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Nat. Register of Historic Places
National Park Service

United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name *Pathfinder Shipwreck (Schooner)*
other names/site number MN-0397

2. Location

street & number	2.6 miles north of the Rawley Point Lighthouse, in Lake Michigan	N/A	not for publication
city or town	Town of Two Creeks	X	vicinity
state Wisconsin	code WI	county Manitowoc	code 071
			zip code 54241

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.)

Douglas Tenbrunsel
Signature of certifying official/Title

8/18/2015
Date

Deputy State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

Pathfinder Shipwreck (Schooner)

Manitowoc

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:
[checked] 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:)

Edson H. Beall

10.5.15

[Signature]

Signature of the Keeper

Date of Action

5. Classification

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

Category of Property
(Check only one box)

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

private
public-local
[X] public-State
public-Federal

building(s)
district
structure
[X] Site,
object

contributing noncontributing
1 0
total

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

Great Lakes Shipwrecks of Wisconsin

Number of contributing resources
previously listed in the National Register:

0

6. Function or Use

Historic Functions
(Enter categories from instructions)
TRANSPORTATION/Water-Related

Current Functions
(Enter categories from instructions)
LANDSCAPE/Underwater

7. Description

Architectural Classification
(Enter categories from instructions)
Other-Schooner

Materials
(Enter categories from instructions)

foundation N/A
walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Pathfinder Shipwreck (Schooner)

Manitowoc

Wisconsin

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-
ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1869-1886

Significant Dates

1869

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Campbell, Gordon
Campbell, Owen & Co.

Narrative Statement of Significance

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

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Continuation Sheet

Section 7 Page 1

Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 2.6 miles north of the Rawley Point Lighthouse, in Lake Michigan, the wreck site of the schooner *Pathfinder* (MN-0397) lies imbedded in a bed of quicksand in 12 to 15 feet of water. Although her rigging and deck machinery were salvaged, her lower hull remains intact and well preserved as, until the spring of 2014, she was largely covered by sand. The schooner *Pathfinder* was constructed by shipwright Gordon Campbell in Detroit, Michigan, in 1869 and carried various bulk cargoes on the upper Great Lakes for the duration of her career. In November 1886, the *Pathfinder* became stranded in a bed of quicksand north of Rawley Point, just off the town of Two Creeks. The *Pathfinder* wreck site has yielded significant information on early wooden schooner construction and has great potential to yield further archaeological information in future years.

Site Description

The *Pathfinder*, constructed in 1869, is representative of the class of sailing vessels which transported bulk cargo and general merchandise within its hull. As an integral part of the maritime transportation system, many features of this vessel type were common to all schooners on the Great Lakes. As mentioned in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), schooners were fore-an-aft rigged, and had two or more masts, carrying square-rigged topsails on their foremasts augmented with a triangular sail. Most Great Lakes schooners were single decked and had only a small cabin structure above the deck.

At the time of her registration, the *Pathfinder* was described as a wooden schooner with one deck and three masts, a gross tonnage of 635 tons, a net tonnage of 603 tons, a length of 188 feet, breadth of 32 feet, and depth of 14 feet (Bureau of Navigation 1869).

The remains of the schooner *Pathfinder* lie 0.2 miles off shore of Two Creeks, Manitowoc County, in the waters of Lake Michigan. The vessel sits on a heading of 270 degrees, 2.6 miles north of Rawley Point, lying perpendicular to the shore, in a bed of fine sand. The vessel rests in 15 feet of water, with her bow raising 4.0 feet from the bottom of the lakebed. From the turn of the bilge down, her lower hull remains intact on an even keel, forward of 105.0 feet along the baseline. The aft 84.9 feet of the vessel lies on a slight list to starboard. Her remains are well preserved, and until the summer of 2014, were mostly buried under a layer of shifting sand. From the lack of mussel growth on areas of the vessel's aft section, it is evident that she remained largely covered until recently. Though much of her upper deck works, rigging, and anchors were salvaged shortly after her grounding, major structural components of the vessel remain extant, including her centerboard trunk, keelson structure, and cargo of iron ore.

A Phase II archaeological survey was conducted on the *Pathfinder* in August of 2014 by maritime archaeologists at the Wisconsin Historical Society. A temporary baseline was attached to the stempost and stretched 189.9 feet along the centerline of the vessel to the remains of the vessel's stern post. All

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measurements for the survey were taken from this baseline. The overall length of the *Pathfinder* wreck site is 189.9 feet, while the vessel's beam, measured at her widest point is 32.8 feet. Given the wreck dimensions, location, and a comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the schooner *Pathfinder*. As the site lies in a dynamic area, with her stern recently uncovered, invasive zebra and quagga mussels have not colonized the interior of the bilge near the vessel's stern allowing for detailed observations.

The *Pathfinder*'s stempost measures 1.0 feet long by 1.0 feet wide with 4.0 feet exposed above the sand and gravel that has accumulated within the vessel's bow, extending to the point where it connects to the vessel's keel. The outer hull planking measures 0.6 feet wide by 0.25 feet thick. The ceiling planking in the bilge are of various measurements, with widths ranging from 0.8 to 1.2 feet wide in an irregular pattern, though each plank measures 0.3 feet thick. The vessel's outer hull and ceiling planks are fastened using a series of butt scarves.

A break in the ship is evident at the port side of the vessel 110.0 feet along the baseline, where the side of the hull forward of this break has fallen outward and remains buried by sand. Aft of this break, 7.0 feet of the port hull remains extant and upright. One of the vessel's hanging knees remains attached to the ceiling planking at 125.0 feet along the baseline. The knee measures 0.6 feet wide, 3.0 feet tall, and extends 1.1 feet out from the ceiling planking. Although the forward 110.0 feet of the vessel rests on an even keel, aft of the break, the vessel has torqued slightly and lies on a slight list to starboard. A sand scour, measuring 5.0 feet deep, has occurred at the break in the hull. Though the hull structure has split and twisted, the remaining lower hull structure remains intact.

Evidence attests that the vessel's framing structure was originally double framed with the space in between measuring 1.0 feet wide. Forward of 23.0 feet along the baseline, the vessel's double framing is configured with a space of 1.0 feet and room of 1.6 feet, changing to a room of 1.0 aft at 23.0 feet along the baseline. Aft of this, the framing structure becomes more irregular, with three to five futtocks per frame. After the 1872 "strengthening", and multiple rebuilds following collisions, it is evident that the original framing structure was supplemented with these additional futtocks. The individual futtocks measure 0.45 feet wide by 1.0 feet thick with irregular spacing, ranging from 0.5 feet (starboard aft quarter) to 1.1 feet (midships). Evidence of this framing pattern is only visibly extant on the exposed starboard side of the vessel where the ceiling planking no longer remains. While it is possible that this irregular framing pattern is present on the port side of the vessel, none could be seen due to the remaining cargo and ceiling planking. Aft of 136.5 feet along the baseline, the *Pathfinder*'s framing structure returns to two futtocks per frame, measuring 1.0 feet wide overall. The ceiling planking, futtocks, and outer hull planking are fastened together with iron drift pins, roved atop the ceiling planking and peened on the outside of the vessel. The extant drift pins measure 0.05 feet diameter with the roves measure 0.15 feet in diameter.

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The *Pathfinder*'s keelson is obscured by the rider and sister rider keelsons attached to the main keelson's top. This keelson structure is made up of multiple timbers and measures 4.4 feet in overall width. The sister keelsons measure 1.0 feet wide and 1.0 feet thick, with the sister rider keelsons measuring 1.0 feet wide and 1.0 feet thick as well. Two rider keelsons are located atop the keelson, each measuring 1.2 feet wide and 1.0 feet thick. From these measurements and measurements near the stern, it is possible to determine that the keelson itself measures 2.4 feet wide, running from the bow to 166.0 feet along the baseline. The remaining 21.0 feet of the keelson is no longer connected to the disarticulated sternpost and deadwood, lying near the vessel's stern, and measures 1.1 feet wide. At 171.5 feet along the baseline, a plain scarf connects two timbers of the keelson. This indicates a possible repair to the original keelson following one of the *Pathfinder*'s many collisions and groundings.

Although her rigging is no longer extant, evidence of the *Pathfinder*'s three masts remain. The vessel's three mast steps can be seen in the exposed keelson structure. The foremast step lies at 39.0 feet along the baseline, measuring 1.3 feet long and 1.5 feet wide; the mainmast step is located at 94.8 feet along the baseline, measuring 2.2 feet long and 0.7 feet wide; and the mizzenmast step is located at 151.8 feet along the baseline, measuring 1.5 feet long and 0.7 feet wide. Deck stanchion steps remain extant cut into the twin rider keelsons along the length of the vessel. These measure 0.6 feet square.

Additionally, the keelson structure has a set of unique additions not usually seen in schooner construction. Six planks run athwartship on top of the keelson structure, just forward of the centerboard trunk. The forward most three planks measure 1.0 feet wide while the aft three planks measure only 0.6 feet wide. Due to the lack of any other associated materials extant on the site, it is not known how these planks were used, although it is possible they were an additional means of fastening the multiple timbers of the keelson structure together. Aft of the mainmast step, a rectangular block measuring 2.4 feet long, 1.0 feet wide, and 1.0 feet thick, is fastened to the top of the twin rider keelsons. This block has six bolts extending 0.6 feet out of its top, with no indication as to what was fastened there. While difficult to discern, it is likely that this was a component of support for the mainmast.

The centerboard trunk is located 60.0 feet aft of the stempost and measures 33.0 feet long, remaining broken off level with the keelson structure. Because of this, no boards making up the trunk are extant above the keelson. The centerboard rests between two timbers measuring 0.7 feet thick, which sit atop the vessel's keelson as twin rider keelsons. Since only the lower extent of the centerboard trunk remains, there is no trunk cover extant, and it is possible to determine that the centerboard remains housed within the trunk. The centerboard measures 1.0 feet thick and 26.0 feet long, and extends 1.5 feet above the extant centerboard trunk. Because the centerboard has a diagonal break 19.0 feet from its forward-most edge it is possible to determine that the centerboard was deployed at the time of the *Pathfinder*'s grounding.

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The stern post, lying on its starboard side, is 181.2 feet aft of the stempost, and measures 8.3 feet tall, 1.5 feet thick, and 1.5 feet wide. The deadwood timbers measure from 1.0 feet wide, and are fastened to the stern post. The vessel's brass gudgeon remains extant on the site, connected to the stern end of the keelson, measuring 2.2 feet in length and 0.6 feet in width.

In addition to the large deposits of the *Pathfinder*'s cargo of iron ore still present on the site, numerous other artifacts remain, including an iron scupper grate measuring 1.2 feet in diameter. This grate would have been used to cover a scupper hole and to act as ventilation to the lower deck. Additionally, a disarticulated piece of the centerboard trunk lies 28.0 feet off the vessel's forward starboard quarter. The piece measures 28.0 feet before it extends into the sand, and rests on a bearing of 120 degrees. The timbers and boards were identified as part of the centerboard trunk from the existence of the centerboard pivot pin. This pin measures 0.5 feet in overall diameter, and extends 0.5 feet out from the side of the board. Here, the pin measures only 0.2 feet in diameter. The board to which the pivot pin is attached measures 7.5 feet long and 0.6 feet wide, and is attached to two timbers measuring 0.6 feet and 0.8 feet wide. The timber measuring 0.8 feet wide runs the length of the piece, and is made up of two timbers, the first measuring 13.0 feet long, and the second measuring 15.0 feet long, each rising 0.3 feet out of the sand. At 7.0 feet and 14.5 feet along the trunk two notches are cut out of the timbers, measuring 0.3 feet deep and 1.0 feet wide and containing one bolt, 0.1 feet in diameter.

The trunk itself is made up of four boards, measuring 0.6 feet and 0.8 feet wide. More of these boards likely remain beneath the sand. At 21.4 feet from the southernmost edge of the trunk, two planks are attached to the main timber, running perpendicular to the boards of the trunk itself. These measure 0.7 feet and 0.8 feet wide, 0.15 feet thick, and 5.5 feet long before extending beneath the sand. These are attached to the rest of the trunk by two to three nails in each board. An additional eight nails are located on the timber, though no other planks remain extant.

It is likely that many other components of the *Pathfinder* remain at the site. At the time of the survey, it was clear that four feet of sand had been cleared away, exposing the entirety of the lower section of the vessel's bilge. The vessel lies in a bed of fine sand, or quicksand, which measures over 3.0 feet deep. Because of the dynamic nature of this area, the potential for more hull structure to become uncovered remains very high. This archaeological data would be able to provide additional information about the construction of Great Lakes centerboard schooners. Data already gathered on the site has significantly increased our understanding of centerboard schooner construction, and holds the potential to yield additional significant information essential to understanding nineteenth century maritime commerce. The site remains lightly visited by divers because of the recentness of her exposure and her relatively unknown location.

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Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 2.6 miles north of Rawley Point, near Two Creeks, Wisconsin, the *Pathfinder* (MN-0397) lies in 12 to 15 feet of water on the bottom of Lake Michigan in a bed of quicksand. Launched in 1869 and lost in 1886, the *Pathfinder*, measuring nearly 200 feet in length, is a very early example of wooden schooner construction of this size. The *Pathfinder*, typical of this vessel type and length, carried three masts. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *Pathfinder*. The *Pathfinder* meets the registration requirements for Criterion D at the state level as a good example of a schooner sailing vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), and in the area of Commerce for its role in the Great Lakes coal, iron ore and grain trades. The period of significance (1869-1886) begins with the *Pathfinder's* date of construction and ends with the date of sinking. The *Pathfinder* site, documented by Wisconsin Historical Society archaeologists in August 2014 and lightly visited by divers, has produced a wealth of archaeological knowledge and has the potential to yield important archaeological data as sands uncover more of the wreck in future years.

Operational History

The schooner *Pathfinder* was built at the Campbell, Owen & Co. shipyard in Detroit, Michigan. One of the earliest shipyards in Detroit, it operated under the names G. Campbell & Co. (1857-1861); Campbell & Owen (1861-1867); and Campbell, Owen & Co (1867-1869). Thereafter, it was known as the Detroit Dry Dock Company, the more well-known and prolific iteration of the yard. The Campbell, Owen & Co. firm consisted of Captain Gordon Campbell, Honorable John Owen, Elbridge G. Merrick, John N. Fowler, and Henry Esselstyn. They operated two floating dry docks, a large sawmill, and two steam shears for hoisting boilers, machinery, and masts. Located at the foot of Orleans Street on 600 feet of Detroit River frontage, the firm produced a total of twenty-two vessels though 1869. *Pathfinder* was designed and built by Master Builder, Gordon Campbell, and launched in the spring of 1869 (*Detroit Free Press* 1870a; Framer 1884; Lenard 1887; Ross and Catlin 1898).

On 19 April 1869, *Pathfinder* was registered at the Port of Detroit and assigned the official number 20290. She was described as 188 feet in length, 31.7 feet breadth, with a 14-foot depth of hold and a capacity of 600.82 tons under the tonnage deck, and 34.06 tons between decks for a total of 634.88 gross tons. The ship had one deck, a square stern cabin, a scroll figurehead, and was schooner-rigged with three masts. Her owners were the shipyard partners: Campbell, Owen, Merrick, Fowler, and Esselstyn, individually listed, and described as joint and sole owners under the firm of Campbell, Owen & Co. Detroit was *Pathfinder's* homeport and Captain John Miner became her Master (Bureau of Navigation 1869). During her first season, *Pathfinder* worked in the grain trade making several trips carrying coal from ports on Lake Erie to the upper Lakes and returning with grain. In her first year, the vessel was involved in a collision and damaged while in the Chicago River. Little is known of the

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Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

circumstances, the extent of damage or how long she remained out of service for repair (*Detroit Free Press* 1869a, 1869b, 1869c).

Pathfinder wintered over in Chicago. At the opening of the 1870 navigation season, a temporary enrollment was issued at that port, as her license had expired. The temporary enrollment was taken out by R.A. Gillmore allowing her to sail for Detroit. Gillmore listed himself as Master and owner, being an equal partner along with Campbell, Owen, Merrick, Fowler, and Esselstyn. Upon the vessel's arrival at Detroit, a permanent enrollment was issued. Gillmore was not among the owners listed but remained named as the vessel's Master, suggesting either a clerical error in the temporary enrollment or hopeful thinking by her captain (Bureau of Navigation 1870a, 1870b). After a decline in the health of Gordon Campbell, in May 1870, he sold one half his interest in the shipyard to Captain Stephen R. Kirby; however, he remained involved in *Pathfinder*'s ownership and Kirby was not added to the vessel's owner list (Framer 1884; Lenard 1887; Ross and Catlin 1898). Little is known of *Pathfinder*'s travels during the 1870-shipping season outside of one report of the ship passing Detroit downbound on 19 November (*Detroit Free Press* 1870b). No other records could be found in contemporary newsprint.

On 25 March 1871, *Pathfinder*'s enrollment was surrendered at the Port of Sandusky, Ohio, for a change in owners and districts. She was sold to Henry Kelley and William B. Guyles of Milan, Ohio, where Kelley controlled 16/24 and Guyles 8/24 of the vessel. Her homeport was changed to Milan, Ohio, and W.W. Wells became her new Master (Bureau of Navigation 1870b, 1871). The year 1871 marked the first season *Pathfinder* carried "Cascade Ore", iron ore out of Escanaba; several trips were noted as the ship passed Detroit upbound or downbound in the river. During a mid-season gale on Lake Huron, *Pathfinder* damaged her outfit and lost her yawl. On 11 November *Pathfinder* departed Escanaba with another load of iron ore bound for the lower Lakes. While passing Sarnia, Ontario, on 16 November, the schooner ran into the Grand Trunk Railroad warehouse carrying away the vessel's jibboom and headgear and causing a leak in her hull. Three sections of the warehouse were ripped free from their foundations and lost into the water. *Pathfinder* was towed to Port Huron and placed in dry dock for repair (*Buffalo Commercial Advertiser* 1871; *Detroit Free Press* 1871; *Escanaba Tribune* 1871; Hall 1871).

Pathfinder's hull was repaired and strengthened in 1872 (Board of Lake Underwriters 1874). It is uncertain how long the vessel remained out of service for this overhaul. Reports of the *Pathfinder* passing Detroit were located for only the months of September and October 1872 (*Detroit Free Press* 1872a, 1872b).

On 10 April 1873, *Pathfinder*'s enrollment was surrendered at the Port of Sandusky. Her licenses had expired and new owners were added. Henry Kelley (13/14) sold three of his shares to Dennis Gilmore

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Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

(3/24), and William B. Guyles (4/24) sold half of his shares to J.C. Lockwood (4/24). Her homeport remained Milan, Ohio, and J. McKeighan became her new Master (Bureau of Navigation 1871, 1873). Reports of the *Pathfinder* passing Detroit were recorded in May and October. No other documentation of her travels that season was located (*Detroit Free Press* 1873a, 1873b, 1873c).

Several arrivals and clearings were noted for 1874. On 14 May 1874, *Pathfinder* arrived light at Escanaba from Cleveland. It is uncertain where the iron ore taken aboard was headed. On 10 June she loaded corn at Chicago for Buffalo and cleared the next day. On her trip up Lake Michigan, her outfit was damaged in a storm. It is unknown the extent of damage, or if time away from service was required for repairs. The vessel was next reported passing Detroit downbound on 5 September in tow of the steamer *W.H. Barnum*, along with the schooner *Thomas W. Perry*. All three vessels were heavily laden with iron ore. Much concern was raised regarding the lower water levels in the Detroit River and whether these craft would be able to sail over the shoals below the city. These concerns were valid. Late that evening, after the *W.H. Barnum* parted company with *Pathfinder* and beyond Bar Point, *Pathfinder* altered her course to pass Point Pelee and despite the lightship located on the shoal, went hard aground on Colchester Reef. A heavy sea was running and by morning there was much anxiety that the vessel would break up, however she was removed within days with little effort. *Pathfinder* was inspected and returned to service. She was reported passing Detroit downbound in tow of the tug *Brady* on 12 October (*Detroit Free Press* 1874a, 1874b, 1874c, 1874d, 1874e; *Escanaba Tribune* 1874; *Oswego Daily Times* 1874).

Pathfinder carried coal and grain during April and May 1875. Due to stagnation in freight rates, by the middle of June, many vessels in the Great Lakes fleet laid up holding out for more pay for their services. *Pathfinder*'s owners took advantage of the slow time to have the vessel fitted with a new rudder. By 1 July she was out of the shipyard and picked up a load of coal from Cleveland bound for Chicago. Several trips between ports on Lake Erie and Chicago were reported in July, August, and September with coal upbound, and *Pathfinder* returned downbound light on several occasions (*Detroit Free Press* 1875a, 1875b, 1875c, 1875d, 1875e, 1875f, 1875g). On 29 September, while unloading grain at the Sternberg Elevator in Buffalo at 2:30AM, an employee of the elevator, Richard Dillon, fell from the elevator equipment into *Pathfinder*'s hold and was killed instantly. *Pathfinder* was delayed for several days with the investigation of his death (*Buffalo Courier & Republic* 1875). On 7 October, *Pathfinder* loaded coal at Cleveland bound for Chicago; she was taken in tow of the tug *Edeall* along with the bark *Red, White, and Blue* for her trip to the upper Lakes (*Oswego Daily Times* 1875). Her trip downbound in late October was in tow of the tug *Porter* with the schooner *Heather Bell* as consort (*Detroit Free Press* 1875h).

Cargos of grain and coal occupied *Pathfinder*'s hold for the 1876 season. On 16 April she loaded corn at Chicago bound for Buffalo. Her return trip to the upper lakes went unreported. Then a month later,

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Lake Michigan, Manitowoc County, Wisconsin

on 16 June, while attempting to enter Cleveland Harbor under the tow of a local tug operator, she was driven up on the pier. A large hole was ripped in her starboard hull forward and just above the light water line, resulting in several broken hull planks and one broken frame. Repairs were made at Cleveland and she was back in service by mid-June. Her next trip from Cleveland to Chicago was made in record time- just short of four days and interestingly under the command of Captain McNally. The change at her helm from McKeighan to McNally does not appear in her enrollment documents (*Chicago Daily Tribune* 1876; *Buffalo Evening Republic* 1876; *Oswego Daily Times* 1876). Trips from Lake Erie to the upper Lakes were reported in August in tow of the tug *Frank Moffat* with the schooners *C.G. Mixer* and *W.H. Rounds*, and in September by the tug *Sweepstakes* with the schooners *Brightie* and *Nagaunee* (*Detroit Free Press* 1876a, 1876b).

Over the 1876-77 winter months *Pathfinder* underwent significant repairs and received a new deck. A new enrollment was entered at the Port of Sandusky on 30 April 1877. Henry Kelley sold his shares in the vessel to J.C. Lockwood. The new ownership arrangement was J.C. Lockwood with 17/24 share, William B. Guyles with 4/24 share, and Dennis Gilmore with 3/24 share. Captain L.H. Mileux became her new Master (Bureau of Navigation 1873, 1877). Trips from Lake Erie to the upper Lakes were documented as *Pathfinder* passed Detroit in June under the tow of the tug *John Martin* with the schooners *S.V.R. Watson* and *Robert Gaskin*; in July in tow of the tug *Balize*; in August in tow of *Livingstone* with the schooners *L.S. Hammond*, *Col. Cook*, *L.N. Foster*, *Charlotte Robb* and *Phoenix*; and two times in September in tow of the tugs *Hawkins*, and *Mocking Bird* (*Detroit Free Press* 1877a, 1877b, 1877c, 1877d, 1877e). On her downbound October trip loaded with grain, on 5 October 1877, *Pathfinder* was delayed again by low water levels in the Detroit River. She was forced to layover at Limekiln Crossing on Grosse Ile until safe passage could be assured (*Detroit Free Press* 1877f; *The Palladium* 1877).

The schooner sailed from Buffalo to Chicago with coal in early May 1878. No records of her mid-season trips were located. On 24 October 1878, *Pathfinder* battled the early stages of a storm on Lake Erie and just made Ashtabula Harbor before the gale struck. On 31 October she was windbound at Port Huron. The northwest gale on Lake Huron began around 10PM and forced *Pathfinder* along with ten other schooners and two steamers into port. Several of the vessels attempted to get underway only to run back into the harbor, some of them lost part of their canvas (*Ashtabula Telegraph* 1878; *Detroit Free Press* 1878; *Oswego Daily Times* 1878).

On 17 April 1879 a new enrollment was registered at the Port of Sandusky for a change in owners. J.C. Lockwood bought out his partner, Dennis Gilmore's 3 shares in the vessel; the new ownership arrangement was J.C. Lockwood with 20/24 and W.B. Guyles with 4/24. The document indicated that Guyles now resided in Cleveland. Captain Mileux remained in command of the schooner and her homeport remained Milan (Bureau of Navigation 1877; 1879). A passage downbound past Port Huron

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was noted on 26 June 1879 and that evening, *Pathfinder* arrived at Ashtabula with ore from Escanaba for Hitchcock & Co. Her Master was recorded as Captain Andrews. The change at her helm from Mileux to Andrews does not appear in the vessel's enrollment documents. On 13 August *Pathfinder* loaded 1,100 tons of coal at Buffalo bound for the upper Lakes. She was noted passing upbound at Detroit in tow of the tug *John Martin*, but her destination remains unknown (*Ashtabula Telegraph* 1879; *Detroit Free Press* 1879a, 1879b, 1879c). On 28 August, *Pathfinder* loaded corn at Chicago destined to Buffalo. She passed Detroit on 2 September in tow of the tug *Goodnow* with the schooners *Lake Forest*, *Mary Copely*, and *D.A. Van Valkenburg*. After unloading at Buffalo, *Pathfinder* was recorded passing upbound at Detroit on 11 September (*Detroit Free Press* 1879d, 1879e, 1879f, 1879g). Another load of grain was taken aboard, and *Pathfinder* passed Detroit on 30 September, arriving at Buffalo on 2 October and clearing two days later with 1,000 tons of coal (*Detroit Free Press* 1879h, 1879i). By 22 November *Pathfinder* had returned to the lower Lakes and made Cleveland Harbor for winter layover (*Detroit Free Press* 1879j).

Pathfinder came out of winter quarters in mid-April 1880 and arrived at Escanaba on 21 April. By 24 April she had sailed into Cleveland, unloaded her ore cargo and cleared light for a return to Escanaba (*Detroit Free Press* 1880a, 1880b). Trips between Escanaba and the Lake Erie ports were made in May, June and July (*Chicago Daily Tribune* 1880; *Detroit Free Press* 1880c, 1880d, 1880e, 1880f, 1880g, 1880h, 1880i). On 4 August *Pathfinder* cleared the port of Chicago, passing Detroit two days later bound for Lake Erie. *Pathfinder* returned to her Escanaba route arriving into the port on 1 September, 20 September, 7 October, and 22 October, taking out cargoes of ore to Cleveland (*Detroit Free Press* 1880j, 1880k, 1880m, 1880n, 1880o, 1880p, 1880q, 1880r). On 3 November, the ship was charted along with the schooner *David Stewart* to take coal from Black Rock, Ohio, to Milwaukee. On 7 November she and *David Stewart*, along with the schooner *Josephine*, were towed by the tug *Goodnow* out of Lake Erie and past Detroit on their upbound voyage (*Detroit Free Press* 1880s, 1880t). After delivering her load at Milwaukee, she made for Escanaba, arriving on 18 November. Before clearing Escanaba, the bay filled with ice and froze over, forcing the *Pathfinder* to lay up at the port for winter (*Detroit Free Press* 1880u, 1880v).

On 31 March 1881, a new enrollment was entered at the Port of Milwaukee for change in owners and district. Henry J. and John H. Pauly, commission merchants of Milwaukee purchased the vessel, each being equal owners. *Pathfinder*'s homeport was changed to Milwaukee, and J.A. Calbeck became her new Master (Bureau of Navigation 1879, 1881). Captain Calbeck hired a crew and made his way to Escanaba arriving near the end of April to begin fitting out the vessel for the season's business. On her first trip out on 6 May, *Pathfinder* became stranded with a cargo of iron ore on an 11-foot shoal just off Point Peninsula coming out of Escanaba. The tugs *Kitty Smoke* and *R. Davis* steamed up from Sturgeon Bay and were able to get her off with only an hour's work. *Pathfinder* departed for Cleveland apparently uninjured (*Cleveland Herald* 1881, *Door County Advocate* 1881, *Iron Port* 1881).

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Pathfinder was recorded passing Detroit upbound in tow of the tug *Castle* on 21 May 1881. She took on a cargo of corn at Chicago on 4 June bound for Buffalo and was reported downbound at Detroit towed by the tug *Burnside* with the schooners *Saveland*, and *Samians* on 12 June. On 14 June she was chartered to bring coal from Buffalo to Milwaukee. The schooner arrived at Milwaukee with her load on 23 June. Another trip from Buffalo to Milwaukee occurred in mid-July (*Chicago Tribune* 1881; *Detroit Free Press* 1881a, 1881b, 1881c, 1881d, 1881e, 1881f). Upon *Pathfinder's* arrival at Milwaukee on 17 July she grounded in the Milwaukee River under low water conditions, just after passing the Buffalo Street Bridge. The assistance of several tugs was needed to free the ore laden vessel, which took several hours. After her release, she grounded again further upstream and was forced to remain there overnight. She finally was moved to her dock to unload on the morning of 18 July after hard pulling and much difficulty, grounding several times on the way (*Buffalo Express* 1881a). *Pathfinder* passed Detroit downbound on 3 August and on her upbound trip arrived at Sanilac, Michigan, in tow of the tug *Fred Kelley*. Her business at Sanilac is unknown. On 31 August she again passed Detroit downbound but her service history for September is unknown. On 7 October, the schooner was chartered at Buffalo to take coal to Milwaukee (*Detroit Free Press* 1881g, 1881h, 1881i, 1881j). *Pathfinder* departed Buffalo on 9 October and just off Long Point on Lake Erie was struck by a sudden gale and lost her mainsail and jib topsail (*Detroit Free Press* 1881k, 1881l; *Buffalo Courier* 1881; *Buffalo Express* 1881). The schooner continued on to Milwaukee and repairs were made there (*Oswego Morning Express* 1881). One more trip to the lower Lakes was marked with the vessel passing Port Huron on 3 November, and by 1 December, *Pathfinder* took up winter quarters at Chicago (*Detroit Free Press* 1881m, 1881n).

Pathfinder came out of winter lay up in early April. She took on a cargo of corn at Chicago bound for Buffalo arriving at the port on 15 April 1882. The schooner unloaded and cleared the same day for Milwaukee with coal (*Chicago Tribune* 1882a). A partial record of the vessel's trips between Lakes Michigan and Erie were marked by passage at Detroit downbound on 21 May, upbound on 23 June in tow of the tug *C.J. Kershaw*, and again upbound on 24 July (*Detroit Free Press* 1882a, 1882b, 1882c).

On 12 August 1882 *Pathfinder* was chartered to carry coal from Buffalo to Milwaukee; she loaded and cleared the same day. As *Pathfinder* passed Richmondville, Michigan, just before midnight on 16 August, she was struck by a heavy squall from the northeast, which carried away her jibboom, foremast, foretopmast, foresail, squaresail and maintopmast. She was picked up off Forestville, Michigan, by the tug *M.F. Merrick* the next morning and towed back to Port Huron for repairs, arriving at 5PM. The repairs were estimated at \$3,700 (*Buffalo Daily Courier* 1882; *Chicago Tribune* 1882b; *Chicago Daily Tribune* 1882; *Detroit Free Press* 1882d, 1882e 1882f; *Oswego Morning Express* 1882; *The Palladium* 1882). While at the shipyard in Port Huron, *Pathfinder's* bad luck continued. She was run into by two barges towed by the steambarge *Fred McBrier*, adding an

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additional \$700 in damages to her repairs (*Buffalo Courier* 1882a). The steambarge *Fred McBrier* was libeled by Henry J. and John H. Pauly, the owners of the *Pathfinder*, for the collision between the boats. The owners of the *Fred McBrier* accepted service and bonded (*Buffalo Courier* 1882b).

Pathfinder's repairs were completed and on 23 September 1882, she continued on to Chicago. While in port at Chicago the vessel was re-admeasured under a new Act of Congress passed 5 August 1882 and was given a deduction in tonnage of 31.74 tons. Her net tonnage was adjusted to 603.14 tons (Bureau of Navigation 1881; *Detroit Free Press* 1882g). Another trip was recorded in late September into early October (*Detroit Free Press* 1882h). The ship arrived at Escanaba on 22 October, took on iron ore and was recorded passing Detroit on 26 October for ports unknown on Lake Erie. *Pathfinder* was passed Detroit upbound on 2 November in tow of the tug *Wilcox* and arrived at Escanaba on 18 November where she took up winter quarters (*Detroit Free Press* 1882i, 1882j, 1882k, 1882l).

Pathfinder was logged passing Detroit downbound on 28 May on her first trip east for the 1883 season. She was loaded down with wheat from Chicago, but when she made Buffalo and was unloaded, the elevator determined that she was short 179 bushels. Over the months of June, July, and August *Pathfinder* brought four cargoes of grain (corn and wheat) from Chicago and Milwaukee to Buffalo, one from Milwaukee to Sandusky, and one from Toledo to Buffalo. And, despite light orders for shipments of coal and coal itself being scarce, she carried five cargoes of coal from Buffalo to Milwaukee. This effort constituted a record and was celebrated in many of the regional newspapers. Shipments of coal were taken from Buffalo to Milwaukee in September and to Chicago in October. A shipment of flaxseed was hauled from Chicago to Buffalo in September, and a shipment of wheat from Milwaukee to Buffalo in early November (*Buffalo Courier* 1883; *Buffalo Daily Courier* 1883; *Chicago Daily Tribune* 1883a; *Detroit Free Press* 1883a, 1883b 1883c, 1883d, 1883e, 1883f; 1883g). On her November upbound trip with coal for Milwaukee (one source contradictorily indicated salt as her cargo), on 11 November while north of Alpena, Michigan, *Pathfinder* was caught in a heavy southerly gale and lost her mizzen sail, jib and flying jib and split her foresail. The vessel was forced to shelter at St. Helena Island along with the schooner *Vance*. Captain Calbeck telegraphed the ship's owner, Henry Pauly from Alpena on 15 November, and orders were given to make repairs in preference to hiring a tug. It is uncertain if *Pathfinder* made Milwaukee under her own power, but by 29 November she had been stripped and put into winter quarters there after unloading (*Chicago Daily Tribune* 1883c; *Detroit Free Press* 1883j, 1883k, *Marine Record* 1883).

At the opening of the 1884-shipping season, it was discovered that *Pathfinder's* enrollment paperwork had been lost, so a new document was taken out at the Port Milwaukee on 30 April (Bureau of Navigation 1884). On 2 May, the schooner took on a load of rye and departed for Buffalo on her first trip of the season. Three trips were made between Lake Michigan and Lake Erie ports during May and June (*Detroit Free Press* 1884a, 1884b, 1884c). On 16 July, *Pathfinder* arrived at Chicago with coal

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from Erie, Pennsylvania. She remained in Chicago waiting on a cargo for a week. Finally, on 23 July she was chartered to take wheat to Buffalo; she loaded and departed early that evening. As *Pathfinder* travelled outbound on the Chicago River and crossed under the State Street Bridge, the bridge suddenly and unexpectedly closed. An upbound tug towing the schooner *J.V. Taylor* diverted to miss the span and sent *J.V. Taylor* into *Pathfinder*, causing damage to both vessels. The damage to *Pathfinder* caused no significant delay. She delivered her grain to Buffalo on 29 July and returned upbound past Detroit on 2 August. No records for the remaining months of 1884's shipping season could be located so it is conceivable that upon her return to Lake Michigan, she was sent in for repairs (*Buffalo Daily Courier* 1884; *Buffalo Express* 1884; *Buffalo Evening Republic* 1884 *Detroit Free Press* 1884d, 1884e; *Door County Advocate* 1884).

Little is known of *Pathfinder*'s 1885 shipping season. No accounts were located in contemporary newspapers for her early season and scattered records exist for her later season. On 2 August the tug *Swain* departed Escanaba towing the ore laden *Pathfinder*, and schooners *F.A. Georger*, and *Swallow*. *Pathfinder* and *F.A. Georger* were bound for Ashtabula, and *Swallow* for Sandusky. As they sailed into Lake Huron on the night of 3 August, the weather turned for the worse and *Swallow* began leaking badly. The tug was forced to drop *Pathfinder* and *F.A. Georger* in order to tow *Swallow* into Alpena for repair. The tug *Winslow* was sent on 4 August to pick up the abandoned schooners and tow them to Ashtabula (*Detroit Free Press* 1885). *Pathfinder* appeared again in newsprint on 8 October; she was chartered from Chicago with 43,009 bushels of corn for Buffalo. On 11 November the vessel was hired to take coal from Cleveland to Milwaukee (*Buffalo Express* 1885, *Buffalo Daily Courier* 1885, *Oswego Daily Times* 1885). It is assumed that the schooner wintered over in Lake Michigan.

On 14 May 1886, a new enrollment was entered at the Port of Milwaukee for change in owners. John Pauly bought out Henry's shares to become sole owner in the vessel. Captain Calbeck remained on as Master (Bureau of Navigation 1886). On 26 May, *Pathfinder* cleared Chicago for Escanaba on her first trip out for the year. In June *Pathfinder* began taking iron ore out of Marquette, Michigan, on Lake Superior and became a regular tow of the steambarge *Jim Sheriffs* (*Chicago Tribune* 1886 a; *Detroit Free Press* 1886a, 1886b). On the night of 17 November, *Pathfinder* was in tow of *Jim Sheriffs* north of Twin Rivers Point (now Rawley Point) when they encountered an enormous gale with a running sea. *Pathfinder* broke her towline around 10PM. Captain Chamberlain, of the *Jim Sheriffs*, made several attempts to pick her up, but the sea conditions prevented him from getting near her. At about 4AM *Pathfinder* went ashore. At daylight, the *Pathfinder*'s crew sighted *Jim Sheriffs* at anchor and pulled out to her in their yawl with great difficulty. *Jim Sheriffs* took aboard all the shipwreck victims; no lives were lost. They departed the wreck site at 7AM the following day for Milwaukee. At the time of their departure, *Pathfinder* had settled far into the soft sand (described as "quicksand") reducing the probability of her release. The storm claimed upwards of twenty other vessels and many lives across the Lakes (*Albany Times* 1886; *Chicago Tribune* 1886b; *Detroit Free Press* 1886c; *New*

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York Herald 1886).

Captain Calbeck remained at Two Rivers to look after the wreck for John Pauly. Within days after the storm, *Pathfinder*, high aground with her heavy ore cargo, started breaking up in the surf. Reports came in that she was broken in two amidships and a little less than a week later, she was declared a total loss. *Pathfinder* had an insurance rating of A2 ½ and a valuation of \$15,000 in the Inland Lloyds. She was insured for \$13,000, aside from the cargo of 1,200 tons of iron ore. Estimates brought the value of the vessel and cargo at over \$26,000 (*Albany Times* 1886; *Buffalo Evening News* 1886; *Detroit Free Press* 1886c; *Door County Advocate* 1886a).

On 29 November 1886, the steambarge *John H. Pauly* was sent from Milwaukee by the underwriters to remove her anchor, canvas, and rigging. A copy of *Pathfinder*'s enrollment was surrendered on 30 June 1887 at the Port of Milwaukee indicating that the vessel was a total loss (Bureau of Navigation 1886; *Door County Advocate* 1886b; U.S. Merchant Vessel List 1886).

Archaeological Significance

Most of the *Pathfinder*'s hull components are present within the wreck site; the site retains excellent archaeological integrity. Sites such as the *Pathfinder* present a rare opportunity to study and learn about historic wooden vessel construction, and how these ships were used in the grain and iron ore trades. Though schooners are a vessel type common in Lake Michigan, the *Pathfinder* represents a very early example of wooden vessel construction of this size. While the later goliath wooden schooners of James Davidson and other shipbuilders relied on varying construction techniques to achieve lengths near 200 feet and over, the *Pathfinder*'s keelson structure remains a unique component to her construction, not widely represented in the Great Lakes. The *Pathfinder*'s keelson structure is unique in that most vessels of similar size do not contain two rider keelsons on top of the keelson. No other documented schooners in Wisconsin waters have this type of keelson structure construction. Her wreck site was forgotten after a brief salvage in 1886, and covered by sand in Lake Michigan. Only recently uncovered from the sands in the spring of 2014, she remains lightly visited.

The *Pathfinder* meets the registration requirements for Criterion D at the state level as a good example of a schooner sailing vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), and in the area of Commerce for its role in the Great Lakes coal, iron ore and grain trades. The *Pathfinder* is an example of a vessel type that was vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, an infrastructure prior to the development of road and rail networks. While rail lines were being constructed, vessels like the *Pathfinder* moved the vast majority of Midwestern corn and grain to ports on Lake Erie. On her return trip, *Pathfinder* mainly carried coal cargoes that supplied the Upper Midwest with fuel for heating and industry. This trade fueled the expansion of the Grain Belt

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and the construction of large elevators on western Lake Michigan, some of which are still in operation today.

Many opportunities remain for future archaeological research on the *Pathfinder* as much of the vessel's upper workings are likely concealed beneath the soft layer of silt and organic material surrounding the site. Given what is known about her unique construction, further archaeological discovery at the site may reveal other unique construction details, furthering our understanding of the evolution of schooner construction and significantly adding to our understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs, between sailing vessel types. As one of the few remaining grain schooners in Wisconsin waters, data gathered on the *Pathfinder* has significantly added to the understanding of Great Lakes grain schooner construction. Due to the high level of hull integrity, the *Pathfinder* site has vast potential to yield even further insight into nineteenth century maritime commerce, specifically in the grain trade. Likewise, the vessel's unique keelson structure will significantly add to the understanding of goliath wooden vessel construction in the late nineteenth century.

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1875b *Detroit Free Press*, 27 May.
1875c *Detroit Free Press*, 1 July.
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Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Verbal Boundary Description:

The boundary for the *Pathfinder* site is marked by a circle with a radius of 400 feet, centered on the UTM coordinates 0459164 Easting, 4899273 Northing, Zone 16.

Boundary Justification:

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

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Section photos Page 1

Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Photo #1 of 4

Pathfinder Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2014
Bow looking forward

Photo #2 of 4

Pathfinder Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2014
Keelson assembly and starboard side hull with reinforced framing

Photo #3 of 4

Pathfinder Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2014
Gudgeon with deadwood and sternpost in background

Photo #4 of 4

Pathfinder Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2014
Centerboard trunk fragment with pivot pin

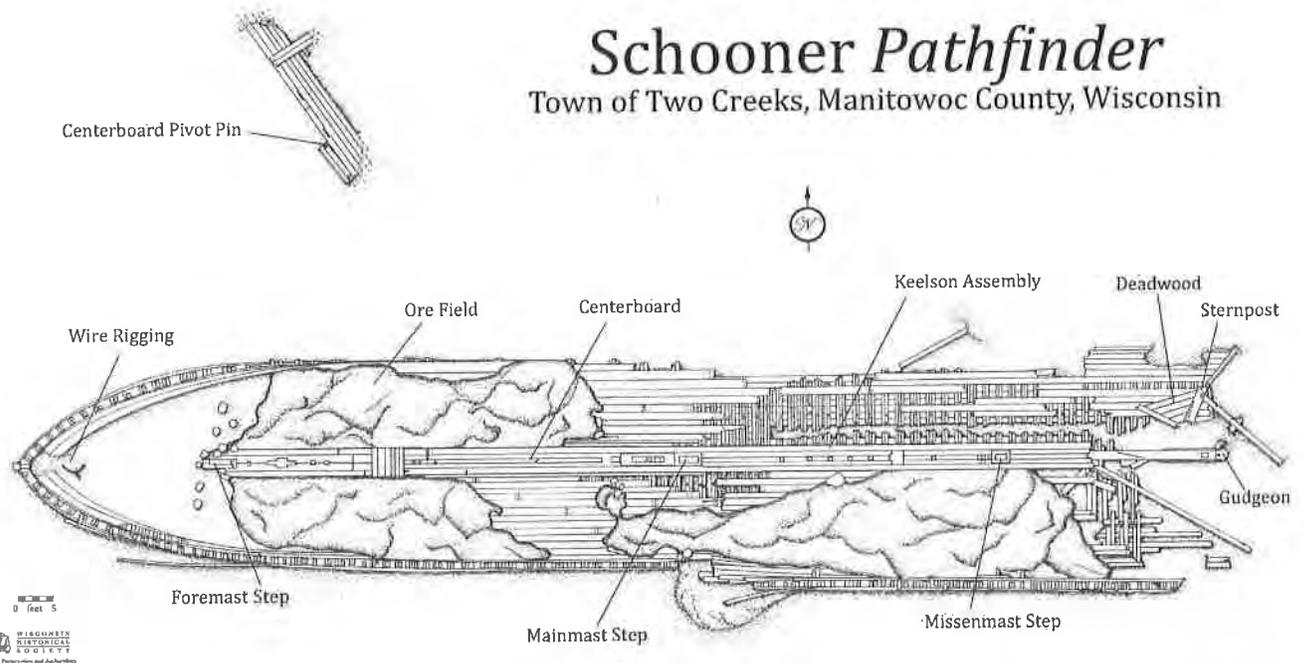
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Section figures Page 1

Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Figure #1 of 2
Pathfinder Shipwreck (Schooner)
Manitowoc County, Wisconsin
Site plan of the *Pathfinder* shipwreck
August 2014



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Section figures Page 2

Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Figure #2 of 2
Pathfinder Shipwreck (Schooner)
Manitowoc County, Wisconsin
Map of the *Pathfinder* shipwreck site
August 2014

