

UNITED STATES LIGHT-HOUSE ESTABLISHMENT.

JOURNAL OF SHIPWRECKS

At the

Ontonagon Mich

LIGHT STATION.

75.17.1

Cataloged by
J. H. MacFarlane

DATE.		Nationality and kind of vessel.	Name of Master.	No. of crew and passengers.	Cargo.	Where from.	Where bound.	No. of crew and passengers lost.	No. of crew and passengers saved.	REMARKS. Showing what assistance was afforded from the Light; cause of wreck; when the vessel was first seen; and if the light was seen by any person on board the wreck.
Year and month.	Day.									
<i>1871</i>	<i>Sept 6th</i>	<i>from Chaska Marit</i>		<i>4</i>	<i>Stone Bayville</i>	<i>Ontonagon Mich</i>	<i>4</i>			

JOURNAL OF SHIPWRECKS.

INSTRUCTIONS.

The Shipwreck Journal must be kept according to this form, in obedience to the printed instructions.

When a wreck takes place in the vicinity of a Light-House or Light-Vessel, the keepers and others in the employment of the Government must render promptly every assistance in their power to the crew and passengers.

The principal keeper must make a report of all wrecks, according to the printed form, by filling up the blanks, and stating all the circumstances in detail relating to the cause of the wreck—assistance rendered to the crew and passengers by the keeper and others, &c.—and dispatch it to the Inspector of the District, or to the nearest Collector of Customs acting as Superintendent of Lights.

By order:

Secretary Light-house Board.

OFFICE LIGHT-HOUSE BOARD,
Washington.

75.17.1

JOURNAL OF THE

EXPEDITION

The following journal was kept during the expedition
of the U.S.S. Albatross, under the command of
Lieutenant-Commander J. D. Sigsbee, U.S.N.,
during the summer of 1876, in the Pacific
Ocean, and is published by the Smithsonian
Institution, Washington, D.C., 1877.

By

George B. Sigsbee, U.S.N.

George B. Sigsbee, U.S.N.

1877

JOURNAL OF SHIPWRECKS in the vicinity of the Light-house

at *Ortonagon mich*

DATE.		Nationality and kind of vessel.	Name of Master.	No. of crew and passengers.	Cargo.	Where from.	Where bound.	No. of crew and passengers lost.	No. of crew and passengers saved.	REMARKS. Showing what assistance was afforded from the Light; cause of wreck; when the vessel was first seen; and if the light was seen by any person on board the wreck.
Year and month.	Day.									

1871	Sept 6th	from	Chaska Strait	4	Stone	Baffelle	Ortonagon	4		
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1871	May 17th	tug	ago	4						
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JOURNAL OF SHIPWRECKS in the vicinity of the Light-

Hooper at *Cantonagon Lake Superior*

DATE.		Nationality and kind of vessel.	Name of Master.	No. of crew and passengers.	Cargo.	Where from.	Where bound.	No. of crew and passengers lost.	No. of crew and passengers saved.	REMARKS, Showing what assistance was afforded from the Light; cause of wreck; when the vessel was first seen; and if the light was seen by any person on board the wreck.
Year and month.	Day.									
<i>October</i>	<i>28</i>	<i>American</i>	<i>Washington Moon</i>	<i>12</i>	<i>Nothing</i>	<i>Cleveland</i>	<i>Duluth Minn</i>	<i>None</i>	<i>12</i>	<i>That tug the Eagle owned in Cleveland by Messrs Warner & Becker & of 157 tons having in tow the Schoon Schoon Chandler & barge Commodore & W. L. Rich bound for Duluth light & load with lumber came into this port last PM at 8⁰⁰ from a prospective storm & tied up alongside of pier on W side & at 11⁰⁰ AM the tug was discovered to be on fire around the boiler by the night watchman on board who notified the crew immediately & they had barely time to escape some without boots or hat, assistance was rendered by me, furnishing them (16) sixteen fire buckets & assisting personally to put out pier which caught fire frequently the tug burned & sunk in eleven feet of water about L.H. where she now lies. I have been left in my care</i> <i>W. C. Hooper</i> <i>Keeper</i>
<i>Nov 21st</i>	<i>1906</i>	<i>American</i>	<i>Warren Jones</i>	<i>17</i>	<i>Soft Coal</i>	<i>Erie Pa</i>	<i>Duluth Minn</i>	<i>None</i>	<i>17</i>	<i>crew only</i> <i>The steam tow barge Panama from Erie Pa to Duluth Minn having in tow the Schoon Matanzas sprung a leak on her up trip & encountered a severe nor'easter with dense snow on the PM of Nov 21st 1906 at 8³⁵ PM the Panama cast of the tow line of the Matanzas when twenty five miles north of this station & headed for the shore by reason of the seriousness of the leak & stranded at Iron River 12 miles west of here in a dense snow storm & heavy sea at 12 midnight. The crew remained aboard all night & landed AM of 25th. They sent for the tug Hooper with wrecking outfit which arrived on the 27th & visited the wreck with the owner Jas Davidson of Bay City who decided to abandon the hull & try & save the machinery. Sent report to Suspeto & also to Graham Fitch U.S. Engineer Duluth. I have light observed by crew at 3 AM 22nd</i> <i>W. C. Hooper</i> <i>Keeper</i>

JOURNAL OF SHIPWRECKS in the vicinity of the Light-*House* at *Antonagon Lake Superior*

DATE.		Nationality and kind of vessel.	Name of Master	No. of crew and passengers.	Cargo.	Where from.	Where bound.	No. of crew and passengers lost.	No. of crew and passengers saved.	REMARKS, Showing what assistance was afforded from the Light; cause of wreck; when the vessel was first seen; and if the light was seen by any person on board the wreck.
Year and month.	Day.									
Dec	8 th	U.S. Tug				Antonagon	Antonagon			Tug Adventurer of this port cleared this a.m. 6 th in tow of tug Traump also small Steer Mary Bell in tow. Returned 4 ³⁰ P.M. when entering port they broke adrift. The Mary Bell was picked up & towed in port the Adventurer went on the shore just above the reservation & in a total wreck they were to be towed to Two Harbors Minn. where they were sold to a lumber Co by Ferguson & Bullion owners thereof.

REPORT OF SHIPWRECK

JOURNAL OF SHIP

NEAR *Autaugon* LIGHT-STATION.

DATE.	Date	<i>October 28</i>	188 <i>7</i>
Year and month.	Nationality and kind of vessel.	<i>American</i>	
Day.	Rig	<i>ing</i>	
	Name	<i>Thos Duagell</i>	
	Tonnage	<i>Master's books 157</i>	Tons.
	Where from	<i>Cleveland</i>	
	Where bound	<i>Delutt.</i>	
	Home port	<i>Cleveland</i>	
	Location of casualty	<i>Alongside Reiter's Eastern Pier & main light at Autaugon Lake Superior Mich</i>	
	Cause of casualty	<i>Fire</i>	
	Wind and weather	<i>Very light breeze</i>	<i>SE</i>
	When first in sight	<i>1:40 am</i>	
	How bearing	<i>N from main light</i>	
	Number of passengers	<i>None</i>	Males. Females.
	Number of crew	<i>12</i>	
	Name of master	<i>Washington Moran</i>	
	Residence of master	<i>algonac Mich</i>	
	Names of owners	<i>Walter Becker & Co.</i>	
	Residence of owners	<i>Cleveland</i>	
	Number of persons lost	<i>None</i>	
	Cargo	<i>None</i>	
	How much will be saved?	<i>Tray case Reiter's Eastern Anchor chains</i>	
	By whom and to what extent was assistance rendered?	<i>By light keeper getting 10 buckets & boat & by the crews of the tugs</i>	
	Will the vessel be a total loss?	<i>Yes</i>	

REMARKS,
was afforded from the Light; cause of wreck; when the vessel was first seen; if the light was seen by any person on board the wreck.

REMARKS.

The above named tug with Schus Zach Chandler Riggs N.L. Beck & Commodore Wright refuge here last night at 8:15 PM from a prospective storm, tied up to the pier & at 1:40 am fire was discovered issuing from the hold, the origin of which is unknown, with result as above described. Her slightly burned & pieces

Very respectfully,

The Light-House Inspector,
District,
At *Delutt*

Keeper.

