



## Research Resources The Antelope



## SUMMARY OF THE RESEARCH FILE FOR THE ANTELOPE

**By Victoria Kiefer, Maritime Archaeologist, Wisconsin Historical Society**

The Antelope was originally constructed as a passenger packet steamer by shipwright Jacob L. Wolverton at his shipyard in Newport (Marine City), Michigan in August 1861. It was constructed for Eber B. Ward, Esq., and his Ward Line of steamers, plying passengers between Milwaukee and Buffalo, New York, opposite the steamer Montgomery.

The Antelope was 186 feet long, 31 feet in beam (width) and 11 feet in depth, with a carrying capacity of 600 tons.

It began as a triple-decked wooden passenger steamer in 1861 and was converted to a single-decked wooden lumber steamer in 1869. Then the Antelope was converted once again into a single-decked tow barge in 1883 for use in the grain and coal trades, and finally, was re-rigged as a schooner-barge in 1893 to be towed by another ship for the transport of coal.

On October 7, 1897, the Antelope was bound up with a cargo of coal to be dropped off at the Ashland Coal Company dock in Ashland, Wisconsin, in tow of the steamer Hiram W. Sibley. Hiram W. Sibley's captain was towing the schooner too fast in the choppy sea, and the thirty-six-year-old Antelope's seams opened. The pumps were started, but water came in faster than it could be pumped out. It was soon clear that the ship could not be saved. The Antelope's crew transferred to the Hiram W. Sibley and was taken to Duluth, Minnesota. Wreckage of the Antelope, including the cabin and other loose material, was sighted by the crew of the schooner Gawn off Michigan Island, located near Bayfield, Wisconsin, in Lake Superior. The vessel and cargo were valued at \$13,500. The ship's enrollment was surrendered at Port Huron, Michigan, on November 17, 1897.

The Antelope lays imbedded in the lakebed in 300 feet of water, 7.5 miles southeast of Michigan Island.

The location of the wreck was discovered in September 2016 by Ken Merryman, Kraig Smith and Jerry Eliason after a six-year search for the vessel. Investigation by ROV from Crossmon Consulting, LLC, and the Wisconsin Historical Society was conducted in October 2016.



From the Buffalo Daily Courier, Thursday, August 29, 1861

NEW PROPELLER. -- A new and very handsome propeller of 800 tons burthen, named the ANTELOPE, made her appearance in our harbor yesterday, and took on her first load of wheat from Kellogg & Strong's elevator. She carries about 20,000 bushels of wheat, with a deck load of rolling stock, drawing 12 feet of water. Her dimensions are: Length, 300 feet; breadth of beam, 30 feet; depth of hold, 14 feet.

The ANTELOPE was built at Newport for E.D. Ward, who we understand, intends to make her and the MONTGOMERY, the nucleus of a line of first-class propellers to run between this city and Buffalo, without going further up the lakes. Our merchants will promote their own interests by giving the line all the encouragement they can. – [Originally published in the Milwaukee Sentinel.]

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FAMILY JOURNAL  
CIRCULATION  
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Historical Society  
**The Advocate.**

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STURGEON BAY, WIS., SATURDAY, OCTOBER 16, 1897.

\$1.50 A YEAR.

## Two Vessels Founder.

The old schooner *Antelope*, coal-laden and in tow of the steamer *Hiram W. Sibley*, bound to Duluth, foundered off Michigan Island, of the Apostle group, Lake Superior, on Thursday of last week. The vessel sprang a leak and although the pumps were worked to their fullest capacity the water came in faster than it could be pumped out, and when it became apparent that the vessel could not be saved the crew was transferred to the *Sibley*, which delivered them at Duluth. The cause of foundering was that the *Sibley* pulled her through the water too fast for the schooner's old timbers in the choppy seas that prevail at the time.

The *Antelope* was formerly a passenger steamer plying between Chicago and Buffalo, but was converted into a barge a few years ago. The loss on boat and cargo is about \$13,500.

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## GENERAL MARINE NEWS.

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### Schooner **Antelope** Founders.

DULUTH, Oct. 8.—The schooner Antelope, bound up with a cargo of coal in tow of the steamer Hiram W. Sibley, foundered yesterday off Michigan island of the Apostle group. After the vessel sprung a leak the pumps were started, but, as it was apparent that the boat could not be saved, the crew was transferred to the Sibley, which brought them here last night. It is said that the cause of foundering was that the Sibley was too fast for the schooner's old timbers in the choppy sea that prevailed yesterday. The Antelope was formerly a passenger steamer plying between Chicago and Buffalo, but was cut down into a barge a few years ago. The loss on boat and cargo is about \$13,500.

ENROLLMENT



No. 77

Northern, Northeastern, and Northwestern Frontiers of the United States.

In Conformity to an Act of the CONGRESS of the United States of America, entitled "An Act for Enrolling and Licensing Ships or Vessels," &c, passed the 24th February, 1793, and "An Act to regulate the Foreign and Coasting Trade on the Northern, Northeastern, and Northwestern Frontiers of the United States, and for other purposes," passed the 17th June, 1804, and the Acts of the 7th July, 1838, 20th July, 1850, and 6th May, 1864,

James M. Ballentine of Detroit.

having taken or subscribed the oath required by the said Acts, and having sworn that he and H. C. Ballentine, of Saginaw, and Lawrence of Chicago & A. B. Moore, of Genoa Ill. are each owners of one sixth (1/6) and H. C. Ballentine of Waukegan Ill. is the owner of two sixths (2/3) each

one eighths of the Propeller or Vessel called the Antelope of Detroit whereof H. C. Ballentine is at present Master, and as he hath sworn is a citizen of the United States, and that the said Propeller or Vessel was built at Detroit Mich. in the year 1861, as appears by her last Certificate dated at Milwaukee Wis. Aug. 21st 1866 No. 15. and she has changed her name to Detroit also built by Adams & Co. of Detroit and built by Smith & Smith Special Surveyors and having certified that the said Prop. or Vessel has one deck and one mast and that her length is 201 1/2 feet, her breadth 31 1/2 feet, her depth 12 1/2 feet, her height 9 1/2 feet, and that she measures 915 tons and 19 two thirds

and that she measures 915 tons and 19 two thirds

	Tonnage	100
Capacity under tonnage deck	478	80
Capacity between decks above tonnage deck	436	39
Capacity of enclosures on upper deck		
Total Tonnage	915	19

that she is a Propeller has Round Stern and plain head. And the said Jas. M. Ballentine having agreed to the description and dimensions above specified, and sufficient security having been given in conformity with the terms of the said Acts, the said Prop. has been duly Enrolled at the Port of Detroit

Given under my hand and seal at the Port of Detroit, this 10th day of June, in the year one thousand eight hundred and sixty-six.

Wm. S. Odley  
Wm. S. Odley

INDORSEMENTS OF CHANGE OF MASTER.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 189 .  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 District of \_\_\_\_\_, Port of \_\_\_\_\_, 189 .  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 District of \_\_\_\_\_, Port of \_\_\_\_\_, 189 .  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.

571

PERMANENT.  
 (Cat. No. 538½) 571

**CERTIFICATE OF ENROLLMENT**  
 No. 103

OF THE  
 SCHOONER  
 CALLED THE  
*Antelope*

*523 48 496 62*  
 Tons,

ISSUED AT THE  
 Port of **PORT HURON,**  
 District of **HURON.**  
*April 11, 1893*  
*Harrison Steen*  
 Collector of Customs.

DATE OF SURRENDER:  
*Nov 17, 1897*

WHERE SURRENDERED:  
**PORT HURON.**

CAUSE OF SURRENDER:  
*Bease to the loss*  
*15 miles S.E. Michigan*  
*Joe. Luke Superior*  
*Oct 7, 1897*  
*W. R. Churovick*  
 Collector of Customs.

District of \_\_\_\_\_, Port of \_\_\_\_\_, 189 .  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.  
 District of \_\_\_\_\_, Port of \_\_\_\_\_, 189 .  
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 District of \_\_\_\_\_, Port of \_\_\_\_\_, 189 .  
 having taken the oath required by law, is at present master of the within-  
 named vessel, in lieu of \_\_\_\_\_, late master.

# PORT OF DETROIT.

Enrollment



In Conformity to an Act of the Congress of the United States of America, entitled "An Act for Enrolling and Licensing Ships or Vessels," &c., passed the 18th February, 1793, and "An Act to Regulate the Foreign and Coasting Trade on the Northern, North Eastern and North-Western Frontiers of the United States, and for other purposes," passed the 2d March, 1831, and Acts passed the 7th of July, 1838, and 3d of March, 1843, regulating Vessels propelled in whole or in part by steam; also, an Act entitled "An Act to provide for recording the conveyances of Vessels, and for other purposes," passed July 29th, 1850.

*Chas M Cornell of St Clair Mich*

having taken or subscribed the oath required by the said Acts, and having sworn that he is a

Citizen of the United States, sole owner of the Propeller *Antelope* or Vessel called the *Antelope* of Newport whereof *J. G. Purkin* is at present Master; and as he hath sworn, is a Citizen of the United States, and that the said Propeller or Vessel was built at *Newport Mich* in 1861, as appears by the Certificate of *J. Wolvorton* Master Builder dated at *Newport Mich* 17th 861 now on file in the office

And *Wm Tom* Special Surveyor having certified that the said Propeller or Vessel has 1 deck and 1 mast, and that her length is 186 feet 70 inches, her breadth 31 feet 70 inches, her depth 11 feet 70 inches, and that she measures 83 tons and 83 ninety-fifths; that she is a Propeller has a round Stern and 70 figure head; and that she is built over and having agreed of the descriptions and measurements above specified, and sufficient security having been given in conformity with the terms of the said Acts, the said Propeller has been duly enrolled at the Port of Detroit.

Given under my Hand and Seal, at the Port of Detroit, this 17th day of August in the year of our Lord one thousand eight hundred and sixty one

*John G. Purkin*  
Collector

Northern, Northeastern, and Northwestern Frontiers of the United States.

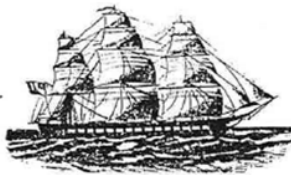
Certificate No. 571

OFFICIAL NUMBER 571

THE UNITED STATES OF AMERICA

Sec. 4319, Rev. Stats.

Catalogue No. 538j.



CERTIFICATE OF ENROLLMENT.

ENROLLMENT. In conformity to Title L, "REGULATION OF VESSELS IN DOMESTIC COMMERCE," of the Revised Statutes of the United States,

Clifford Lemay of Detroit, Mich. having taken and subscribed the oath required by law, and having sworn that he is the ship's husband and master, and that Charles R. Buntick of South Bay City, Mich. is a

ship or vessel called the Antelope, citizen of the United States, and sole owner of the said ship or vessel, of South Bay City, Mich. whereof Clifford Lemay is at present Master, and is a citizen of the United States, and that the said ship or vessel was built at New York, in the year 1864, as appears by its last enrollment at the Port of Port Huron, Mich. dated April 12, 1882, and amended 148 days surrendered vessel having been altered from a Propeller to a Cargo & Tug measurement, of 4 H. S. T. Surber Surveyor having certified that the said ship or vessel has one deck and two masts, and that its length is 186 feet, its breadth is 32 feet, its depth is 12 feet, and its tonnage is 496 tons, viz:

Capacity under tonnage deck	496.62
Capacity between decks above tonnage deck	
Capacity of enclosures on the upper deck, viz:	
Deck tonnage	26.86
Deductions under Act August 2, 1882	523.48
Net Tonnage	26.86
	496.62

and described spaces, and no others, have been omitted, viz: None.

to the description and measurements above specified, and in conformity with the said Title, the said SHIP or VESSEL has been duly ENROLLED at the port of Buffalo, N. Y.

Given under my hand and seal, at the Port of Buffalo, N. Y. in the district of New York, this 22nd day of May, 1882, year one thousand eight hundred and eighty-two.



Collector of Customs.

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