

On Friday, July 30, 2004, Cindy LaRosa and Kevin Magee drove eight hours from Cleveland, OH, to Rogers City, MI. This is located in the rural northeast corner of Michigan on Lake Huron. Meeting them there was Dean Ziegler, a member of the Bay Area Divers (BAD). The purpose was to go diving on some of the best deep wrecks in the Great Lakes.

Diving in this area takes some logistical planning. Dean towed his 25' Sport-Craft boat "Ziggy II" to allow access to the dive sites. It was put in the water at a public boat ramp each morning at Rogers City, Presque Isle, or Hammond Bay depending on the wrecks visited. Dean also arranged for gases (helium and oxygen) to be shipped to a nearby auto shop. Home base was established at a campground where the boat was stored each night and gases were mixed. Air top offs had to be obtained regularly at dive shops in Rogers City 5 miles to the north or Alpena 30 miles to the south. Having multiple sets of tanks helped make gas blending necessary only once every couple of days.

But the trouble is worth it. The wrecks are absolutely spectacular. All sit high off the hard gravel bottom by 15'-30' with almost no silting evident. Depending on the depth, the diving was done using single 120's with H-valves, doubles, and/or one or two stage bottles. Bottom temperatures were 38-40 deg F with the thermocline between 50'-70' and 64-65 deg F water above. Visibility on the bottom was excellent this year with 30'-50' of viz seen on all wrecks in bright ambient conditions. A light was helpful for seeing details, however. This is a spectacular improvement from just a few years ago when bottom viz was typically 15'-25' with pitch black lighting conditions. There was one negative aspect to this year's diving, however. Zebra mussels now coat all of the wrecks whereas just last year bare wood and metal were the only things seen. The level of coating varies from mild to moderate, but already some items are now nondescript blobs. It is imaginable that within a few years everything will be completely covered and unrecognizable. This is extremely sad to see in an area that has been absolutely pristine up until this point.

On Saturday, July 31, 2004, the boat was launched at Rogers City and proceeded to the "F. T. Barney," a 2-masted wooden schooner that sank in 160' of water in 1868 after colliding with another schooner. The mooring was tied to the windlass at the bow (W), and the deck is at 145'. The bowsprit has a very long 30'-40' jib boom attached with turnbuckles and chains hanging from it at various points along its length for the jib sails. It is an impressive feature of the wreck and rare since jib booms are usually broken off during sinking. Bracing chains go from the bowsprit to the stem. Both large wood-stocked anchors are on the wreck, but the port anchor and its cathead have broken loose from the railing and are hung up against the bowsprit. The starboard anchor is still hanging from its cathead on the railing. Both anchors have their chains attached and going to their respective hawse pipes. Seen near the wreck on the bottom is

a brass navigation lantern lying on its side with red lenses and both ends knocked out.

A companionway with a sheltered roof over the top is immediately behind the windlass with vertical steps going down below decks to the chain locker. Later penetrations of this companionway revealed two split rooms below deck with chain filling the starboard one and some stray pieces of coal on the floor. The linkages to a single-cylinder hand pump stick up from the deck aft of the companionway. Aft of this the foremast is broken off near its base. Because of the excellent view the foremast could be seen lying out in the debris field off the port side. Its topmast is still attached but broken off above the steps. The crosstrees are in place with several planks across them to create a platform. Lying on the deck are both the gaff and boom of the foremast. Pushed against the aft portion of the mast stub is a small winch. A cargo hatch, complete with an intact wooden cover, is behind the mast. Two more cargo hatches exist further aft with their hatch covers partly smashed or missing. Inside can be seen the coal cargo.

All deck equipment has slid/fallen to the starboard railing, including a pile of chain from the windlass, the capstan - leaving its base plate behind on the centerline, and the centerboard winch with chain coming out of the centerline hole and trailing across the deck to the fallen winch against the railing. It appears the ship listed heavily to starboard when sinking before coming to rest on an even keel on the bottom. Four shovels can be found scattered on the deck. All the railings are completely intact with a set of five deadeyes for the foremast and a set of four deadeyes for the mainmast. At the stern the mainmast is standing, and looking up the crosstrees can be seen at the top. The mainmast's boom is fallen over the railing to the starboard side. Mast hoops are still stacked on the mast, and another small winch is mounted against the mast.

The cabin is completely intact with a double-barreled hand pump just forward of it and a companionway into the cabin on the port side. On the roof near the companionway is the exhaust hole for the stove with protective metal guards over it. Inside the cabin are the scattered remains of furniture, two rooms on the port side, and two rooms on the starboard side. The doors with porcelain doorknobs and walls for these rooms are collapsed, and window openings are visible along both sides of the cabin. A companionway is at the middle stern, and the wheel and associated steering gear are present on the stern deck. On the back wall of the cabin next to the companionway is a box that appears to have allowed passing things to the helmsman from the cabin without using the companionway. The top of the box has a small circular metal cover with breathing holes punched in it. Resting inside the box was placed the ship's compass, and on top of the box was found a teacup. A large porcelain serving platter was on the stern deck, and two lifeboat davits are at the extreme corners of the stern.

Forward of the cabin along the starboard side a large stockless Navy anchor rests on the bottom next to the hull. Its shank is broken, and a large two-pronged hole runs up the side of the wreck and destroys the railing in this area. This anchor is from the modern era and supposedly comes from a Michigan DNR survey ship that came to survey the wreck soon after it was discovered. It managed to snag the wreck with its anchor, damaging the side extensively, and then reportedly toppled the foremast before finally losing the anchor. This is the only damage to this otherwise fabulous wreck. Finally, lying on the bottom a little forward of the anchor next to the hull is another brass navigation lantern. It sits upright on the bottom with green lenses on one side and red lenses on the other side closest to the hull. A metal cover exists on the backside and may have been used to cover whichever side wasn't needed. Bottom time was 20 minutes, total run time was 55 minutes, 25/20 trimix and 50% nitrox were used, and max depth was 154'.

On Sunday, August 1, 2004, the boat was launched at Presque Isle and proceeded to the "Cornelia B. Windiate," a 3-masted topsail schooner that sank late in the season in December, 1875, when it was only a year old. It sailed from Milwaukee (Lake Michigan) bound for Buffalo (Lake Erie) with a cargo of wheat and was never seen again. It was always assumed to have been lost in Lake Michigan since its passage of the Mackinac Straits was never recorded. However, in 1986 this wreck was found in Lake Huron. Identifying it wasn't too hard because this is one of those rare wrecks that still has its name on it. It is considered one of the most intact schooner wrecks found in the Great Lakes. It lies in 185' of water and stands high off the bottom with her deck at about 165'. The mooring is tied to the top of the foremast, which rises to within 100' of the surface. The topmast is broken above the steps. The crosstrees are intact with wire rigging dangling down to the deck below. Amazingly, attached to the mast with a swivel mounting is a large 30'-40' square-rigged spar resting at an angle. Having an attached spar is absolutely unique to this wreck and has never been seen on any other reported wrecks.

It is a long descent down the foremast to the bow (S). The only damage on this wreck is at the extreme bow where the bowsprit is broken at the base and points down to the bottom. There is a small forecastle in front of the windlass, and the deck is littered with rigging and miscellaneous parts. A companionway opening with vertical stairs leads down to the chain locker. Both large wood-stocked anchors are stowed on their catheads on the railings. Curiously, the anchor chain runs out of the windlass and up and down the entire port side of the ship in three orderly, looping lengths. Speculation is that this was an attempt by the crew to correct a starboard tilt of the ship as she lay trapped in ice or that this was the normal procedure before going to anchor to prevent fouling. All deck equipment is present, including a capstan amidships and centerboard winch with chain running down into the centerboard box. All cargo holds are sealed tight

with the wooden cargo hatches still strapped down with metal bands, allowing no examination of their interiors. However, one deck board was noticed to be ajar, revealing a full cargo hold immediately below the decking with white mold growing on top of it. On the starboard deck near the stern is a large open-topped box with very thick wooden walls and a metal-lined interior. This was probably an ice box used to store perishables and is another unique item to this wreck.

All three masts are standing, but the good visibility showed that the tops of the main and mizzen masts are broken off. The top of the mainmast, complete with crosstrees and attached topmast, is lying on the bottom against the hull on the port side. Wire rigging runs from both sets of mainmast deadeyes on the railings down to the crosstrees of this mast section. The top of the mizzen mast leans up against the starboard side of the ship near the stern and points up across the deck with its crosstrees and topmast in place. Sail hoops are stacked around the masts at their bases, and there are three-sided fife rails around the masts with belaying pins in them. The foremast boom and gaff are scattered on the deck, but the mainmast boom is stowed in its centerline position with its gaff resting neatly on top of it. Miscellaneous blocks are scattered or attached to various mast parts, and deadeyes are found on all the railings.

At the stern the cabin is completely intact. The mizzen mast runs out of the middle of its roof, and the boom and gaff are on the cabin roof. A front companionway is on the port side, and a stove pipe exits the roof nearby. Entering into the cabin, the stove can be seen on the floor. Two open doors with porcelain doorknobs can be seen leading to small rooms on the starboard side. It appears these rooms and their walls are more broken up from when they were originally seen several years ago. Broken furniture pieces can be seen on the floor. Windows with metal bars and sliding shutters are on both sides of the cabin, and original traces of white paint can be seen on the walls. At the rear of the cabin, a graceful winding staircase can be seen making a 90 deg. turn up and out of the cabin on the port side. On the raised steering deck one finds the wheel and steering gear box with the wheel tilted up. The davits are arched metal designs at the corners of the stern. On the port railing alongside the cabin can be seen the wooden nameplate with "Cornelia B. Windiate" carved into it. It is now required to rub the zebra mussels away to read it, and the letters appear to be softening against this rubbing. Examining the transom one finds a series of decorative metal stars, five on each side, attached to the transom in a curving design with a nautical rope design along the edges of the transom. There are also holes for two unique oval or key-shaped portholes on the transom, but sadly, they are missing and probably stolen. Dropping down to the bottom, the rudder is turned hard to starboard at a 90 deg angle. Finally, on the bottom on the starboard side near the stern, a wooden yawl boat can be seen sitting upright and parallel to the hull about 10'-20' away. Its bench seats and floor boards are in place, and large wooden blocks are inside at each end. These blocks would have mated to the davits. Bottom time was 15 minutes, run time was 47 minutes, 20/35 trimix, 50% nitrox, and 100% O₂ were used, and 171' was the max depth.

On Monday, August 2, 2004, the boat was launched from Hammond Bay, and a 15-20 mile run was made to Bois Blanc Island near the Mackinac Straits. The day was initially rainy and not very promising, but conditions improved as the day went on. After some distant lightning and thunder, the day turned out to be mostly sunny with a beautiful flat lake the whole day. The wreck was the "Newell A. Eddy," a large 240'-long three-masted schooner/barge that sank in 165' of water in 1893 after being cast loose to fend for itself in a storm. The wreck was found to be moored on the top of its foremast at a depth of 80'. The crosstrees are an appealing half-moon curved design rather than the straight telephone pole design. Upon descending the enormous size of the wreck becomes evident. The masts are 3' in diameter, and the beam is a huge 40'. All three masts are standing, and all have crosstrees at the top and hanging wire rigging dangling down to the deck or attached to the railings. Enormous turnbuckles, not deadeyes, are seen on the railings. The booms are still in place pressed up against their masts and held there by wooden H-shaped cradles down the centerline of the deck. The sail hoops are stacked neatly in place at the base of each mast. Large wooden blocks and pulleys can be seen hanging everywhere from the masts and booms. Furthermore, the deck is shallow at 140', meaning that the wreck towers 25' above the bottom. Many large cargo openings are present with patches of white mold - the decayed remains of its grain cargo - seen on the bottom of the hold. The swim down the length of the ship and back is very long. Along the way can be seen deck equipment like the capstan, cargo winch, and centerboard winch. The centerboard box, which can be seen running through the middle of one cargo opening, is a huge 3' in width. At the end the entire stern is missing immediately behind the third mast where the cabin would start. Both sides and their railings continue for a little way, and the bottom of the hull appears to be partly intact, but the transom, cabin, and stern decking are completely missing.

The bow (S) is where most exploration was done. There is a large raised forecastle that is 5'-8' above the deck. It is completely enclosed, but a large windlass can be seen housed underneath it where part of the rear wall is peeled away on the port side. A large donkey boiler is located on the deck behind the forecastle on the starboard side. It sits standing up on its end, which was the normal way to mount donkey boilers on sailing vessels rather than horizontally on their sides like those found on steamers. A fallen smokestack lies next to the boiler on the deck. A small foot rail partitions off the deck behind the forecastle and may have possibly been a shelter at one time. A small potbelly stove can be seen lying on its side in one corner of this area. On top of the forecastle a capstan can be found with a brass cover engraved "Newell A. Eddy, 1890." Furthermore, name boards are found on the sides near the bowsprit that have engraved "Newell" on the starboard side and "A. Eddy" on the port side. The bowsprit is large and continues out about 30'. Bracing chains can be seen

running from the bowsprit down to the stem. The port anchor can be seen to be deployed, and its chain stretches out tightly from the hawse pipe into the distance. The starboard anchor is on top of the forecastle and is a folding design. There is a swivel where the arms and flukes attached to the shank, and the metal stock pulls through a hole in the shank to lie flat along the shank's length. From the damage at the stern, the stowed sails, the deployed anchor, and a nearby 15' deep reef, it appears the "Eddy" was at anchor in the storm when it had its stern ripped off either by the waves or the reef. Bottom time was 20 minutes, total run time was 50 minutes, 25/20 trimix and 50% nitrox were used, and max depth was 144'.

Afterwards, a shallow schooner wreck called the "Perseverance" was dove in the channel south of Bois Blanc Island. There is some controversy about the true identity of this wreck, and it may actually be the "Robert Burns." It is reminiscent of the wrecks found in Lake Erie since it is mostly broken up in 60' of water. However, unlike Lake Erie, the bottom is a hard gravel with no silt evident anywhere. The deck is gone, and the hull's sides are falling outwards. The center of the wreck is deeper than the surrounding lake bottom by about 5', and the insides are littered with the remains of knees, planks, and decking. The centerboard box is upright with the top fore and aft access holes open and a chain running down inside the box at the rear opening. The remains of windlass supports are at the bow, but the windlass and all other equipment is missing, hinting that it was probably salvaged in historical times. The intact bow (N) stands 8'-10' high off the bottom, and several hearteyes (similar to deadeyes) are prominent on the bottom along with some bulleeyes (also similar to deadeyes) hanging from the bow. The stern appears to be heavily damaged and torn away to the port side. The rudder is lying flat on the bottom out in the debris field there. The wreck was coated in a fine algae growth, and crayfish and big 6" gobies were evident in large numbers on the wreck. Overall it was a cute wreck with no deco obligation.

Tuesday, August 3, was a blow day. An attempt was made to get out to the "Florida," but the building 3'-6' waves were too rough, so we turned around. Cindy then returned home, and the time was spent by Dean and Kevin relaxing and touring a nautical museum in Rogers City. By pure coincidence, Frank Mays - the sole living survivor of the 1958 sinking of the "Carl D. Bradley" - happened to show up in the museum during that time. After talking to him and the museum staff for a while, the day was ended. Alan Jensen, another BAD member, showed up later that evening to replace Cindy for the next week's diving.

Wednesday, August 4, was calm and spent diving the "F.T. Barney" again. In the evening a talk by Patrick Labadie was attended at the Presque Isle

lighthouse. Patrick is the NOAA historian for the Thunder Bay Underwater Preserve in Alpena, and his talk was about the shipwrecks found in the local waters. Patrick was also instrumental in the "Windiate" archaeological survey done last year, and the talk was much enjoyed.

Thursday, August 5, was too rough again, so the day was spent touring the NOAA "Pewabic" exhibit and a local history museum in Alpena. The late afternoon was spent flying kites on the beach in Rogers City. A week-long carnival at Rogers City provided entertainment for the rest of the evening.

On Friday, August 6, 2004, the boat went out of Presque Isle to dive the "Florida." This wreck was a wooden package steamer that sank in 200' of water in 1897 after being struck by another steamer. The seas were choppy with 3' swells, but they were tolerable, and the seas were only 2' by the time the diving was done. The wreck's bow is SW, and the mooring was tied amidships, allowing easy exploration in either direction from the mooring. Starting at the extreme bow, three metal anchors with folding flukes lie on the deck. The deck stands high off the bottom at 170'. Looking down the sides revealed a massive wall of wood going down to a distant debris-scattered bottom. Two rub rails are evident along with open side doors for loading cargo. On the bow stem is a small standing flagpole with a disk-shaped cap. There are also two decorative globes on the bow's railing surrounding the flagpole and a small bowsprit-like pole on a pivot pointing downwards from the stem. Immediately behind the anchors are two chain locker openings with unusual crescent shapes and sliding covers. Present at the bow is a capstan with a large shiny brass cover that reads "SS Florida, 1889" and the name of the owner and builder. Some fallen air scoops lie on the deck, and several metal steam radiators stand out from the deck. Careful examination reveals the outline of a now-gone deckhouse with cabins where the radiators are located.

Several large cargo openings are found aft on the main deck, and three fallen masts are lying on the deck. Early steamers had masts to supplement the engines and provide a backup. The masts' wire rigging is scattered on the deck, and the masts' half moon-shaped crosstrees are easily viewed on the deck. The crosstrees all had planks across them to create platforms. A fallen flagpole was found with a metal ball at its tip, and a long tray with circular cutouts, probably for fire buckets, was seen. Inside the cargo holds are all sorts of general package goods. There are many barrels - some collapsed with just the staves and hoops, some intact sitting on the floor, some floating up against the ceiling, and some partially collapsed with a solid white pasty cylinder of flour remaining. Also seen inside the cargo holds are hand trucks, stacked wash tubs and dishes, crates of blue-and-white enameled metal coffee pots, stacked paint cans, and a plethora of other miscellaneous goods. It was noted that the deck near some of the cargo

hatches appears to have collapsed or is bowing downwards slightly in some places.

Moving amidships a partially intact wooden deckhouse is found. On the port side is one large room with a fallen wall. Inside is a potbelly stove and collapsed benches and tables. An adjoining starboard room is full of lanterns, some intact and some busted on the floor. Shelves with cutouts for the lanterns line the walls. The room next to it is filled with stacked paint cans with the paper labels still somewhat evident. The impact point of the other steamer can be seen on the starboard side near the deckhouse. A large wedge-shaped hole exists that extends to the bottom and opens up the interior for viewing. Just aft of the deckhouse is a metal deckhouse that contains two large side-by-side boilers inside. The top of the boiler house reveals the holes for two side-by-side smokestacks.

After this point the wreck suddenly ends. The hull appears to have been cut with a knife, exposing all three deck levels and their interiors. The boiler room can be accessed at the second level, and a chair was noticed hung up in the wreckage near the entrance to this room. On the bottom can be seen the outline of the rounded stern, and in the middle stands the large engine. On top of the engine was placed a second brass capstan cover that looks just like the first one. On the starboard side of the engine are mounted five brass gauges, some filled with fluid but two still readable. A whistle can be seen lying among the jumbled machinery debris on the bottom. One smokestack is on the starboard side, and the other is on the port side. A large metal bin filled with coal is aft of the engine, and the rudder post pushes up through the debris at the extreme stern. Swimming around the stern, the rudder can be seen, and a three-blade propeller can be seen behind it. The stern is extremely undercut, and depths of greater than 200' may be possible in this area.

During the time on the wreck, two large freighters went by at a close distance of approximately 500'. The "Columbia Star," a 1000-foot laker, was one of them. The "Florida" is still in the active shipping lanes today, and care must be taken to always have someone on board the dive boat at all times. Bottom time was 20 minutes, total run time was 57 minutes, 20/35 trimix was used with 50% nitrox and 100% O₂, and max depth was 187'.

On Saturday, August 7, 2004, the boat was launched from Presque Isle to dive the "Norman," a large steel freighter that sank in 210' of water after colliding with another steamer. It is the sister ship to the "Grecian," which lies just to the south in Thunder Bay. The "Norman" sank in 1895, but it is surprising very modern in appearance and resembles a modern laker in design and somewhat in size. It is huge at 300' in length with a 40' beam. It was found to be moored, and upon descending the mooring was found to be attached to the starboard corner of the

stern boiler house. While descending down the mooring, one passes by the top of a stern mast attached to the cargo deck. The mast is made of wood and rises well above 150' at a 45 deg angle. An electrical wire runs up the side of the mast towards the top, and wire rigging runs from the top of the mast down to the ship's gunwales. The wreck is lying at a 45 deg angle on its port side with the starboard railing at 165'. The whole stern is wrenched free from the hull and rotated further to a 60-80 deg angle, lying almost on its side. There is a 10'-20' gap between the cargo deck and the metal boiler house at this break. The forward face of the boiler house has square windows with open glass panes still unbroken, and peering inside reveals two side-by-side boilers. Penetrating astern at the gap reveals an extension of the cargo hold under the boiler house but does not seem to provide easy access to the interior of the engine room.

A large funnel hole is in the middle of the roof of the boiler house, and the fallen stack is on the bottom below it. Aft is another smaller hole followed by an open skylight. On the bottom around this area can be seen a smaller stack and several air scoops. Peering inside the skylight, the top of a triple expansion engine can be seen. Close examination of the engine through the skylight reveals all the catwalks around the engine are in place, making for a tight fit. Hanging cables are also evident in many places. Visible on top on the former starboard side of the engine is a group of brass gauges. Crew spaces are astern of the engine, and a drinking fountain can be seen on the wall. Aft of the engine skylight is an open steel deck where the former wooden stern house was located. All of this structure has slid off the wreck and is lying in a jumble on the bottom. Walls, ceilings, glass window panes, tiled floors, and other items all lie in a heap, inviting detailed exploration. Steam radiators, a sink, and toilet stick out of the steel deck hanging by their plumbing off a vertical wall. At the extreme stern is a deck with a capstan and emergency steering tiller. Looking at the underside of the ship reveals a large rudder and three-bladed propeller.

It is a long swim down the length of this freighter. There are large cargo openings at frequent intervals along the cargo deck. The cargo holds were investigated and found to be two levels deep and filled with boards and miscellaneous debris, but they contain no identifiable cargo. The gunwale railing, unlike modern ships, is made of wood, and a large wooden rub rail is halfway down its side. Although the ship is almost lying on its side, the port railing and part of the port side of the ship is visible down the length of the wreck. Amidships is found a large winch mounted to the center of the deck. Upon reaching the bow, another standing wooden mast with wire rigging is found. In front of the mast is another winch mounted to the deck. Around the winch are the remains of the former bow cabins, including radiators, another toilet, and another sink hanging by their plumbing from the deck. Like the stern house, the wooden bow house has also slid off the deck and is lying on the bottom in a jumble of parts. Somewhere within this debris lies the remains of the wheelhouse, although no evidence was found of it.

There is a large metal forecastle with three doors at the bow. The forecastle's wall also has large square windows, some with their glass still intact. Peering inside, living spaces with wood paneling on the walls can be seen. Because of the angle of the ship, all the furniture has fallen to the port sides of the rooms, blocking the doors to adjacent rooms with a pile of chairs, tables, and loose planks. However, direct forward penetration is possible through all three doors, and a windlass can be found under the deck at the extreme bow. The starboard door opens to yet another toilet and sink. There is a hatch opening between the winch and the forecastle, and penetration forward one level down leads to the chain locker. The deck on top of the forecastle has a capstan and a single curved metal davit at the stem. On the deck is a metal anchor with swiveling arms and fixed metal stock. Coming out the port hawse pipe is an anchor chain that leads to the second anchor lying on the bottom below the bow. Finally, lying on the bottom away from the port side of the bow is an upright wooden yawl boat. All the wooden seats and floor boards are intact, and amazingly it has three stowed oars and a mast lying along the length of the boat on top of the seats. This is an amazingly intact yawl boat. Bottom time was 20 minutes, total run time was 57 minutes, 20/35 trimix was used with 50% nitrox and 100% O2, and max depth was 190'.

Sunday, August 8, 2004, the boat was launched from Presque Isle with the "Defiance" in mind. Unfortunately, the seas were rough at 3'-4', and no mooring was found on the "Defiance." So, it was decided to dive the "Norman" again. While anchored, the 1000-foot laker "Indiana Harbor" went by relatively closely. The "Norman" is also near the modern shipping channel, so care must be taken when diving this wreck as well.

Here's a correction for my Rogers City dive report - I received word from a reliable local source that the navy-style anchor that damaged the "F.T. Barney" was, in fact, present on the wreck 8-9 years before its official "discovery." That means the story about the Michigan DNR research vessel being responsible for the damage is probably wrong and that the damage was most likely caused by a chance encounter with a laker that anchored off Rogers City waiting to enter the Calcite plant - the world's largest limestone quarry.

Also, below is the dive report for another wreck that didn't get mentioned in my earlier dive report for Rogers City, MI.

On Saturday, July 31, 2004, after diving the "F.T. Barney" it was decided to dive another wreck off Rogers City. This wreck is a two-masted schooner that sank in 130' of water but has not been positively identified. It is believed to be either the "Perseverance," which sank in 1855 in a collision, or the "Northwestern," which sank in 1850 in a collision. The bow is W, intact, and stands 10'-15' high off the bottom. The bowsprit is present, and underneath is a small scrolled figurehead design. Teasingly, there are name boards on both sides of the bowsprit, but no name can be read on them. Both wood-stocked anchors are lying on the bottom partially buried with their chains leading up to their respective hawse pipes. The forecastle deck is intact with a windlass on the deck, and the anchor chains lead through the hawse pipes and wrap around the windlass.

Immediately afterwards, the whole wreck disintegrates into a jumble of debris on the bottom. Both sides are collapsed, and the middle of the wreck is filled with piles of miscellaneous wooden debris. Both masts have fallen to the starboard side and proceed far out away from the wreck. Their bases are still located in the center of the wreck, and an integral five rail wraps around the circumference of each mast near the base. The centerboard box has also fallen on its side, but no centerboard was seen, so it must still be located inside the box. Nearby on the bottom in the middle of the wreck can be seen the centerboard winch.

At the stern the transom and rudder are intact and stand high off the bottom. However, they are leaning 45 degrees to the starboard side. The rudder post stands high, and tiller steering may be evident. Collected in the middle of the wreck at the stern is what makes this wreck so special. There are many dishes and artifacts collected in this area by divers. Evident are two large jugs with decoratively painted designs and markings indicating manufacturer. There are also many dishes, serving platters, and cups. As a bonus, sitting inside one of the dishes is a man's pocket watch with the glass intact and the face readable but with no hands. It is thrilling to see and is a testament to how well cared for and nicely treated these wrecks are.