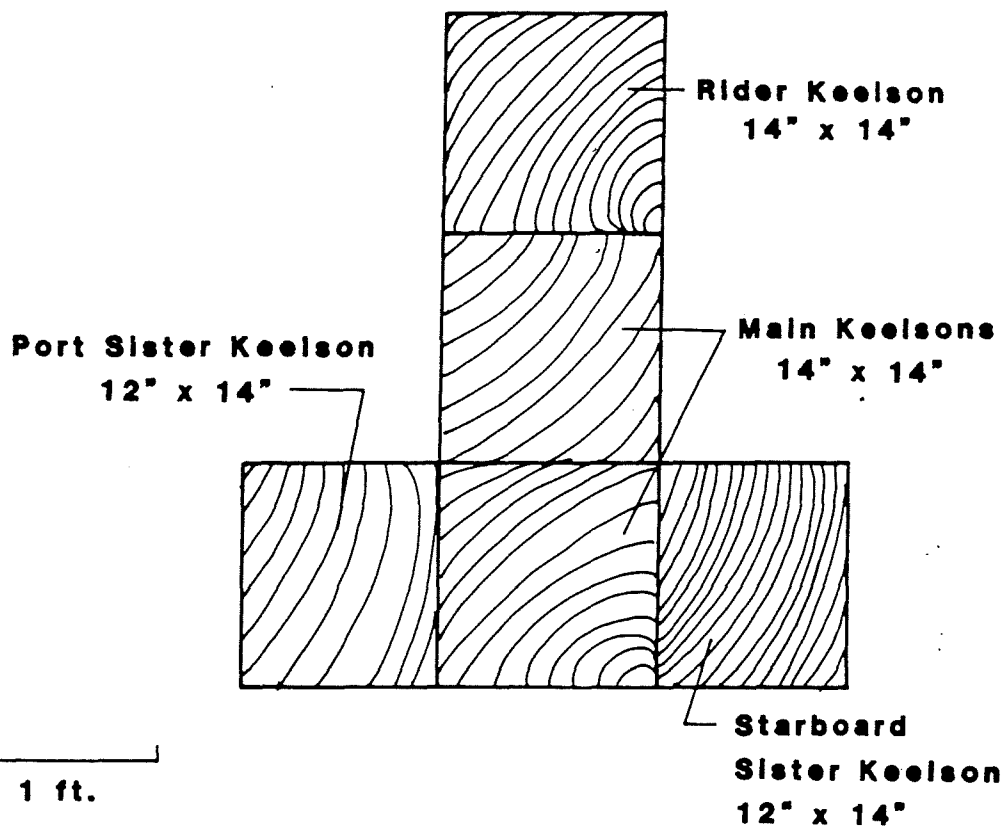


Figure 5. Mid-Section Reconstruction. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.

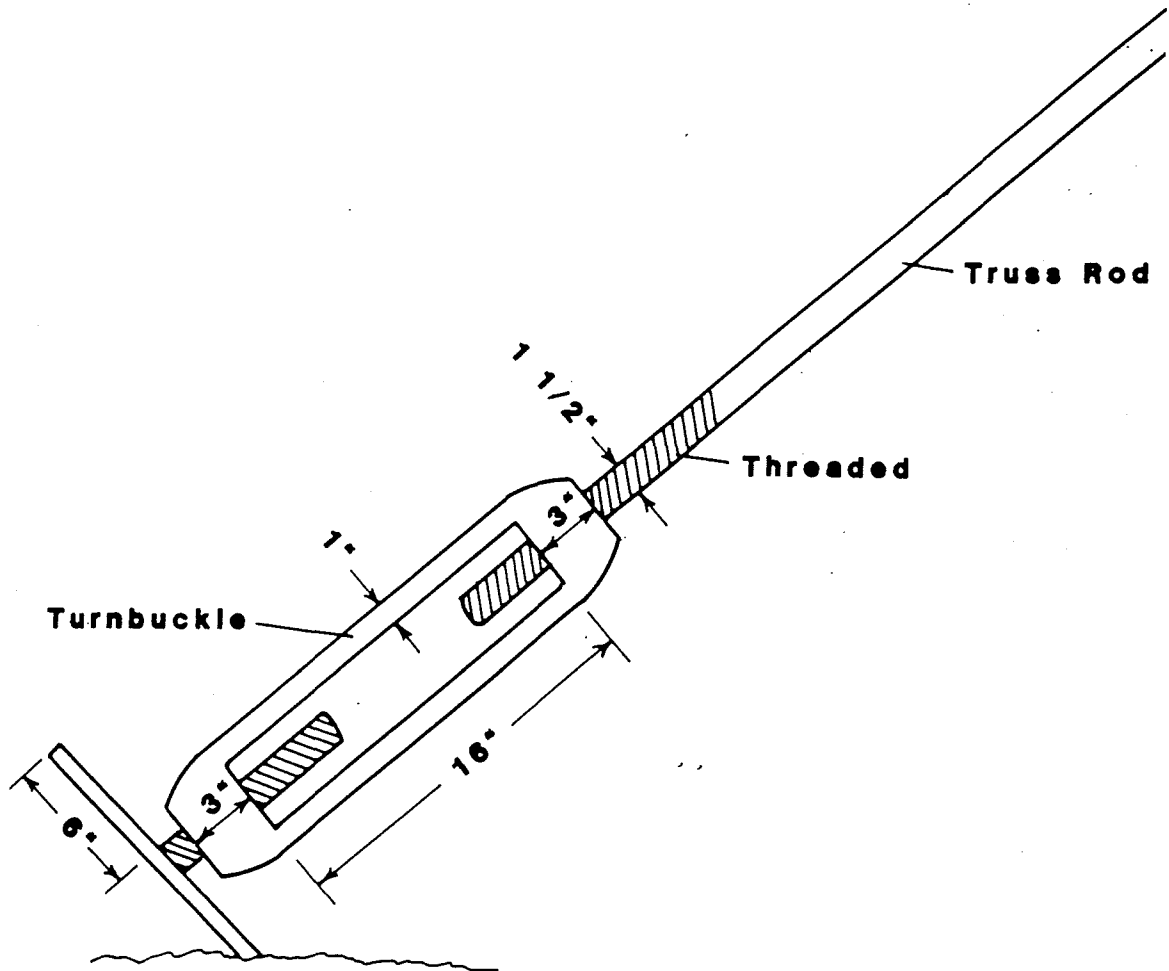


**CENTERLINE KEELSON CROSS SECTION
AT BASELINE POINT 170**



CENTERLINE KEELSON CROSS SECTION IN STERN

Figure 6. Keelson Cross-Sections. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.



NOQUEBAY

Julian Bay, Stockton Island

APOSTLE ISLANDS NATIONAL LAKESHORE

Turnbuckle at Base Line Point 203

Bob Balley 23 Sept 1984

Figure 7. Example of a Turnbuckle. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.

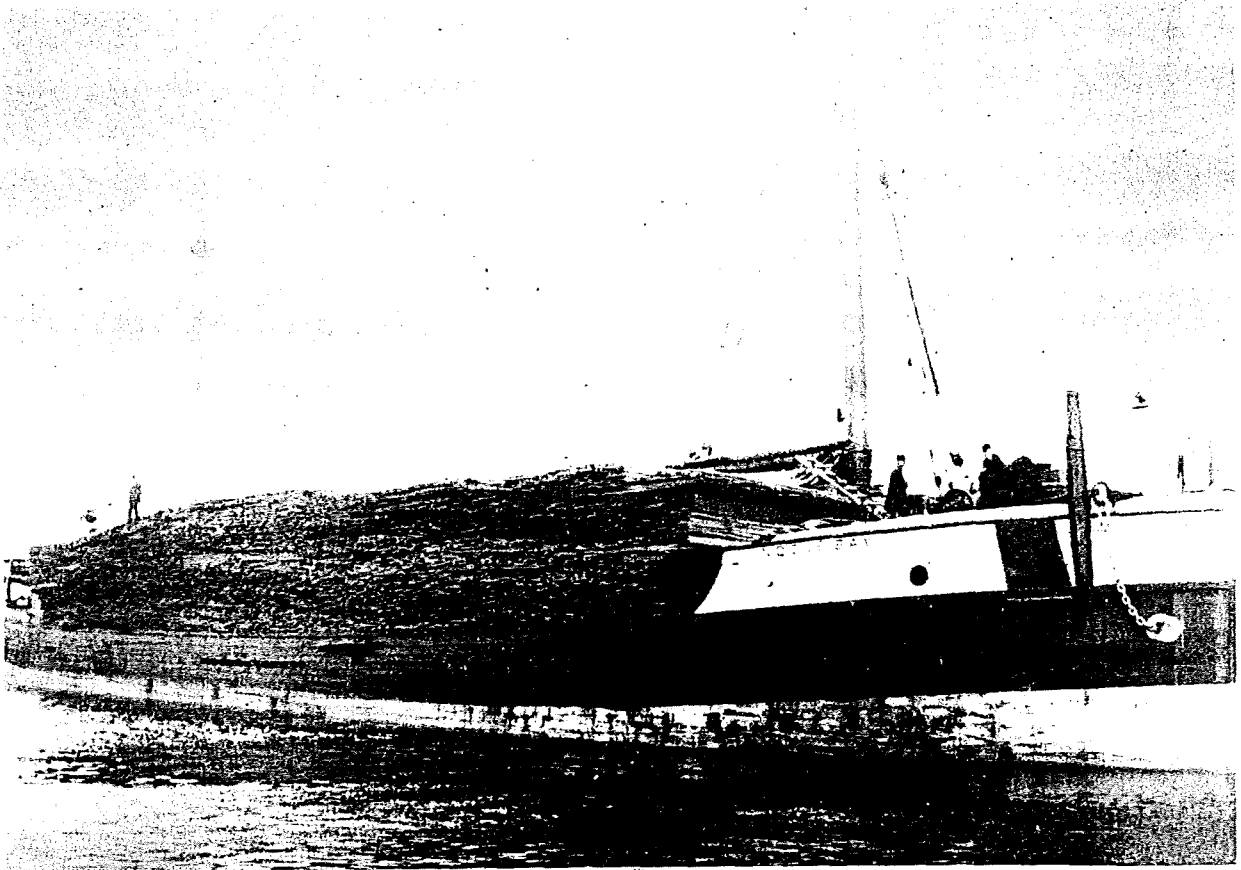
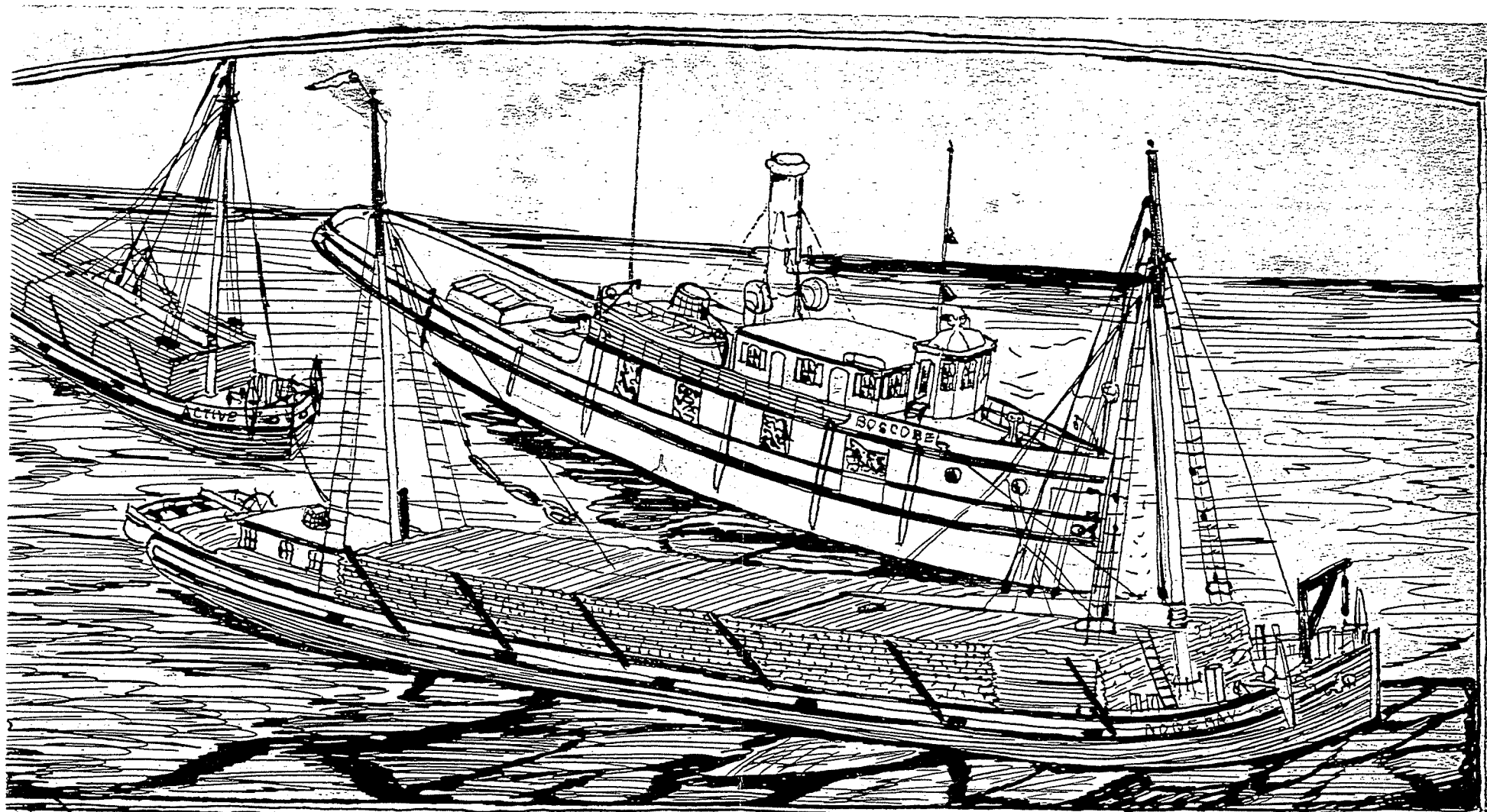


Figure 8. Historical Photograph of the NOQUEBAY. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland Co., Wi.



ACTIVE 400 m Lumber
 ADVANCE 400 m
 ALERT 500 m

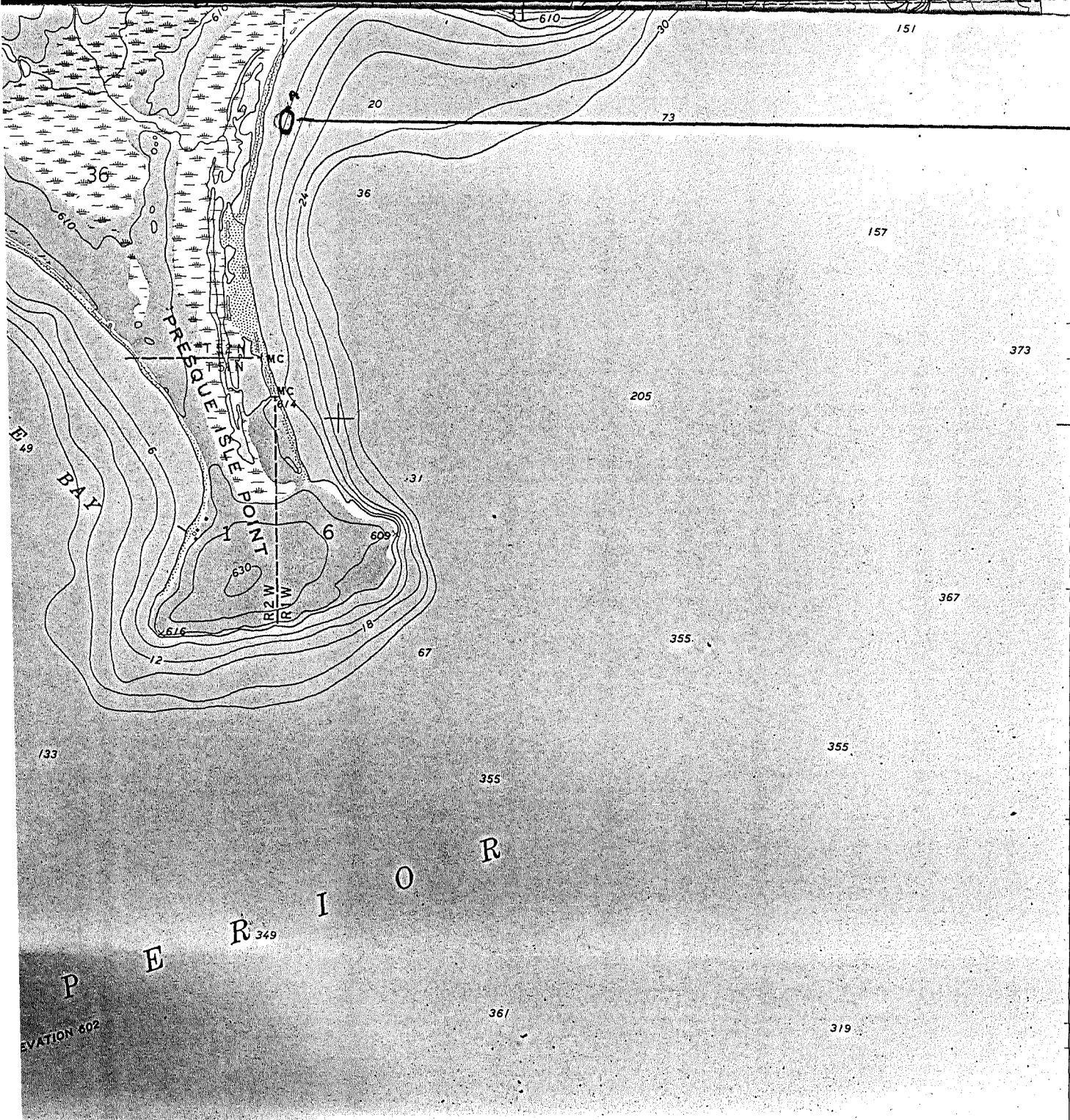
Two barges
 the tow - 2 loading at PESTHIGO

TUG - BOSCOBEL
 2 up miles
 at Chucm

NOQUEBAY 4000 m Lumber
 PESTHIGO 1000 m
 MAUNTEE 1000 m Lumber Built TRENTON 1870

BARGES - all

Figure 9. Pen and Ink drawing of the NOQUEBAY by Charles Neff. SHSW sound and film archives, coll. 3350. Schooner-Barge NOQUEBAY, Town of La Pointe, Ashland County, Wi.



Schooner-Barge
 NOQUE Bay
 Town of La Pointe
 Ashland Co., WI

UTM Zone 15
 E 686950
 N 5200000